

RULES

FOR THE CLASSIFICATION AND CONSTRUCTION OF HIGH-SPEED CRAFT

ND No. 2-020101-158-E

RULE CHANGE NOTICE

ENTERS INTO FORCE:

01.01.2025



St. Petersburg

2024

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF HIGH-SPEED CRAFT

The present Rule Change Notice to the Rules for the Classification and Construction of High-Speed Craft (hereinafter — RCN) has been approved in accordance with the established approval procedure, comes into force on 1 January 2025 and contains earlier approved amendments published by the Urgent Rule Change Notice after entering into force of the previous version of the Rules for the Classification and Construction of High-Speed Craft (these amendments are specified in the Revision History and highlighted in yellow).

REVISION HISTORY

PART I. CLASSIFICATION

Item	Applicability	Description	Remarks
Para 2.7	Descriptive notation	Provision on the possibility of assigning descriptive notation Crew boat has been deleted due to introduction of new para 2.9.1 regarding the assignment of distinguishing marks IPC1(N) and IPC2(N) . Descriptive notation Light ship has been replaced by Light craft	Descriptive notations Crew boat and Light ship assigned before the effective date of this requirement are held until the nearest craft survey with their replacement by new ones. The descriptive notation Crew boat previously assigned to HSC shall be replaced by one of the distinguishing marks listed in 1.1.6 of Part XXI "Craft for Personnel Transportation" of the Rules for the Classification and Construction of High-Speed Craft, as applicable, during the nearest craft survey taking into account the provisions of 1.3 of Part

Rules for the Classification and Construction of High-Speed Craft

Item	Applicability	Description	Remarks
			XXI "Craft for Personnel Transportation" of the Rules for the Classification and Construction of High-Speed Craft. Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Para 2.9.1 (new)	Distinguishing marks in the class notation	New para containing requirements for assigning new distinguishing marks IPC1(N) and IPC2(N) has been introduced. Existing para 2.9.1 has been renumbered 2.9.2	IMO resolutions MSC.521(106) and MSC.527(106) Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 5	High-speed craft Technical documentation	Section 5 has been completely revised. The form and content of the requirements for technical documentation have been brought to a unified view for the RS Publications: table form for the list of technical documentation	

PART XVI. LIFE-SAVING APPLIANCES

Item	Applicability	Description	Remarks
Para 1.2	High-Speed Craft Life-Saving Appliances	The list of applicable requirements has been updated. Reference to the International Code of Safety for High Speed Craft (HSC Code) has been introduced	
Para 2.1	High-Speed Craft Internal communication means and general alarm system	The list of applicable requirements has been updated. Reference to the HSC Code has been introduced	
Para 5.1	High-Speed Craft Survival Craft	The list of applicable requirements has been updated. Reference to the RS Rules has been replaced by the reference to the annexes to IMO resolution A.1116(30)	
Para 7.9	High-Speed Craft Launching systems	The list of applicable requirements has been updated. Reference to the RS Rules has been replaced by the reference to the International Code for Life-Saving Appliances (LSA Code)	
Para 8.1	High-Speed Craft A line-throwing appliance	The list of applicable requirements has been updated. Reference to the RS Rules has been replaced by the reference to the LSA Code	
Para 9.5	High-Speed Craft Marking of stowage locations	The list of applicable requirements has been updated. Reference to the RS Rules has been replaced by the reference to the annexes to IMO resolution A.1116(30)	

Rules for the Classification and Construction of High-Speed Craft

Item	Applicability	Description	Remarks
Para 10.2	High-Speed Craft Open reversible liferafts	The list of applicable requirements has been updated. Reference to the RS Rules has been replaced by the reference to the LSA Code	
Para 12.1.6	High-Speed Craft Open reversible liferafts	The list of applicable requirements has been updated. Reference to the RS Rules has been replaced by the reference to the IMO resolution <u>A.658(16)</u>	
Para 12.2.7	High-Speed Craft Open reversible liferafts	The list of applicable requirements has been updated. Reference to the RS Rules has been replaced by the reference to the LSA Code	
Para 12.3.3	High-Speed Craft Open reversible liferaft fittings	The list of applicable requirements has been updated. Reference to the RS Rules has been replaced by the reference to the LSA Code	
Para 12.3.6	High-Speed Craft Open reversible liferaft fittings	The list of applicable requirements has been updated. Reference to the RS Rules has been replaced by the reference to the LSA Code	

PART XXI. CRAFT FOR PERSONNEL TRANSPORTATION

Item	Applicability	Description	Remarks
Section 1	Ships carrying industrial personnel General	Section has been completely revised in accordance with chapter XV of SOLAS-74 and the International Code of Safety for Ships Carrying Industrial Personnel (the IP Code), which entered into force on 1 July 2024	IMO resolutions MSC.521(106) and MSC.527(106) Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 2	Ships carrying industrial personnel Classification	Existing Section has been replaced by new Section "Technical Documentation" containing requirements for the personnel transfer appliance in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 3	Ships carrying industrial personnel Personnel transfer appliances	Existing Section has been replaced by new Section "Personnel transfer appliances" containing requirements for the personnel transfer appliances in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 4	Ships carrying industrial personnel Equipment, arrangements and outfit	The requirements of the Section have been amended in relation to the number of the personnel being carried in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)

