

GUIDANCE FOR HIGH SPEED CRAFT

Guidance for High Speed Craft

2008 AMENDMENT NO.2

Notice No.38 29th May 2008

Resolved by Technical Committee on 1st February 2008

ClassNK
NIPPON KAIJI KYOKAI

“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

1.1.1 Application

Sub-paragraph -4 and -5 have been added.

4 As for the requirements for dead craft condition and restoration from the dead craft condition specified in HSC Code 9.1.5, the following (1) through (3) are to be complied.

- (1) Dead craft condition for the purpose of Regulation 9.1.5 is to be understood to mean a condition under which the main propulsion plant and auxiliaries are not in operation and, in restoring the propulsion, no stored energy is assumed to be available for starting and operating the propulsion plant, the main source of electrical power and other essential auxiliaries. It is assumed that means are available at all times to start the emergency generator or one of the main generators when the main source is arranged according to paragraph 12.7.2.
- (2) Where the emergency source of power is an emergency generator which complies with section 12.4, or a main generator meeting the requirements of paragraph 12.7.2, it is assumed that means are available to start this generator and consequently this generator may be used for restoring operation of the main propulsion plant and auxiliaries where any power supplies necessary for engine operation are also protected to a similar level as the starting arrangements.
- (3) Where there is no emergency generator installed or an emergency generator does not comply with section 12.4, the arrangements for bringing main and auxiliary machinery into operation are to be such that initial charge of starting air or initial electrical power and any power supplies for engine operation can be developed on board the craft without external aid. If for this purpose an emergency air compressor or electric generator is required, these units are to be powered by a hand-starting oil engine or a hand-operated compressor. The arrangements for bringing main and auxiliary machinery into operation are to have a capacity such that the starting energy and any power supplies for engine operation are available within 30 minutes of a dead craft condition.

5 As for the application of HSC Code 9.8, the following requirements are to be complied.

- (1) On monohulls, propeller shaft and bearings of at least one main engine, when passing through the aft machinery space, are to be protected as following requirements (a) or (b).
 - (a) Steel shaft bearings are to be protected by water spray.
 - (b) Shafts made of composite material (FRP) are to be protected by the following i) or ii).
 - i) Passive fire protection for 60 minutes duration

- ii) A water spray system and able to transmit the full torque of the propulsion engine after a standard fire test of 7 minutes

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 December 2008.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for construction* is before the effective date.
*“contract for construction” is defined in IACS Procedural Requirement(PR) No.29 (Rev.4).

IACS PR No.29 (Rev.4)

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.

Notes:

1. This Procedural Requirement applies to all IACS Members and Associates.
2. This Procedural Requirement is effective for ships “contracted for construction” on or after 1 January 2005.
3. Revision 2 of this Procedural Requirement is effective for ships “contracted for construction” on or after 1 April 2006.
4. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.
5. Revision 4 of this Procedural Requirement was adopted on 21 June 2007 with immediate effect.