

# **RULES FOR HIGH SPEED CRAFT**

GUIDANCE FOR HIGH SPEED CRAFT

**Rules for High Speed Craft**  
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**2014 AMENDMENT NO.2**  
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Rule No.80 / Notice No.69      19th December 2014  
Resolved by Technical Committee on 29th July 2014  
Approved by Board of Directors on 16th September 2014

**ClassNK**  
NIPPON KAIJI KYOKAI

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# **RULES FOR HIGH SPEED CRAFT**

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## **2014 AMENDMENT NO.2**

Rule No.80            19th December 2014

Resolved by Technical Committee on 29th July 2014

Approved by Board of Directors on 16th September 2014

“Rules for high speed craft” has been partly amended as follows:

## **Part 2      CLASS SURVEYS**

### **Chapter 1      GENERAL**

#### **1.1      Surveys**

##### **1.1.4      Laid-up Craft**

Sub-paragraphs -2 and -3 have been amended as follows.

- 1** Laid-up craft are not subject to Class Maintenance Surveys specified in **1.1.2** of this Part., unless an application for Occasional Survey is submitted.
- 2** When laid-up craft are about to be put into operation, the following surveys and the surveys for specific matters which have been postponed due to lay-up, if any, are to be carried out.
  - (1) When any Periodical Surveys or Planned Machinery Surveys designated before lay-up has not been due, ~~a~~ surveys equivalent to the Annual Surveys specified in **3.3** and **3.6**, corresponding to the age of the craft, ~~is~~ are to be carried out.
  - (2) When the Periodical Surveys or Planned Machinery Surveys designated before lay-up has already become due, these Periodical Surveys or Planned Machinery Surveys are, in general, to be carried out. However in case where two or more of the Periodical Surveys or Planned Machinery Surveys designated before lay-up have already become due, the superlative kind of Periodical Survey among them is to be carried out.
- 3** ~~If the Ssurveys are to be carried out under the requirements of -2(2) above are to correspond to the age of the craft~~ is a Special Survey, either the overdue Special Survey or the next due Special Survey is to be carried out. In such cases, the validity of the Classification Certificate is to be in accordance with the requirements of **2.4.2-3, Guidance for the Classification and Registry of Ships** corresponding to the Special Survey to be carried out.

#### **EFFECTIVE DATE AND APPLICATION**

- 1.** The effective date of the amendments is 19 December 2014.

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## **2014 AMENDMENT NO.2**

Notice No.69      19th December 2014

Resolved by Technical Committee on 29th July 2014

“Guidance for high speed craft” has been partly amended as follows:

## **Part 14 SPECIAL REQUIREMENTS FOR CRAFT ENGAGED IN INTERNATIONAL VOYAGE**

### **Chapter 1 GENERAL**

#### **1.1 General**

Paragraph 1.1.1 has been amended as follows.

##### **1.1.1 Application**

**1** With regard to requirement stipulated in 7.3.1.3 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT*, Stairway may be categorised as areas of minor fire hazard.

**2** With regard to requirement stipulated in 7.4.1.3 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT*, the following **(1)** through **(3)** are to be complied.

**(1)** 7.4.1.3 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT* is intended to apply to all enclosed spaces and open cargo and ro-ro decks, except as defined following **(a)** and **(b)**.

(a) Spaces considered as being of no fire risk and open decks (except open cargo and ro-ro decks) need not comply with this requirement. In this context, spaces of no fire risk are those containing no ignition sources and only insignificant combustible materials (in addition to the combustible hull structure). Lights and bilge alarm devices may be accepted in these spaces if smoke detection is provided.

(b) Dedicated storage rooms for gas fire-extinguishing systems may also be considered as spaces of no fire risk.

**(2)** Insulation systems approved as a 30-min or 60-min fire-resisting division, as per 7.2.1 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT*, need not be qualified as a fire-restricting material, provided that the insulation is non-combustible, as per the *IMO FTP Code*.

**(3)** In case where fire-restricting materials are used for floors, the following insulation systems may be applied:

(a) for areas where a sprinkler system is not provided, a design with the deck of fibre-reinforced polymers covered by a non-combustible board or insulation faced with an approved floor covering according to the *IMO FTP Code*, Annex 1, Parts 2 and 5, may be accepted; and

(b) for areas where a sprinkler system is provided, a floor design with a floor covering approved according to the *IMO FTP Code*, Annex 1, Parts 2 and 5, applied directly on the deck constructed of fibre-reinforced polymers, may be accepted.

~~23~~ (omitted)

~~34~~ (omitted)

~~45~~ (omitted)

~~56~~ (omitted)

~~67~~ (omitted)

## EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 19 December 2014.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date.

(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 *tonnes* or 3% of the estimated mass of all structural material, whichever is the less.