Item	Applicability	Description	Remarks
Section 5	Ships carrying industrial personnel Stability	Existing Section has been replaced by new Section "Stability. Reserve of buoyancy and subdivision". The requirements of the Section have been amended in relation to the number of the personnel being carried in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 6	Ships carrying industrial personnel Reserve of buoyancy and subdivision	Existing Section has been combined with Section 5 and replaced by new Section "Fire protection". The requirements of the Section have been amended in relation to the number of the personnel being carried in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 7 (renumbered 6)	Ships carrying industrial personnel Fire safety	Existing Section has been renumbered. The requirements of the Section have been amended in relation to the number of the personnel being carried in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 8 (renumbered 7)	Ships carrying industrial personnel Machinery installations and machinery	Existing Section has been renumbered. The requirements of the Section have been amended in relation to the number of the personnel being carried in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)

Item	Applicability	Description	Remarks
Section 9 (renumbered 8)	Ships carrying industrial personnel Systems and piping	Existing Section has been renumbered. The requirements of the Section have been amended in relation to the number of the personnel being carried in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 10 (renumbered 9)	Ships carrying industrial personnel Electrical equipment	Existing Section has been renumbered. The requirements of the Section have been amended in relation to the number of the personnel being carried in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 11 (renumbered 10)	Ships carrying industrial personnel Automation	Existing Section has been renumbered. The requirements of the Section have been amended in relation to the number of the personnel being carried in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 12	Ships carrying industrial personnel Materials	Existing Section has been deleted due to the lack of specific requirements and replaced by new Section "Carriage of dangerous goods"	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)

Item	Applicability	Description	Remarks
Section 13 (renumbered 11)	Ships carrying industrial personnel Life-saving appliances	Existing Section has been renumbered. The requirements of the Section have been amended in relation to the number of the personnel being carried in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 14 (renumbered 13)	Ships carrying industrial personnel Radio equipment	Existing Section has been renumbered. The requirements of the Section have been amended to comply with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 15 (renumbered 14)	Ships carrying industrial personnel Navigational equipment	Existing Section has been renumbered. The requirements of the Section have been amended in relation to the number of the personnel being carried in compliance with the IP Code	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)
Section 16 (deleted)	Ships carrying industrial personnel Pollution prevention	Section has been deleted due to the lack of specific requirements	Entry-into-force date: 27.08.2024 (Urgent Rule Change Notice № 311-05-2030 от 27.08.2024)

PART I. CLASSIFICATION

2 CLASS NOTATION OF CRAFT

Para 2.7 is amended as follows:

"2.7 Descriptive notation.

The descriptive notation represents a craft category and shall be put as follows:

for passenger craft of A category— **passenger-A**;

for passenger craft of B category— **passenger-B**.

~~For HSC intended for transportation of the industrial personnel servicing offshore installation and complying with the requirements of Part XXI "Craft for Personnel Transportation", in addition to the designation of HSC in the class notation according to 2.5 of this Part and, if applicable, designation of HSC type in the class notation according to 2.6 of this Part, the descriptive notation **Crew boat** may be added on agreement with the Administration.~~

For HSC complying with the requirements of 1.1.4-3, in addition to the designation of HSC in the class notation according to 2.5 and, if applicable, designation of HSC type in the class notation according to 2.6 of this Part, the descriptive notation **Light craftship** is added."

New para 2.9.1 is introduced reading as follows:

"2.9.1 For HSC carrying industrial personnel and complying with the requirements of Part XXI "Craft for Personnel Transportation", in addition to the designation of HSC in the class notation according to 2.5 of this Part and, if applicable, designation of HSC type in the class notation according to 2.6 of this Part, one of the following distinguishing marks may be added to the character of classification:

IPC1(N) — assigned to cargo HSC carrying not more than 60 persons on board;

IPC2(N) — assigned to cargo HSC carrying more than 60 persons, but not more than 450 persons on board;

where **IPC** stands for an industrial personnel craft; instead of **N**, the aggregate number of industrial personnel, special personnel and passengers shall be indicated, with the number of passengers not exceeding 12 persons. Cargo HSC carrying in total not more than 12 persons of industrial personnel, special personnel and passengers, shall comply with the requirements of these Rules applicable to cargo HSC, without assignment of distinguishing marks."

Existing para 2.9.1 is renumbered **2.9.2**.

Section 5 is replaced by the following text:

"5 DESIGN DOCUMENTATION

5.1 Technical documentation submitted to the Register shall comply with the requirements of 3.1 of Part I "Classification" of the Rules for the Classification.

As applied to HSC, in addition to the list of technical documentation indicated in 3.2 — 3.3 of Part I "Classification" of the Rules for the Classification, the documents stated below (whatever is applicable) shall be submitted to the Register.

