

# **RULES**

## **FOR THE CLASSIFICATION AND CONSTRUCTION OF HIGH-SPEED CRAFT**

### **PART XXI**

#### **CRAFT FOR PERSONNEL TRANSPORTATION**

ND No. 2-020101-158-E



**St. Petersburg**

**RULES FOR THE CLASSIFICATION AND CONSTRUCTION  
OF HIGH-SPEED CRAFT  
(PART XXI)**

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The present version of Part XXI "Craft for Personnel Transportation" of the Rules for the Classification and Construction of High-Speed Craft of Russian Maritime Register of Shipping (RS, the Register) has been approved in accordance with the established approval procedure and comes into force on 1 January 2025.

The present version is based on the version dated 1 March 2023 and Rule Change Notice No. 24-216295 taking into account the amendments and additions developed immediately before publication (refer to the Revision History).

**REVISION HISTORY<sup>1</sup>**

Item	Description	Remarks
Para 12.2	The entire text of the para previously indicated in RCN No. 24-216295 has been amended to align with the Russian version	Editorial amendment of 01.01.2025

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<sup>1</sup> With the exception of amendments and additions introduced by Rule Change Notices (RCN), as well as of misprints and omissions.

## 1 GENERAL

### 1.1 Scope of application.

**1.1.1** The requirements of this Part of the Rules for the Classification and Construction of High-Speed Craft<sup>1</sup> apply to cargo high-speed craft<sup>2</sup> carrying the industrial personnel as specified in [1.2](#) of this Part, including no more than 12 passengers.

**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".

**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.

**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.

**1.1.5** 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 the IP Code, shall be approved by the Flag State MA.

**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.

**1.1.7** Classification of the craft with the distinguishing marks specified in [1.1.6](#) shall be in accordance with Part I "Classification".

**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.

### 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<sup>3</sup>.

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.

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<sup>1</sup> Hereinafter referred to as "these Rules".

<sup>2</sup> Hereinafter referred to as "HSC".

<sup>3</sup> Hereinafter referred to as "the RS Rules/C".

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.

**1.3 Documents.**

**1.3.1** Documents for the craft subject to the requirements of this Part shall be issued in compliance with 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.

## 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 <sup>1</sup>	DD <sup>2</sup>	PAD <sup>3</sup>	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	•		•	
<sup>1</sup> TD — Technical design. <sup>2</sup> DD — Detailed (design) documentation. <sup>3</sup> PAD — Plan approval documentation.						

### **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**

**4.1** The equipment, appliances and outfit of the craft carrying more than 12 persons, but not more than 60 persons on board shall meet the requirements of Part III "Equipment, Arrangements and Outfit" applicable to the 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. 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, Part IV "Stability" of the RS Rules/C 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 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 m<sup>3</sup>/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 m<sup>3</sup>/h. On board the craft of 2000 gross tonnage and over, the capacity of the emergency fire pump shall be at least 25 m<sup>3</sup>/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 m<sup>2</sup> 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.

## **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.

## **8 SYSTEMS AND PIPING**

**8.1** The systems and piping of the craft 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, Part VIII "Systems and Piping", as for the Category A passenger craft.

**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.

## **9 ELECTRICAL EQUIPMENT**

**9.1** The electrical equipment of the craft 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 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](#).

**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 requirements of 20.1.1.4, Part XI "Electrical Equipment" of the RS Rules/C.

## **10 AUTOMATION**

**10.1** The means of automation of the craft 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.

## **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](#).

## **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** Loading and unloading of dangerous goods shall not take place simultaneously with embarkation or transfer of the personnel.



### **13 RADIO EQUIPMENT**

**13.1** The radio equipment of the craft 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.

## **14 NAVIGATIONAL EQUIPMENT**

**14.1** The navigational equipment of the craft 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.

Russian Maritime Register of Shipping

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