



Australian Government

MARL6008A Apply advanced principles of naval architecture

Release 1

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Modification History

Release 1

This is the first release of this unit.

Unit Descriptor

This unit involves the skills and knowledge required to perform complex calculations related to the seaworthiness of commercial vessels, including those dealing with vessel stability, trim, fuel consumption, buoyancy, vessel strength and vibration.

Application of the Unit

This unit applies to the work of a Marine Engineer Class 1 on commercial vessels of unlimited propulsion power and forms part of the requirements for the Certificate of Competency Marine Engineer Class 1 issued by the Australian Maritime Safety Authority (AMSA).

Licensing/Regulatory Information

Not applicable.

Pre-Requisites

Not applicable.

Employability Skills Information

This unit contains employability skills.

Elements and Performance Criteria Pre-Content

Elements describe the essential outcomes of a unit of competency.

Performance criteria describe the required performance needed to demonstrate achievement of the element. Assessment of performance is to be consistent with the evidence guide.

Elements and Performance Criteria

- | | |
|--|---|
| 1 Apply Simpson's First and Second Rules to calculate areas, volumes and displacement of ship shapes using TPC values | <ul style="list-style-type: none">1.1 Simpson's (Mid-Ordinate) First Rule and Second Rule, with typical applications, using half and full ordinates is explained1.2 Areas of water planes, bulkheads and elemental areas are calculated1.3 Problems of immersed hull volume, appendage volumes and non-standard tank volumes are solved1.4 Archimedes Principles of buoyancy are explained1.5 TPC with application of Simpson's Rules to find displacement is explained1.6 Change in draught with mass addition and removal using TPC to give parallel sinkage or rise is explained1.7 Problems of vessel displacement given water plane areas or TPC values are solved1.8 TPC curves and displacement curves for given values are constructed |
| 2 Apply ship form coefficients | <ul style="list-style-type: none">2.1 Ship form coefficients and their uses are defined2.2 Coefficients are calculated given underwater form particulars2.3 Problems of ship form coefficients following change in length and draught are solved |
| 3 Calculate changes in draft due to fluid density | <ul style="list-style-type: none">3.1 Load line freeboard measurement and markings required for change in fluid density are explained3.2 Formula for change in mean draft due to change in density is derived3.3 Change in draft between fluids of two densities are calculated3.4 Formula to derive fresh water allowance is applied |

- 3.5 Changes in mean draft due to changes in density and loading are calculated
- 4 Solve stability problems**
 - 4.1 Calculations are performed to solve problems associated with adding, removing and transferring masses on ships
 - 4.2 Centre of gravity of a suspended mass is explained
 - 4.3 Calculations are performed to solve problems associated with suspended masses
 - 4.4 How KG and LCG can be obtained from stability information is explained
 - 4.5 Creation of overturning moments by mass addition, removal or transfer transversely, including cargo shift or loss is explained
 - 4.6 Calculations are performed to solve problems of small angle transverse stability
 - 4.7 Purpose of inclining experiments, weighing tests and roll period tests to determine stability characteristics are explained
 - 4.8 Calculations are performed to solve problems associated with inclining experiments and roll period tests
- 5 Calculate loss of transverse stability due to fluid free surface**
 - 5.1 Principles of free surface loss of GM are explained
 - 5.2 KG solid is differentiated from KG fluid
 - 5.3 Second moment of area is applied to obtain free surface moment of inertia and is related to stability criteria for standard conditions
 - 5.4 Problems of liquid free surface for simple and complex geometry compartments including variation in filling rates are solved
 - 5.5 Wall-sided formula and factors that lead to negative GM creating an angle of loll are explained
 - 5.6 Problems involving correction of loll angle are