Letter identification and abbreviations:

- A — Approved;
- AG — Agreed;
- FI — For information;
- TD — Technical design;
- PAD — Plan approval documentation;
- DD — Detailed (design) documentation.

5.1.1 Hull documentation.

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.1	Calculations of external forces	AG	•		•	
.2	Strength calculations of hydrofoil installation or flexible skirt	AG	•		•	
.3	Drawings of hull and hydrofoil installation or flexible skirt with indication of the material used	A	•	•	•	
.4	Drawings of foils or flexible skirt attachment to the hull of high-speed craft	A	•		•	
.5	Drawings of hydrofoil installation and assemblies by which it is attached to the hull	A		•	•	
.6	Drawings of flexible skirt and assemblies by which it is attached to the hull	A		•	•	
.7	Structural drawings of non-tilting stabilizers and pylons	A	•	•	•	

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.8	Non-destructive testing plan for welds of hydrofoil installation and flexible skirt	A		•	•	
.9	Calculations of hull lifting using ropes, calculations of pad eyes strength for high-speed craft lifting by ropes, arrangement diagram of pad eyes on board, structural drawings of pad eyes	AG		•	•	
.10	Calculations of high-speed craft positioning on keel blocks, diagrams of high-speed craft dry-docking	AG		•	•	

5.1.2 Documentation on arrangements, equipment and outfit.

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.1	Calculation of external forces acting on stabilization controls	AG	•		•	
.2	Strength and vibration calculation of stabilization controls	AG	•		•	
.3	General arrangement plans of stabilization controls	A	•		•	
.4	Drawings of assemblies and parts of stabilization controls	A		•	•	
.5	General arrangement plans of foil arrangement lifting and flexible skirt	A	•		•	
.6	Drawings of assemblies and parts of foil arrangement lifting and flexible skirt	A		•	•	
.7	General view plans of air intake systems for gas-turbine installations	A	•		•	
.8	Drawings of assemblies and parts of air intake systems for gas-turbine installations	A		•	•	
.9	General view plans of reverse-reduction gear	A	•		•	
.10	Drawings of assemblies and parts of reverse-reduction gear	A		•	•	
.11	Scheme, description of calculation method of passenger evacuation time, calculation of passenger evacuation time	AG	•		•	

5.1.3 Documentation on stability and subdivision.

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.1	Documents on stability and subdivision in displacement, transitional and operational modes (whatever is applicable)	AG	•		•	
.2	Documents on stability in case of failures in automatic stabilization system (for high-speed craft with distinguishing mark AUTstab in the class notation)	AG	•		•	

5.1.4 Documentation on machinery installations.

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.1	Strength and torsional vibration calculations of transmissions to propellers and lift fans, proved data on service life of transmissions	AG	•		•	
.2	General view plans of transmissions to propellers (angular, tilting columns, tilting pylons, etc.) and lift fans	A	•		•	
.3	Drawings of assemblies and parts of angular and steering nozzles with their machinery	A		•	•	
.4	Drawings of assemblies and parts of tilting pylons with machinery	A		•	•	
.5	Drawings of transmissions, reduction gears, bearings, couplings	A		•	•	
.6	General view plans of lift fans, their attachment and air supply controls; blade strength calculations, proved data on their service life	A	•		•	
.7	Drawings of assemblies and parts of lift fans, air supply devices	A		•	•	
.8	General view plans of air propellers with pitch actuating mechanism, blade strength calculations, proved data on their service life	A	•		•	
.9	Drawings of assemblies and parts of air propellers	A		•	•	
.10	General view plans of water-jet propellers, equalizing arrangements and nozzles, reversing devices, proved data on their service life	A	•		•	
.11	Drawings of assemblies and parts of water-jet propellers, equalizing arrangements and nozzles, reversing devices	A		•	•	
.12	General view plans of stabilization control machinery, installation drawings of stabilization control machinery, proved data on their service life	A	•		•	

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.13	Drawings of assemblies and parts of stabilization control machinery	A		•	•	
.14	Drawings of stabilization control machinery installation and attachment	A		•	•	
.15	Installation drawings of reverse-reduction gear machinery	A	•	•	•	
.16	Failure mode and effects analysis for main machinery and essential auxiliary machinery	AG	•		•	

5.1.5 Documentation on automation equipment.

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.1	Functional diagrams of automatic stabilization system	A	•		•	
.2	Functional diagrams of protection system which automatically transfers the high-speed craft into the displacement or another safe mode	A	•		•	
.3	Diagrams and arrangement drawings of equipment of automatic stabilization system and protection system which automatically transfer the high-speed craft into the displacement or another safe mode, including diagram of power supply and arrangement diagrams of transducers	A		•	•	

5.1.6 Documentation on systems and piping.

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.1	Drawings of air intake systems for gas-turbine installations	A	•	•	•	

5.1.7 Documentation on electrical equipment.

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.1	Circuit diagrams for charging of accumulator batteries which are main and emergency sources of electrical power, and charging time calculation results	A	•		•	

5.1.8 Together with technical design documentation, the following documents may be submitted to the Register:

- .1 reports on model, full-scale and other tests on the basis of which the stability and subdivision calculations have been made;
- .2 backgrounds for external forces assumed in the calculations of the ship's strength;
- .3 calculations for foils, flexible skirts and stabilization controls, which confirm their effectiveness."

