

HSBO 2015 Portugal

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MARINE and SAFETY TASMANIA
making boating better

Creation of a National Standard for Commercial High Speed Boats in Australia

How do we regulate?



Scope

Smaller, less than 15 metre, high speed vessels are not adequately regulated.

Vessels operate in various industries:

- **Tourism**
- **Patrol Vessels**
- **Aquaculture**
- **Commercial Fishing**

Tourism



Operate all year, but for limited hours

Patrol Vessels



Operate for lesser hours, but in more extreme conditions

Aquaculture



Operate around the clock—seven days a week
and 24 hours per day

Commercial Fishing



Abalone industry near coastal waters but
daylight hours only

Structure

Vessel structure is adequately catered for by using various standards available.

In Australia, National Standard for Commercial Vessels (NSCV) or Lloyds SSC and ISO 6185 for tubes or a full ISO craft with ISO 6185 and ISO 12215-5

Operations

If the vessel design and structure is adequately handled what is the issue?

Do passengers and crew need to be protected from the environment?

It seems this may be the case given the number of minor and serious injuries recorded

Operations

- Is it possible to protect them by regulation?
- Should it be by market force
- Or perhaps a combination?

If we use regulation how do we regulate?

Regulation

NSCV Part F1 Fast Craft only applies to vessels in excess 35 metres operating at more than 25 knots.



Regulation

- NSCV Part F1 covers all aspects of vessel fit-out
- Effectively a domestic version of IMO High Speed Craft Code



It does not cover the type of vessel discussed here, but should it?

Vessel Design

- Rigid inflatable
- Catamaran
- Monohull



- Passenger use
- Work Vessel
- Patrol vessel

Vessel Construction

- Aluminium
- GRP
- Exotic Materials



What is the answer?

- Vessel Design
- Vessel Construction and fit-out
- Operations
- Regulation



Or a combination of all facets,
but largely operations?

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