AMSA Information & Plans Required for Newbuilds

To help our customers we have consolidated information AMSA puts out on new build plan and some survey requirements so clients can be prepared. If you have any questions- just ask!

PLAN NAME	TYPICAL APPLICATION	DESCRIPTION OF CONTENT
General arrangement plan	All Vessels	(a) Tanks (b) Deck openings (c) Seating (d) Berths (e) Bulkheads (f) Access ways (g) Bulwarks & Railings (h) Navigation Lights (i) Ventilation openings (j) Ballast (k) Buoyancy Material (l) Use of each space (m) Watertight closing appliances (n) Lifesaving appliances.
Construction plans & or specifications	All Vessels	(a) Transverse & longitudinal sections (b) Bulkheads (c) Decks (d) Superstructure (e) Deckhouses (f) Engine girders (g) Scantlings (h) Material Details (i) Fastening / welding / layup details (j) Windows & window frames
Lines plan	Vessels with comprehensive stability or subdivision	(a) Half breadth plan (b) Body plan

Contact Kedge for all your vessel build and alteration needs- www.kedge.com,au 1300 89 95 96

Line plan cont'd		(c) Sheer plan (d) Location of W/T bulkheads
Draft marks plan	Vessels with comprehensive stability or subdivision	Location of draft marks, baseline and reference points
Plans or specifications for closing devices	All vessels	Construction and means for securing watertight or weathertight openings liable to down flooding
Piping schematics	All vessels	(a) Essential & high risk systems (b) Bilge (c) Fuel (d) Sanitary (e) Engine exhausts (f) refrigeration and steam (g) Showing valves (h) Vents (i) overflows (j) Filling stations (k) Pipe materials (l) Diameters (m) wall thicknesses (colors to identify types of piping)
Fire protection	Vessels ≥ 12.5 ML	(a) Type & disposition of fire divisions (b) fire extinguishing appliances (c) location of escapes (d) Fire dampers
Rudder & steering gear plan	All vessels	(a) Rudder (b) Rudder Stock (d) Bearing (e) Steering gear and alternative method of steering
Propeller shafting plan	All vessels	(a) Propeller shaft (b) Bearing and couplings

Prop shaft plan Cont'd		(c) Stern tube (d) propeller brackets (e) Engine and thrust seating
Anchoring arrangements	All vessels	(a) Minimum anchor weight (b) Cable length and diameter (c) Number of anchors (d) Details of windlass capstan or winch
Construction schedule	All vessels	(a) Time schedule for building (b) Laminating and welding to determine key milestones for inspection
Electrical schematic	(a) Vessels with ≥ 32 V installations (b)vessels with extra low voltage (ELV) electrical systems	(a) Electrical equipment & wiring (b) Protection devices (overload, low voltage) (c)Emergency power arrangements
Sail Plan	Sailing Vessels	(a) Location & size of sails (b) Underwater profile of vessel
Damage control plan	(a) Vessels ≥ 35m ML long (b) Class 1 vessels ≥ 25m ML long Note:- The damage control, fire and emergency plans may be combined in a single drawing on vessels < 50m ML	(a) Boundaries of watertight compartments (b) Openings and means for closure (c) Arrangements for correcting list
Fire control plan	(a) Vessels ≥ 35m ML long (b) Class 1 vessels ≥ 25m ML long Note:- The damage control, fire and emergency plans may be	(a) Location and type of active and passive fire safety systems on board the vessel (b) Control stations (c) Location of divisions

Fire control plan (cont'd)	combined in a single drawing on vessels < 50m ML	(d) Fire alarms (e) Fire detection and extinguishing systems (f) Fire extinguishing appliances (g) Access to compartments and decks (h) Ventilation systems)i(location of International Shore Connection (j) Fire suits (k) Breathing apparatus (l) Fire dampers
Emergency Plan	(a) Vessels ≥ 35m ML long (b) Class 1 vessels ≥ 25m ML long Note:- The damage control, fire and emergency plans may be combined in a single drawing on vessels < 50m ML	(a) Assembly stations (b) Signals (c) Escape routes (d) Evacuation routes (e) Location of life saving equipment (f) Flares (g) Epirb (h) Lifebuoys (i) Immersion suits if required

Specific additional considerations for some new builds and alterations based on our recent experiences:

Steel & Aluminium Vessel

Details are required of fabrication personnel qualifications and welding procedure. We may need to conduct a welding test if personnel are not formally qualified.

Details are required of materials and consumables used in construction.

Composite Construction

Resin manufacturers specifications and manufacturing guidelines are needed

Material Safety Data Sheets

Written procedures for laminating

Daily laminating records must be kept by the builder

Ask the builder to keep cut-outs for the surveyors inspection- an easy way for us to confirm build quality!

EIAPP Certification

AMSA Marine Orders state that ***"If the vessel is fitted with a new engine after 30 June 2018, that is a marine diesel engine with propulsive power>130kW – the vessel has an EIAPP certificate or an engine international air pollution prevention certificate issued in accordance with Annex VI of Marpol"***

You need to make sure this is supplied by the engine manufacturer at time of ordering- doing so afterwards can cost you significantly more than you expect!

Materials Used In Fit Out Need to Meet Fire Standards Requirements

NSCV Part C Design and Construction, Section C4, Para 4.7 *Materials Used In Fit Out*

States that:

4.7.1 Certain highly flammable materials prohibited

(1) Paints, varnishes, or similar preparations must not be used if they contain a nitro-cellulose or highly flammable base.

(2) fabrics containing nitro-cellulose must not be used.

Before you order any fit out material we strongly suggest you seek material specifications from the suppliers- they need to state that they are nitrocellulose free and BCA compliant- other fire standards may be acceptable too- if the supplier says they can't supply these go somewhere else. We need to provide AMSA evidence that the fit out materials comply.

Please note that not all are required for all builds- chat to us and we will happily work with you to make sure the AMSA requirements are met. If in doubt, please ask us.