PART XVI. LIFE-SAVING APPLIANCES

1 GENERAL PROVISIONS AND DEFINITIONS

Para 1.2 is amended as follows:

"**1.2** Except where otherwise provided in this Part, life-saving appliances and arrangements shall meet the requirements of ~~Part II "Life-Saving Appliances" of the Rules for the Equipment of Sea-Going Ships~~ Chapter 8 "Life-Saving Appliances and Arrangements" of the International Code of Safety for High Speed Craft (refer to IMO resolution MSC.97(73))".

2 COMMUNICATIONS AND SIGNAL EQUIPMENT

Para 2.1 is amended as follows:

"**2.1** Internal communication means and general alarm system shall meet the requirements of Part II "Life-Saving Appliances" of the Rules for the Equipment of Sea-Going Ships or 8.2 of Chapter 8 "Life-Saving Appliances and Arrangements" of the International Code of Safety for High Speed Craft (refer to IMO resolution MSC.97(73))".

5 OPERATING INSTRUCTIONS

Para 5.1.3 is amended as follows:

".**3** use symbols in accordance with recommendations given in ~~Appendix 2, Part II "Life-Saving Appliances" of the Rules for the Equipment of Sea-Going Ships~~ IMO resolution A.1116(30) as amended".

7 SURVIVAL CRAFT AND RESCUE BOATS EMBARKATION AND RECOVERY ARRANGEMENTS

Para 7.9 is amended as follows:

"**7.9** On multihull craft with a small HL_1 angle of heel and trim, the design angles required in ~~paragraph 6.20.1.1, Part II "Life-Saving Appliances" of the Rules for the Equipment of Sea-Going Ships~~ 6.1.1.1 of the International Code for Life-Saving Appliances (LSA Code), may be changed from 20°/10° to the maximum angles calculated in accordance with 13.3.2 of Part IV "Stability" and 4.7 of Part V "Reserve of Buoyancy and Subdivision" of the present Rules, including heeling lever HL_2 , $H TL$, HL_3 or HL_4 ".

8 LINE-THROWING APPLIANCE

Para 8.1 is amended as follows:

"**8.1** A line-throwing appliance complying with the requirements of ~~6.21, Part II "Life-Saving Appliances" of the Rules for the Equipment of Sea-Going Ships~~ 7.1 of the LSA Code, shall be provided."

9 OPERATIONAL READINESS, MAINTENANCE

Para 9.5 is amended as follows:

"9.5 Marking of stowage locations.

Containers, brackets, racks and other similar stowage locations for life-saving equipment shall be marked with symbols in accordance with the recommendations given in ~~Appendix 2 to Part II "Life-Saving Appliances" of the Rules for the Equipment of Sea-Going Ships~~ IMO resolution A.1116(30) as amended, indicating the device stowed in that location for that purpose. If more than one device is stowed in that location, the number of devices shall be indicated."

10 SURVIVAL CRAFT AND RESCUE BOATS

Para 10.2 is amended as follows:

"**10.2** It is permitted to use the open reversible inflatable liferafts complying with the requirements of Section 12, on category A craft instead of liferafts complying with requirements in ~~6.9.4.2 or 6.10, Part II "Life-Saving Appliances" of the Rules for the Equipment of Sea-Going Ships~~ 4.3 of the LSA Code, in case the craft is engaged in voyages of the sheltered nature under suitable climatic conditions (region between 30 °N and 30 °S)."

12 OPEN REVERSIBLE LIFERAFTS

Para 12.1.6 is amended as follows:

".**6** be fitted with retro-reflective material, where it will assist in detection, and in accordance with the requirements of ~~Appendix 1 to Part II "Life-Saving Appliances" of the Rules for the Equipment of Sea-Going Ships~~ IMO resolution A.658(16)."

Para 12.2.7 is amended as follows:

"**12.2.7** The open reversible liferaft shall be inflated with a non-toxic gas by an inflation system complying with the requirements of ~~6.9, Part II "Life-Saving Appliances" of Rules for the Equipment of Sea-Going Ships~~ 4.2 of the LSA Code. Inflation shall be completed within the period of one minute at an ambient temperature of between +18 and + 20 °C and within a period of three minutes at an ambient temperature of —18 °C. After inflation the open reversible liferaft shall maintain its form when loaded with its full number of persons and equipment."