- solved
- 6 Calculate large angle transverse static and dynamical stability**
- 6.1 How GZ and KN righting levers are obtained from cross curves of stability is explained
 - 6.2 KN values are converted to GZ
 - 6.3 Dynamical stability is explained
 - 6.4 IMO requirements for intact and damaged stability cases as well as different vessel types, using typical values from stability files are applied
 - 6.5 Problems of large angle transverse stability, including changes due to redistribution of mass on board are solved and results against IMO requirements are evaluated
 - 6.6 Graphical solutions to large angle transverse stability problems identifying **key points** are prepared
- 7 Solve problems of hydrostatics**
- 7.1 Importance of area and volume centroids is explained
 - 7.2 Methods of determining KB, LCB, LCF and bulkhead area centroids are explained
 - 7.3 Calculations are performed to determine centroids of shipboard areas and volumes
 - 7.4 Impact of hydrostatic pressure and load on vertical and horizontal surfaces is explained
 - 7.5 Methods of calculating pressure, load, shear force and bending moment diagrams for typical tank structures are applied
 - 7.6 Problems are solved in hydrostatics relating to pressure and loads on ship structures, including graphical solution of shear force diagrams of rectangular bulkheads and their elemental stiffeners
 - 7.7 Effective weld area of bulkhead attachment is calculated

8 Perform trim and draft calculations

- 8.1 Meaning of trim and how trim occurs is explained
- 8.2 Standard trimming moments resulting from mass addition, removal, transfer, flooding or combinations of these factors are explained
- 8.3 Change of trim is calculated using MCT1cm, GML and BML
- 8.4 Problems of applied trimming moments to determine final vessel draughts are solved
- 8.5 True mean draft is differentiated from apparent mean draft by applying correction for layer
- 8.6 Calculations are performed to solve problems associated with true mean draft
- 8.7 Problems of combined trim and transverse stability from typical fluid transfer in both a longitudinal and transverse direction are solved

9 Calculate voyage and daily fuel consumption

- 9.1 Problems of fuel consumption are solved using the admiralty coefficient for various speed indexes
- 9.2 Optimum vessel speed for combined propulsive and auxiliary fuel consumptions is determined
- 9.3 Calculations are performed to show relationships between fuel consumption and displacement
- 9.4 Calculations are performed to show relationships between daily fuel consumption and speed
- 9.5 Calculations are performed to show relationships between voyage consumption, speed and distance travelled

10 Apply principles of loading to ship structures to determine strength characteristics

- 10.1 Distribution of concentrated and point masses, buoyancy, load, shear force and bending moments are explained using simple loaded beam principles
- 10.2 Calculations and diagrams are used to solve problems involving loaded conditions of simple

- box-shaped vessels, identifying location and value of maximum shear force and bending moments
- 10.3 Empirical formula is applied to solve problems involving bending and direct stress in beams
- 11 Apply empirical formula to solve vibration problems**
- 11.1 *Causes* and *adverse effects* of ship vibration are explained
- 11.2 Natural hull vibration is explained
- 11.3 Schlick formula is applied to determine natural frequency of ship hull vibrations
- 11.4 Ways of preventing or reducing local vibration are identified
- 12 Solve buoyancy problems**
- 12.1 Calculations are performed to solve problems of lost buoyancy and sinkage into homogeneous mud due to tide fall with insufficient under keel clearance
- 12.2 Calculations are performed to solve problems of simple box-shaped and standard hull forms involving change in trim due to flooding end compartments
- 13 Perform rudder calculations**
- 13.1 Types of rudders in use on ships are outlined
- 13.2 Reasons for using balanced rudders are identified
- 13.3 Application of force acting normal to a rudder surface (F_n), its components and the influence of Propeller Race Effect is explained
- 13.4 Rudder Centre of Effort for ahead and astern conditions is obtained to determine torque on rudder stock for conventional rudders or equivalent twisting moment (ETM) for spade rudders
- 13.5 Calculations are performed involving simple and complex rudder shapes to calculate speed limitations ahead and astern for stated safety factor and material properties
- 13.6 Calculations are performed involving simple and complex rudder shapes to determine rudder

stock and coupling bolt diameters

14 Perform rudder calculations

- 14.1 Frictional resistance to motion of a vessel given the empirical formulae for frictional coefficient 'f' of the form is determined
- 14.2 Froudes Laws of Comparison is explained
- 14.3 Meaning of the term 'corresponding speed' is explained
- 14.4 Law of comparison is applied to determine residuary resistance of a ship if residuary resistance of a scale model of vessel is known or can be determined
- 14.5 Differentiation is made between effective power (naked), effective power and ship correlation factor
- 14.6 Effective power requirements of a full sized ship given total resistance to motion measured on a scale model of vessel towed at corresponding speed is calculated
- 14.7 Problems of resistance and powering for full size vessels and models are solved

Required Skills and Knowledge

This section describes the skills and knowledge required for this unit.

