

RULES FOR HIGH SPEED CRAFT

GUIDANCE FOR HIGH SPEED CRAFT

Rules for High Speed Craft
Guidance for High Speed Craft

2020 AMENDMENT NO.2
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Rule No.114 / Notice No.62 24 December 2020
Resolved by Technical Committee on 5 August 2020

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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2020 AMENDMENT NO.2

Rule No.114 24 December 2020

Resolved by Technical Committee on 5 August 2020

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:

Part 9 MACHINERY INSTALLATIONS

Chapter 9 STEERING GEARS

Section 9.3 has been amended as follows.

9.3 Controls

Controls are to comply with the requirements specified in ~~15.3.1-1, 15.3.1-2~~ and **15.3.2, Part D of the Rules for the Survey and Construction of Steel Ships.**

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 January 2021.
2. Notwithstanding the amendments to the Rules, the current requirements apply to 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” has been partly amended as follows:

Part 2 CLASS SURVEYS

Chapter 3 PERIODICAL SURVEYS AND PLANNED MACHINERY SURVEYS

3.10 Planned Machinery Surveys

3.10.2 Continuous Machinery Surveys (CMS)

Sub-paragraph -6 has been amended as follows.

6 Confirmatory Survey

In ships deemed by the Society as maintaining their machinery and equipment well, overhaul inspections according to the *CMS* Program specified in -3 by the shipowner (or the ship management company) may forgo the open-up examination performed in the presence of Surveyors by conducting the following confirmatory surveys, provided that the machinery and equipment are overhauled as part of the ship’s maintenance practices and the records from such overhauls are kept in good order. In this case, the due date of the next open-up examination is 5 *years* from the date of its last overhaul and inspection.

((1) is omitted.)

(2) Items applicable to the confirmatory survey

Items of machinery and equipment applicable to the confirmatory surveys are as follows:

- (a) Reciprocating internal combustion engines used as main propulsion machinery
- (b) Reciprocating internal combustion engines used for driving generators, auxiliary machinery essential for main propulsion or auxiliary machinery for the manoeuvring and the safety of the ship
- (c) Intermediate shafts, thrust shafts and bearings
- (d) Auxiliary machinery (air compressors, pumps, turbines used for driving cargo oil pumps, heat exchangers, air reservoirs, deck machinery and distilling plants)

((3) is omitted.)

EFFECTIVE DATE AND APPLICATION

- 1.** The effective date of the amendments is 24 December 2020.