

# **RULES FOR HIGH SPEED CRAFT**

GUIDANCE FOR HIGH SPEED CRAFT

**Rules for High Speed Craft**  
**Guidance for High Speed Craft**

**2017 AMENDMENT NO.2**  
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Rule No.94 / Notice No.99      25 December 2017  
Resolved by Technical Committee on 26 July 2017

**ClassNK**  
NIPPON KAIJI KYOKAI

An asterisk (\*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

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# **RULES FOR HIGH SPEED CRAFT**

**RULES**

## **2017 AMENDMENT NO.2**

Rule No.94      25 December 2017

Resolved by Technical Committee on 26 July 2017

An asterisk (\*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

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

**Amendment 2-1**

**Part 2      CLASS SURVEYS**

**Chapter 3    PERIODICAL SURVEYS AND PLANNED MACHINERY SURVEYS**

**3.3      Annual Surveys for Hull**

**3.3.1      Requirements for Annual Surveys**

Sub-paragraph -1(18) has been amended as follows.

**1** At each Annual Survey, the general condition of the hull and equipment is to be examined and tested as far as practicable and placed in good order with special attention being paid to the following:

((1) to (17) are omitted.)

(18) For craft of not less than 500 *gross tonnage* engaged on international voyages, general conditions of portable atmosphere testing instruments for enclosed spaces specified in **1.2.1**, **Part 14** are to be examined. (This includes the confirmation of calibration records.)

**EFFECTIVE DATE AND APPLICATION (Amendment 2-1)**

- 1.** The effective date of the amendments is 25 December 2017.

## **Part 9 MACHINERY INSTALLATIONS**

### **Chapter 1 GENERAL**

#### **1.2 General Requirements for Machinery Installations**

##### **1.2.1 General\***

Sub-paragraph -11 has been added as follows.

**11** The exhaust gas treatment systems specified in the following (1) and (2) fitted onto machinery installations are to be to the satisfaction of the Society.

(1) Selective catalytic reduction (SCR) systems

(2) Exhaust gas cleaning systems (EGCS) (excluding those specified in **2.1.1-4**)

### **Chapter 2 DIESEL ENGINES**

#### **2.1 General**

##### **2.1.1 General\***

Sub-paragraph -4 has been added as follows.

**4** Diesel engines fitted with exhaust gas recirculation (EGR) systems are to be in accordance with requirements specified otherwise by the Society in addition to those in this Chapter.

## EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

1. The effective date of the amendments is 1 January 2018.
2. Notwithstanding the amendments to the Rules, the current requirements apply to SCR systems, EGR systems and EGCS whose applications for approval are submitted to the Society before the effective date installed on ships for which the date of contract for construction\* is before the effective date.  
\* “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.

### IACS PR No.29 (Rev.0, July 2009)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
  - (1) such alterations do not affect matters related to classification, or
  - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Note:

This Procedural Requirement applies from 1 July 2009.

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# **GUIDANCE FOR HIGH SPEED CRAFT**

**GUIDANCE**

## **2017 AMENDMENT NO.2**

Notice No.99      25 December 2017

Resolved by Technical Committee on 26 July 2017



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

**Amendment 2-1**

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

**Chapter 1 GENERAL**

Section 1.2 has been added as follows.

**1.2 Others**

**1.2.1 Portable Atmosphere Testing Instruments for Enclosed Spaces**

The wording “suitable means are to be provided for the calibration of all such instruments” in 1.2.1, Part 14 of the Rules refers to portable atmosphere testing instruments being calibrated on board or ashore in accordance with the manufacturer’s instructions together with corresponding calibration records being kept. In this regard, the calibration of portable atmosphere testing instruments does not include any pre-operational accuracy tests as recommended by the manufacturer.

**EFFECTIVE DATE AND APPLICATION (Amendment 2-1)**

1. The effective date of the amendments is 25 December 2017.

## **Part 1      GENERAL RULES**

### **Chapter 1    GENERAL**

#### **1.1      General**

Paragraph 1.1.8 has been added as follows.

##### **1.1.8      Crafts Using Low-flashpoint Fuels**

In applying Part GF of the Rules for the Survey and Construction of Steel Ships with respect to requirement 1.1.8, Part 1 of the Rules, the wording “docking surveys carried out at the times specified in 1.1.3-1(4)(a), Part B of the Rules for the Survey and Construction of Steel Ships” in GF15.4.2, Part GF of the Guidance for the Survey and Construction of Steel Ships is to be interpreted to mean “docking surveys carried out at the times specified in 3.1.1-1(3), Part 2 of the Rules for High Speed Craft”.

#### **EFFECTIVE DATE AND APPLICATION (Amendment 2-2)**

1. The effective date of the amendments is 1 January 2018.

## **Part 9 MACHINERY INSTALLATIONS**

### **Chapter 1 GENERAL**

#### **1.2 General Requirements for Machinery Installations**

Paragraph 1.2.1 has been amended as follows.

##### **1.2.1 General**

**1** The wordings “navigable speed” in **1.2.1-3 of the Rules** means a speed at which the ship is capable of steering and being kept navigability for an extended period of time (the period required to get the nearest port for repairs). Normally, 7 *knots* or a speed corresponding to 1/2 of the speed specified in **2.1.8, Part 1 of the Rules** at the ship’s full loaded draught, whichever is smaller, may be regarded as a navigable speed.

**2** With respect to the wording “the satisfaction of the Society” specified in **1.2.1-11, Part 9 of the Rules**, the following **(1)** and **(2)** apply:

- (1)** Selective catalytic reduction (SCR) systems are to comply with **Annex D1.3.1-5(1) “GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF SELECTIVE CATALYTIC REDUCTION SYSTEMS AND ASSOCIATED EQUIPMENT”, Part D of the Guidance for the Survey and Construction of Steel Ships.**
- (2)** Exhaust gas cleaning systems (EGCS) are to comply with **Annex D1.3.1-5(2) “GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF EXHAUST GAS CLEANING SYSTEMS AND ASSOCIATED EQUIPMENT”, Part D of the Guidance for the Survey and Construction of Steel Ships.**

## Chapter 2 DIESEL ENGINES

### 2.1 General

#### 2.1.1 General

Sub-paragraph -3 has been added as follows.

**3** The wording “requirements specified otherwise by the Society” referred to in **2.1.1-4, Part 9 of the Rules** means **Annex D2.1.1-5 “Guidance for the Survey and Construction of Exhaust Gas Recirculation Systems and Associated Equipment”, Part D of the Guidance for the Survey and Construction of Steel Ships.**

#### EFFECTIVE DATE AND APPLICATION (Amendment 2-3)

1. The effective date of the amendments is 1 January 2018.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to SCR systems, EGR systems and EGCS whose applications for approval are submitted to the Society before the effective date installed on ships for which the date of contract for construction\* is before the effective date.  
\* “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.

#### IACS PR No.29 (Rev.0, July 2009)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
  - (1) such alterations do not affect matters related to classification, or
  - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Note:

This Procedural Requirement applies from 1 July 2009.