Required Skills:

- Assess own work outcomes and maintain knowledge of current codes, standards, regulations and industry practices
- Explain advanced principles of naval architecture
- Identify and apply relevant mathematical formulas and techniques to solve complex problems related to speed, fuel consumption and stability of commercial vessels
- Identify and interpret numerical and graphical information, and perform mathematical calculations related to shipboard areas and volumes, vessel displacement, ship dimensions, centre of gravity, vessel speed, fuel consumption and hydrostatic pressure
- Identify, collate and process information required to perform calculations related to speed, fuel consumption and stability of commercial vessels
- Impart knowledge and ideas through verbal, written and visual means
- Read and interpret written information needed to perform calculations related to seaworthiness of commercial vessels
- Use calculators to perform complex mathematical calculations

Required Knowledge:

- Buoyancy
- Centre of gravity – KG, VCG and LCG
- Centre of gravity calculations
- Density correction formula
- Dynamical stability
- Fuel consumption calculations
- Hydrostatic pressure
- Principle of displacement
- Principle structural members of a ship and the proper names of the various parts
- Rudders
- Ship:
 - displacement
 - measurements
 - resistance
 - stability
 - stability calculations
- Shipboard:
 - areas

- volumes
- Ship form coefficients
- Simpson's Rules
- Stability problems
- Tonnes per centimetre immersion (TPC)
- Trim and stress tables, diagrams and stress calculating equipment
- Vessel speed calculations
- Vibration
- Work health and safety (WHS)/occupational health and safety (OHS) requirements and work practices

Evidence Guide

The evidence guide provides advice on assessment and must be read in conjunction with the performance criteria, the required skills and knowledge, the range statement and the Assessment Guidelines for the Training Package.

Critical aspects for assessment and evidence required to demonstrate competency in this unit

The evidence required to demonstrate competence in this unit must be relevant to and satisfy all of the requirements of the Elements, Performance Criteria, Required Skills, Required Knowledge and include:

- making accurate and reliable calculations
- solving problems using appropriate laws and principles.

Context of and specific resources for assessment

Performance is demonstrated consistently over time and in a suitable range of contexts.

Resources for assessment include access to:

- industry-approved marine operations site where advanced principles of naval architecture can be applied
- vessel diagrams and specifications and other information required for mathematical calculations related to shipboard areas and volumes, vessel displacement, ship dimensions, centre of gravity, vessel speed, fuel consumption and hydrostatic pressure
- technical reference library with current publications on naval architecture
- tools, equipment and personal protective equipment currently used in industry
- relevant regulatory and equipment documentation that impacts on work activities
- range of relevant exercises, case studies and/or other simulated practical and knowledge assessments
- appropriate range of relevant operational situations in the workplace.

In both real and simulated environments, access is required to:

- relevant and appropriate materials and equipment
- applicable documentation including workplace procedures, regulations, codes of practice and operation manuals.

Method of assessment

Practical assessment must occur in an:

- appropriately simulated workplace environment and/or
- appropriate range of situations in the workplace.

A range of assessment methods should be used to assess practical skills and knowledge. The following examples are appropriate to this unit:

- direct observation of the candidate applying advanced principles of naval architecture
- direct observation of the candidate applying relevant WHS/OHS requirements and work practices.

Guidance information for assessment

Holistic assessment with other units relevant to the industry sector, workplace and job role is recommended.

In all cases where practical assessment is used it should be combined with targeted questioning to assess Required Knowledge.

Assessment processes and techniques must be appropriate to the language and literacy requirements of the work being performed and the capacity of the candidate.

Range Statement

The range statement relates to the unit of competency as a whole. It allows for different work environments and situations that may affect performance. Bold italicised wording, if used in the performance criteria, is detailed below.

- Ship form coefficients may include:
- Block coefficient
 - Midship section area coefficient
 - Prismatic coefficient
 - Waterplane area coefficient
- Key points may include:
- Maximum GZ value and angle of occurrence
 - Points of vanishing stability
 - Range of positive stability
- Causes may include:
- Action of the sea
 - Fluctuating forces on propeller
 - Operation of deck machinery
 - Out-of-balance forces in main or auxiliary machinery
 - Propeller-hull interaction
- Adverse effects may include:
- Discomfort to passengers and crew
 - Failure of equipment
 - Structural failure

Unit Sector(s)

Not applicable.

Competency Field

Marine Engineering