Para 12.3.3. The **first paragraph** is amended as follows:

"**12.3.3** The breaking strength of the painter system, including its means of attachment to the open reversible liferaft, except the weak link required by ~~6.8.6.2, Part II "Life-Saving~~

~~Appliances" of the Rules for the Equipment of Sea-Going Ships 4.1.6.2 of the LSA Code, shall be:".~~

Para 12.3.6 is amended as follows:

~~"12.3.6 At least one manually controlled lamp complying with the requirements of 6.8.3.3, Part II "Life-Saving Appliances" of the Rules for the Equipment of Sea-Going Ships, 4.1.3.3 of the LSA Code shall be fitted on the upper and lower surfaces of buoyancy tubes."~~

PART XXI. CRAFT FOR PERSONNEL TRANSPORTATION

1 GENERAL

Para 1.1.1 is amended as follows:

~~"1.1.1 The requirements of this Part of the Rules for the Classification and Construction of High-Speed Craft¹ apply to cargo high-speed craft² ~~intended for transportation of the personnel carrying the industrial personnel as specified in 1.2 of this Part, including no more than 12 passengers in the number of above 12 but not exceeding 450 persons not engaged in international voyages.~~~~

~~For this craft to the character of classification, in addition to the HSC character of type according to 2.5, Part I "Classification", a descriptive notation **Crew boat** may be added on agreement with the Administration."~~

New para 1.1.2 is introduced reading as follows:

"1.1.2 Wherever in this chapter the number of industrial personnel appears as a parameter, it shall be the aggregate number of industrial personnel and passengers carried on board, where the number of passengers shall not exceed 12. Where the term "passenger" is used in this Part, it shall be read to mean "persons on board other than crew."

New para 1.1.3 is introduced reading as follows:

"1.1.3 The cargo HSC carrying in total not more than 12 persons of the industrial personnel and passengers, shall meet the requirements of these Rules as well as those of the 2000 HSC Code (if applicable) to the cargo craft provided that life-saving appliances shall be available for all persons on board, including the industrial personnel and passengers."

New para 1.1.4 is introduced reading as follows:

"1.1.4 The cargo HSC carrying in total more than 12 persons, but not more than 60 persons of the industrial personnel, including not more than 12 passengers, shall meet the requirements of these Rules and those of the 2000 HSC Code (if applicable) to the cargo HSC, unless otherwise stated in this Part."

¹ Hereinafter referred to as "these Rules."

² Hereinafter referred to as "HSC".

New para 1.1.5 is introduced reading as follows:

"1.1.5 The cargo HSC carrying in total more than 60 persons, but not more than 450 persons of the industrial personnel, including not more than 12 passengers, shall meet the requirements of these Rules and those of 2000 HSC Code (if applicable) to the passenger craft, unless otherwise stated in this Part. The maximum distance from the place of refuge for the craft is a distance, which the craft may cover during 4 h at the service speed being fully-loaded, but not exceeding 200 miles. The possibility of transportation of more than 60 persons of the industrial personnel by the specified HSC, which are subject to the HSC Code and IP Code, shall be approved by the Flag State MA."

New para 1.1.6 is introduced reading as follows:

"1.1.6 A distinguishing mark may be added to the character of classification of HSC specified in 1.1.4 and 1.1.5:

.1 **IPC1(N)** – for cargo HSC carrying not more than 60 persons on board and complying with the requirements of this Part, or

.2 **IPC2(N)** – for cargo HSC carrying more than 60 persons, but not more than 450 persons on board, complying with the requirements of this Part."

New para 1.1.7 is introduced reading as follows:

"1.1.7 Classification of the craft with the distinguishing marks specified in 1.1.6 shall be in accordance with Part I "Classification."

New para 1.1.8 is introduced reading as follows:

"1.1.8 The distinguishing marks listed in 1.1.6 shall not apply to the craft specified in 1.1.3. Here, section "Other characteristics" of the Classification Certificate may have an entry confirming the possibility of transportation of up to 12 people of the industrial personnel."

Existing Paras 1.1.2 — 1.1.5 are deleted.

New para 1.2 is introduced reading as follows:

"1.2 Definitions

For the purpose of this Part, the definitions given hereunder shall apply. For other terms used but not defined, there shall be applied the definitions given in the respective parts of these Rules and the Rules for the Classification and Construction of Sea-Going Ships (hereafter referred to as "the Rules for the Classification").

Carriage means transportation, accommodation or both.

Offshore industrial activities means the construction, maintenance, decommissioning, operation or servicing of offshore facilities related but not limited to exploration and exploitation of resources by the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.

Industrial personnel (IP) means all persons who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.

IP Area is every area or space where IP are normally intended to stay during voyage or are allowed to access.

Personnel transfer means the full sequence of the operation of transferring personnel and their equipment at sea to or from the craft and from or to another ship or an offshore facility."

Existing Para 1.2 is and references thereto are renumbered **1.3**.

Existing Para 1.2 is amended as follows:

"1.2-1.3 Documents.

1.2-1.3.1 Documents for the craft subject to the requirements of this Part with the descriptive notation **Crew boat** in class notation shall be issued in compliance with 4.5.1—4.5.4 of Section 4, Part I "Classification" of these Rules and Section 10, Part III "Additional Surveys of Ships Depending on Their Purpose and Hull Material" of the Rules for the Classification Surveys of Ships in Service.

