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AUSTRALIAN STANDARD F3—1962

(UDC 629.125:678.06)

Withdrawn. March 1979.

REINFORCED PLASTICS BOATS

Incorporated by Royal Charter

STANDARDS ASSOCIATION OF AUSTRALIA SYDNEY

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THE FOLLOWING SCIENTIFIC, INDUSTRIAL AND GOVERNMENTAL organizations and departments were officially represented on the committee entrusted with the preparation of this standard:

Associated Chambers of Manufactures
Commonwealth Department of Shipping and Transport
Department of the Navy
Department of Supply
State Harbours and Marine Authorities
The Plastics Institute of Australia
The Royal Institution of Naval Architects
University of New South Wales

This standard, prepared by the SAA Commitee on Reinforced Plastics Boats, was approved on behalf of the Council of the Standards Association of Australia on 28 September 1962.

The specification is intended to include the technical provisions necessary for the supply of the material herein referred to, but does not purport to comprise all the necessary provisions of a contract.

To keep abreast of progress in industry, Australian standards are regularly reviewed. Suggestions for improvements to published standards are welcomed; these should be addressed to the Headquarters of the Association, Sydney.

This standard was issued in draft form for public review as Doc. 618.

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STANDARDS ASSOCIATION OF AUSTRALIA
Incorporated by Royal Charter

Australian Standard Specification for REINFORCED PLASTICS BOATS

AS F3 — 1962

First Edition	1962
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PREFACE

This standard was prepared by the Association's Committee on Reinforced Plastics Boats.

In its preparation the committee adopted the principle that the standard should cover safe family boating, and for this reason it is not intended to apply to high speed craft, boats of unorthodox design or power, one class competition designs, or tenders under 10 ft in length.

The standard is in two Parts:

Part I — Minimum Requirements for Reinforced Plastics Boats.

Part II — Recommendations on the Design and Construction of Reinforced Plastics Boats.

In Part I of the standard, to ensure that satisfactory materials have been used in the hull construction, certain physical requirements of the laminate have been established and to ensure that these materials have been laid up properly in the actual construction of the hull, the hull structure is itself required to meet certain requirements. Details are given relating to stability, buoyancy, maximum passenger capacity and other requirements which have been based on established naval architectural practice.

Part II of the standard sets out details of certain critical hull design factors which should be followed in the design and construction of reinforced plastics boats.

A glossary of certain terms used in this standard is given in an appendix.

Experience in the use of this standard is expected to lead to fuller knowledge of the factors involved, and the committee responsible for this standard will then review the existing requirements, particularly those relating to the physical properties of the hull structure.

This standard requires reference to the following standards:

AS K94, Methods of Testing Plastics: Part 3, Mechanical Properties (B.S. 2782 : Part 3 : 1957 endorsed with amendments)

B.S. 3532, Unsaturated Polyester Resin Systems for Low Pressure Fibre Reinforced Plastics.

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