

Australian Transport Advisory Council

Uniform Shipping Laws Code

Section 5: Construction

Sub-Section A: Preliminary

**Australian Government Publishing Service
Canberra**

© Commonwealth of Australia 1989
ISBN 0 644 10227 6

Published for the Department of Transport and Communications by the Australian
Government Publishing Service, Canberra 1989

Charts and diagrams prepared by Michael Thorne Enterprises.

COMMONWEALTH OF AUSTRALIA
ORDER UNDER SECTION 427 OF NAVIGATION ACT 1912

I, PAUL BARCROFT ECCLES, delegate of the Minister for Transport and Communications, pursuant to section 427 of the Navigation Act 1912, hereby declare that the provisions annexed to this order are the provisions of Section 5, Sub-section A of the Uniform Shipping Laws Code as in existence on the date of this Order.

Dated this 4th day of September 1989.

NO. 16107/88-0-027
Reader's Sign: <i>PK</i>
Date: 13-10-89



P. B. ECCLES
FIRST ASSISTANT SECRETARY
MARITIME OPERATIONS DIVISION

SUB-SECTION A
CONTENTS

<i>Clause</i>	<i>Title</i>
A.1	General
A.2	Use of Classification Society Rules
A.3	Unusual Vessels
A.4	Definitions
A.5	Application

A.1 General

This Section shall be read in conjunction with the Introduction, Definitions and General Requirements Section.

This Section details construction requirements to be satisfied by vessels built to the survey of an Authority.

In addition to general structural requirements, special requirements to be met by vessels built of one or more of the following materials are elaborated:

- Aluminium
- Copper Nickel
- Ferro-cement
- Glass Reinforced Plastic
- Steel
- Timber.

A.2 Use of Classification Society Rules

Designers or builders may elect to use the Rules published by a Classification Society as being equivalent to the requirements of the Construction Section.

A.3 Unusual Vessels

The requirements of this Section have been developed having regard to vessels of conventional form and mode of operation.

A vessel of unusual form or mode of operation will be specially considered by the Authority.

A.4 Definitions

Definitions of general application throughout the Section are given below. Definitions of special application in one Sub-section only are defined in that Sub-section.

A.4.1 *Base line* is the line projected by a horizontal plane passing through the lowest point of the keel of a vessel.

A.4.1a *Breadth (B)* means the greatest moulded breadth in metres.

A.4.2 *Bulkhead deck* is the deck to which the watertight bulkheads extend.

A.4.3 *Control station* includes:

- (a) a radio telegraph room; and
- (b) any other enclosed space which houses:
 - (i) any item of the vessel's main navigation equipment;
 - (ii) a central indicator connected with a system for the detection of fire or smoke;
 - (iii) central equipment for the control of fire or smoke; and
 - (iv) an emergency generator.

A.4.4 *Deep tank* means a tank which is used for the carriage of water, fuel oil or other liquids and which forms a part of the hull other than a double bottom.

A.4.5 *Depth (D)* is the moulded depth in metres measured at the middle of length (L) from the moulded base line to the top of the freeboard deck beams at the side of the vessel.

2 *Section 5 Sub-section A*

A.4.6 *Draft for scantlings (d)* is the draft in metres measured from the moulded base line to the load waterline at the middle of length L or 0.66D whichever is greater.

A.4.7 *Freeboard deck:*

- (a) for non-passenger vessels being assigned a load line will be as defined in the Load Lines Section;
- (b) for other non-passenger vessels will normally be the uppermost continuous deck having permanent means of closing all openings in its weather portions and below which all openings in the vessel's side are equipped with permanent means for watertight closure except where specifically exempted by other Sections of these Uniform Requirements;
- (c) for passenger vessels other than open boats will be the bulkhead deck; and
- (d) for open boats will be the top of the gunwale.

A.4.8 *Length (L)* is distance in metres on an assumed load waterline drawn parallel to the base line and situated at a height of 85 per cent of the least moulded depth of the vessel, and measured from the foreside of the stern to the afterside of the rudder post or sternpost.

Where no rudder post or sternpost is fitted (L) is to be measured to the axis of the rudder stock. (L) shall not in any case be less than 96 per cent of the length of the load waterline. In the case of a vessel designed with a rake of keel, the waterline on which (L) is measured shall be parallel to the designed waterline.

A.4.9 *Machinery space* in relation to a vessel, means for the purposes of Sub-section C:

- (a) spaces defined by the Authority as machinery space; or
- (b) if no spaces have been so defined the space extending from the base line to the margin line of the vessel and between the extreme main transverse watertight bulkheads of the vessel which bound the spaces appropriated to the main and auxiliary propelling machinery, the boilers, if any, serving the needs of propulsion and for the purposes of Sub-sections D and E also includes spaces which are occupied by refrigerating machinery, boilers not serving the needs of propulsion, pumps, engineer's work shops, generators, ventilation or air conditioning machinery, or oil filling stations and other machinery used in the service of the vessel, and trunkways leading to those spaces.

A.4.10 *Main vertical zone* means one of the main vertical zones into which the hull, superstructure and deckhouses of the vessel are divided for the purpose of structural fire protection.

A.4.11 *Moulded base line* is the line projected by the plane forming the top of the keel where a plate keel is fitted. In the case of a timber or composite vessel, the top of the keel shall be read as a reference to the lower edge of the keel rabbet.

In the case of a vessel which has a bar keel or box keel or in which the form at the lower part of the midship section is of a hollow character, or thick garboards are fitted, the top of the keel shall be read as a reference to the point where the fliz of the bottom continued inward cuts the centreline of the keel of the vessel.

In each case the plane shall be horizontal when extended transversely.

A.4.12 *Passenger space* means:

- (a) space provided for the accommodation and use of passengers other than service space, and
- (b) in Sub-section C, includes space provided below the margin line for the accommodation and use of crew.

A.4.13 *Public space* includes any hall, dining room, bar room, smoke room, lounge room, recreation room, children's nursery and library.

A.4.14 *Radiotelegraph room* means the radiotelegraph room in a vessel provided in accordance with the 'Radio Equipment Section'.

A.4.15 *Strength deck* is the deck which forms the upper flange of the effective hull girder at any part of its length.

A.4.16 *Superstructure deck* is the deck forming the upper surface of a superstructure, all openings in which are fitted with efficient means of closing.

A.4.17 Watertight means:

- (a) in relation to a fitting located above the margin line, that the fitting is so constructed as to effectively resist the passage of water, except for slight seepage, when subjected to a hose test with water at a pressure of 210 kPa from a nozzle of 18 mm bore, or to a test equivalent thereto, and
- (b) in relation to the structure of the vessel, capable of preventing the passage of water through the structure in any direction under a head of water up to the margin line of the vessel.

A.4.18 *Watertight door* means a door that complies with the requirements of Sub-section C.

A.4.19 *Weather deck* is the uppermost continuous deck exposed to the weather. Where a vessel is not fully decked the weather deck is the uppermost partial deck exposed to the weather.

A.4.20 *Weatheright* in relation to the structure of or a fitting in a vessel, means capable of preventing the passage of sea water through the structure or fitting in any ordinary sea conditions.

A.5 Application

This Section applies to every new vessel the keel of which is laid after the date of coming into force of this Section and which is to be constructed to the survey of an Authority.

Where alterations are made to an existing vessel this Section shall apply as far as is reasonable and practicable to the alterations as if the parts of the vessel so altered were parts of a new vessel.