1.3.2 The carriage of industrial personnel on board the high-speed craft, which are subject to the HSC Code is not considered as transit voyage, as specified in 1.9.1.1 of the 2000 HSC Code, and such the craft shall possess the Permit to Operate High-Speed Craft (refer to 4.1.8, Part I "Classification" of these Rules).

1.3.3 For HSC, which are subject to the 2000 HSC Code and the IP Code and having the **Crew boat** descriptive notation in the RS class notation, one of the distinguishing marks of the class notation listed in 1.1.6 may be assigned provided that the craft complies with provisions of Sections 3, 11, and 12 within the RS agreed period. The distinguishing mark **IPC2(N)** may be assigned to such HSC, subject to the availability of the appropriate authorization of the Flag State MA.

High Speed Craft Safety Certificate and Permit to Operate High Speed Craft for the craft with the descriptive notation **Crew boat** in class notation shall not be issued."

2 CLASSIFICATION

Section 2 is replaced by the following text:

"2 TECHNICAL DOCUMENTATION

The documentation listed in Section 5, Part I "Classification" and this Section confirming the fulfillment of the requirements of this Part shall be submitted to the Register for assigning the distinguishing mark **IPC1(N)** or **IPC2(N)** to HSC carrying industrial personnel on board.

The letter identification (A — approved, AG — agreed, FI — for information) denotes the results of documentation review which is endorsed by stamping in accordance with 8.2 of Part II "Technical Documentation" of the Rules for Technical Supervision during Construction of Ships and Manufacture of Materials and Products for Ships.

A full list of documents is provided in 1.4 "Technical Documentation" of the Rules for the Cargo Handling Gear of Sea-Going Ships.

No.	Description of documentation	Stamp	TD ¹	DD ²	PAD ³	Remarks
1.	Specification (Explanatory Note) for the personnel transfer appliance	FI	•		•	
2.	General arrangement plans of the personnel transfer appliance specifying basic characteristics (dimensions, materials, capacity, lifting and lowering speed, etc.)	A	•		•	
3.	Risk analysis related to the use of personnel transfer appliance	AG	•		•	
¹ TD — Technical design. ² DD — Detailed (design) documentation. ³ PAD — Plan approval documentation.						

3 HULL STRUCTURE AND STRENGTH

Section 2 is replaced by the following text:

"3 PERSONNEL TRANSFER APPLIANCES

3.1 The craft of gross tonnage 500 and over shall be equipped with appliances to transfer personnel at sea, complying with the requirements of this Section. The requirements of this Section apply to the HSC of less than 500 gross tonnage, whenever possible and appropriate.

3.2 The personnel transfer appliances (PTA) shall be designed, manufactured, tested and installed in accordance with this Section as well as 5.8 of the Rules for the Cargo-Handling Gear of Sea-Going Ships.

3.3 The PTA design shall account for the craft structural particulars.

3.4 To ensure a safe transfer of personnel an analysis shall be performed in order to evaluate failures in PTA and all its associated systems which might impair serviceability of the transfer appliance(s) and/or endanger the safety of all those involved in the transfer operations. The analysis is recommended to perform using FMEA (The Failure Mode and Effects Analysis).

To perform the analysis, proceed as follows:

.1 consider the effect of failure for all the equipment and systems in the case of a single failure, fire in any space or flooding of any watertight compartment that may affect serviceability of the transfer appliance(s);

.2 provide solutions to ensure serviceability of PTA and safety of all those involved in case of failures specified in 3.4.1;

.3 when a single failure results in a failure of more than one component of a system (the common-cause failure), all the resulting failures shall be considered altogether. If a failure directly causes further failures, all such failures shall be considered altogether;

.4 means for position keeping shall be provided and arranged so to prevent accidents during the personnel transfer and be consistent with an operating mode of and interaction with other ships or offshore facilities. For doing so, the ship's maneuverability along with the expected need for the ship to keep own position over time shall be evaluated, to ensure the correct use of the position-keeping equipment;

.5 procedures shall be in place to ensure consistent monitoring of the number of persons on board during the personnel transfer operations.

3.5 To operate PTA, there shall be provided means of communication between the responsible ship's officer overseeing the personnel transfer operations and the navigation bridge.

3.6 All PTA shall be permanently marked so to enable identification of each appliance for the purpose of survey, inspection and record keeping. All the records of use and maintenance of the ship's PTA shall be kept onboard.

3.7 Passageways for the industrial personnel shall ensure safe and unobstructed movement of people between PTA and a place, where the industrial personnel are intended to be stationed or accommodated onboard a ship.

3.8 In addition to the provisions of Section 9, lighting with power from the emergency source of electrical power shall be provided so to illuminate PTA, the water below PTA and passageways to PTA, as specified in 3.7.

3.9 To arrange PTA onboard the ship, there shall be designated a deck area free from any obstructions (e.g. air pipes, valves, hatches, fixed and/or detachable structures, ship's supplies or cargo, etc.).

3.10 When carrying dangerous goods, the requirements of 12.2 shall be fulfilled."

4 EQUIPMENT, ARRANGEMENTS AND OUTFIT

Para 4.1 is amended as follows:

4.1 The equipment, appliances and outfit of the craft carrying more than 12 persons, but not more than 60 persons on board with the descriptive notation ~~Crew boat~~ in class notation shall meet the requirements of Part III "Equipment, Arrangements and Outfit" applicable to the passenger cargo craft.

4.2 The equipment, appliances and outfit of the craft carrying more than 60 persons, but not more than 450 persons on board, shall meet the requirements of Part III "Equipment, Arrangements and Outfit" applicable to the Category A passenger craft."

5 STABILITY

Section 5 is replaced by the following text:

"5 STABILITY. RESERVE OF BUOYANCY AND SUBDIVISION

5.1 The stability of HSC carrying more than 12 persons, but not more than 60 persons onboard shall meet the requirements of Part IV "Stability" of these Rules applicable to the passenger craft, except for 13.1.7, Part IV "Stability" of these Rules and 1.5.5 of the Rules for the Classification in terms of the periodical light-weight check and inclining test.

5.2 The stability of HSC carrying more than 60 persons, but not more than 450 persons onboard shall meet the requirements of Part IV "Stability" of these Rules applicable to passenger craft.

5.3 The damage stability of HSC carrying more than 12 persons, but not more than 60 persons onboard shall meet the requirements of Section 4.4, Part V "Reserve of Buoyancy and Subdivision", except for 4.4.2.

5.4 The damage stability of HSC carrying more than 60 persons, but not more than 450 persons onboard shall meet the requirements of Section 4.4, Part V "Reserve of Buoyancy and Subdivision".

5.5 To apply the requirements of this Chapter, all persons related to the industrial personnel shall be considered as passengers. Here, the weight of each such person shall be assumed to be 90 kg."

6 RESERVE OF BUOYANCY AND SUBDIVISION

Section 6 is replaced by the following text:

"6 FIRE PROTECTION

6.1 Structural fire protection of the craft carrying more than 60 persons, but not more than 450 persons on board shall meet the requirements of Part VI "Fire Protection" applicable to the Category A passenger craft.

6.2 Fire-fighting equipment and systems of the craft carrying more than 60 persons, but not more than 450 persons on board shall meet the requirements of Section 3, Part VI "Fire Protection" applicable to the Category A passenger craft, therewith:

.1 the craft, which is not engaged in international voyages shall be equipped with at least one main fire pump having the capacity to comply with 3.5.1, Part VI "Fire Protection".

The main fixed fire pump capacity need not exceed 25 m³/h on board the craft of less than 500 gross tonnage, with no regard for specificities of the voyage;

.2 for the craft of less than 500 gross tonnage the emergency fire pump is not required. On board the craft of gross tonnage 500 and over, an emergency fire pump shall be installed. In this case, the craft of gross tonnage 500 and over, but less than 2000, the capacity of the emergency fire pump shall be at least 15 m³/h. On board the craft of 2000 gross tonnage and over, the capacity of the emergency fire pump shall be at least 25 m³/h;

.3 the requirements of 3.9, Part VI "Fire Protection" shall apply to craft engaged in international voyages;

.4 the requirements of 3.3, Part VI "Fire Protection" shall apply, except for:
the necessity of protecting the galleys of less than 10 m² in area by the approved fixed firefighting system;
the necessity of remote control over the firefighting system from the wheelhouse (a control room), provided the manual control is available from the local station (fire-control station) located in a safe and easily accessible place.

6.3 The fire outfit and spare parts of the craft carrying more than 60 persons, but not more than 450 persons, shall meet the requirements of Section 5, Part VI "Fire Protection", applicable to the Category A passenger craft. Therewith, on board the craft of less than 150 gross tonnage the fireman's outfit is not required.

6.4 On board the craft of 150 gross tonnage and above, but less than 500, carrying more than 12 persons of industrial personnel on board at least one fireman's outfit shall be provided."

Section 7 is deleted.

Existing Sections 8 — 11 and references thereto are renumbered 7 — 10 accordingly.

8 MACHINERY INSTALLATIONS AND MACHINERY

Existing Section 8 is replaced by the following text:

"7 MACHINERY INSTALLATIONS AND MACHINERY

7.1 The craft carrying more than 60 persons, but not more than 450 persons, shall meet the requirements of Part VII "Machinery installations" applicable to the Category A passenger craft."

9 SYSTEMS AND PIPING

Existing Section 9 is amended as follows:

«~~9-8~~ SYSTEMS AND PIPING

~~9-1-8.1~~ The systems and piping of the craft ~~with the descriptive notation Crew boat in class notation carrying more than 12 persons, but not more than 60 persons,~~ shall meet the requirements of Part VIII "Systems and Piping" applicable to the cargo craft. The bilge system of these ships shall meet the requirements 2.7, as for the Category A passenger craft.

~~9-2-8.2~~ The systems and piping of the craft carrying more than 60 persons, but not more than 450 persons on board shall meet the requirements of Part VIII "Systems and Piping" applicable to the Category A passenger craft."

10 ELECTRICAL EQUIPMENT

Existing Section 10 is amended as follows:

~~10-9~~ ELECTRICAL EQUIPMENT

~~10-1-9.1~~ The electrical equipment of the craft ~~with the descriptive notation Crew boat in class notation~~ carrying more than 12 persons, but not more than 60 persons on board, shall meet the requirements of Part XI "Electrical Equipment" applicable to the ~~passenger cargo~~ craft, with regard to 9.3 и 9.4.

~~9.2.~~ The electrical equipment of the craft carrying more than 60 persons, but not more than 450 persons, shall meet the requirements of Part XI "Electrical Equipment" applicable to the to the Category A passenger craft, with regard for 9.3 и 9.4.

~~10-2-9.3~~ As the main source of electrical power on the craft of less than 500 gross tonnage with electrical installation of low power, it is permitted to install one generator with independent drive or accumulator batteries operating together with the attached generators. When the main power source is accumulator batteries, their capacity shall be sufficient to ensure power supply of the required electrical equipment in all modes of the craft operation with the simultaneous provision of normal habitability conditions during 8 h without recharging.

~~9.4~~ Electric power distribution systems shall meet the requirement of 20.1.1.4, Part XI "Electrical Equipment" of the Rules for the Classification."

11 AUTOMATION

Existing Section 11 is amended as follows:

~~11-10~~ AUTOMATION

~~11-1-10.1~~ The means of automation of the craft ~~with the descriptive notation Crew boat in class notation~~ carrying more than 60 persons, but not more than 450 persons on board shall meet the requirements of Part XV "Automation" applicable to the passenger craft."

Section 12 is deleted.

Existing Section 13 and references thereto are renumbered 11.

13 LIFE-SAVING APPLIANCES

Existing Section 13 is replaced by the following text:

~~11~~ LIFE-SAVING APPLIANCES

11.1 The life-saving appliances of the craft carrying more than 12 persons, but not more than 60 persons, shall meet the requirements of Part XVI "Life-Saving Appliances" applicable to the cargo craft, as well as the following requirements:

11.1.1 All passenger craft shall be equipped with illuminated or luminous notices or video information system(s) visible to all the sitting persons on board, in order to notify them of safety measures;

11.1.2 Illustrations and instructions in appropriate languages shall be posted in public spaces and be conspicuously displayed at muster stations, at other passenger spaces and near each seat to inform passengers of:

- .1 their muster station;
- .2 basic actions to take in emergency;
- .3 the way of donning a lifejacket.

11.1.3 The required number of lifejackets for infants or lifejackets for children shall be calculated solely based on the number of passengers on board.

11.2 The life-saving appliances of the craft carrying more than 60 persons, but not more than 450 persons on board shall meet the requirements of Part XVI "Life-Saving Appliances" applicable to the Category A passenger craft, considering 11.1.2."

New Section 12 in introduced reading as follows:

"12 CARRIAGE OF DANGEROUS GOODS

12.1 The industrial personnel may only carry dangerous goods on board for their use off the ship, provided the consent of the ship's master. These dangerous goods shall be considered as cargo and be transported in ship's spaces (inside cargo rooms or chemical store rooms) in accordance with Section 7, Part VI "Fire Protection", as well as with part D of the 2000 HSC Code, chapter 7, if applicable.

12.2 When transporting dangerous goods on board, the following shall be provided:

12.2.1 for the purpose of carrying the industrial personnel, the areas and compartments onboard shall be clearly marked where the industrial personnel are not allowed to enter;

12.2.2 PTA, if required, shall be arranged beyond the limits of the cargo area;

12.2.3 an access to PTA shall be located outside the cargo area as far as practicable; and

12.2.4 embarkation or transfer of the personnel and loading or unloading of cargo shall not take place simultaneously."

Existing Sections 14 — 15 and references thereto are renumbered **13 — 14** accordingly.

14 RADIO EQUIPMENT

Existing Section 14 is amended as follows:

"~~14~~13 RADIO EQUIPMENT

~~**14.1**~~ **13.1** The radio equipment of the craft with the descriptive notation ~~Crew boat~~ in class notation carrying more than 60 persons, but not more than 450 persons, shall meet the requirements of Part XVII "Radio Equipment", which are applicable to the passenger craft."

15 NAVIGATIONAL EQUIPMENT

Existing Section 15 is amended as follows:

"~~15-14~~ 14.1 NAVIGATIONAL EQUIPMENT

~~15.1-14.1~~ **14.1** The navigational equipment of the craft with the descriptive notation **Crew boat** ~~in class notation~~ carrying more than 60 persons, but not more than 450 persons of industrial personnel, shall meet the requirements of Part XVIII "Navigational Equipment", which are applicable to the passenger craft, except those of 1.2."

Section 16 is deleted.

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