

RULES FOR HIGH SPEED CRAFT

GUIDANCE FOR HIGH SPEED CRAFT

Rules for High Speed Craft
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2022 AMENDMENT NO.2
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Rule No.92 / Notice No.67 27 December 2022

Resolved by Technical Committee on 27 July 2022

ClassNK
NIPPON KAIJI KYOKAI

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

RULES FOR HIGH SPEED CRAFT

RULES

2022 AMENDMENT NO.2

Rule No.92 27 December 2022

Resolved by Technical Committee on 27 July 2022

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 1 GENERAL

1.1 Surveys

Paragraph 1.1.3 has been amended as follows.

1.1.3 Occasional Surveys*

All classed craft are to be subjected to Occasional Surveys when they fall under one of the conditions of (1) through (6) below not at the time of Annual, Intermediate or Special Surveys or Planned Machinery Surveys. At Occasional Surveys, investigations, examinations or tests are to be made to the satisfaction of the Surveyor with respect to the matters concerned. Where Annual, Intermediate or Special Survey is carried out together with the survey of specific matters for Occasional Survey at due date of the Occasional Survey, the Occasional Survey may be dispensed with. ~~To implement the survey, in lieu of the traditional ordinary surveys where a surveyor is in attendance, the Society may approve survey methods which it considers to be appropriate.~~
(1) to (6) are omitted.)

Section 1.3 has been added as follows.

1.3 Others

1.3.1 Class Survey by Means of Remote Survey

Although the survey method for class maintenance survey is generally attendance on site by a Surveyor, the Society may approve survey methods different from the traditional ordinary survey with attendance by a Surveyor, provided that survey is carried out in accordance with the requirements specified in Annex 1.5.3 “CLASS MAINTAINANCE SURVEY BY MEANS OF REMOTE SURVEY”, Part B of the Rules for the Survey and Construction of Steel Ships. However, in the case of matters stipulated in international conventions or instructions from Administrations, this may only be done with Administration acceptance.

EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

- 1.** The effective date of the amendments is 1 January 2023.
- 2.** Notwithstanding the amendments to the Rules, the current requirements apply to the remote surveys for which the application is submitted to the Society before the effective date.

Part 2 CLASS SURVEYS

Chapter 1 GENERAL

1.2 Preparation for Surveys and Others

1.2.5 Procedure for Tests, Wear and Tear, etc.*

Sub-paragraph -2 has been amended as follows.

2 Inclining Test

~~Inclining test is to be carried out, w~~Where alterations or repairs which might greatly affect craft's stability have been made on the occasion of Periodical Surveys or Planned Machinery Surveys. ~~Further, inclining test may be required~~ and where deemed necessary by the Surveyor at any survey, 2.5.1-2, Part B of the Rules for Survey and Construction of Steel Ships is to be followed to determine the need for re-inclining tests, and the need for amending stability information.

Part 8 BUOYANCY, STABILITY AND SUBDIVISION

Chapter 1 GENERAL

1.7 Inclining and Stability Information

Paragraph 1.7.3 has been amended as follows.

1.7.3 Amendments of Stability Information Booklet

Where any alterations are made to a craft so as to materially ~~to~~ affect ~~the~~its stability information supplied to the master, ~~amended stability information, which is to be approved by the Society, is to be provided on board. The craft are to be re-inclined as deemed necessary~~2.5.1-2, Part B of the Rules for Survey and Construction of Steel Ships is to be followed to determine the need for re-inclining tests, and the need for amending stability information.

EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

1. The effective date of the amendments is 1 January 2023.

Part 9 MACHINERY INSTALLATIONS

Chapter 2 RECIPROCATING INTERNAL COMBUSTION ENGINES

2.3 Associated Installations

Paragraph 2.3.2 has been amended as follows.

2.3.2 Starting Arrangements

1 The starting air mains are to be in accordance with ~~the requirements specified in 2.5.3-1,~~ **Part D of the Rules for the Survey and Construction of Steel Ships.**

2 Where main propulsion engines are arranged for starting by compressed air, starting air reservoirs are to be provided. These reservoirs are to be connected ready for use. In this case, the total capacity of the starting air reservoirs is to be sufficient to provide, without replenishment, not less than the number of consecutive starts as specified in (1) to (3) below. Where the arrangements of the main propulsion engines and shafting systems are other than shown below, the required number of starts is to be as deemed appropriate by the Society. When other consumers such as auxiliary machinery starting systems, control systems, whistles, etc. are to be connected to starting air reservoirs, their air consumption is also to be taken into account.

(1) For direct reversible engines

$$Z=12C$$

where:

Z: Total number of starts

C: Constant determined by the arrangement of main propulsion engines and shafting systems, where the following values are to be referred to as the standard;

C = 1.0 For single screw craft, where one engine is coupled with the shaft either directly or through reduction gear

C = 1.5 For twin screw craft, where two engines are coupled with the shafts either directly or through reduction gears, or for single screw craft, where two engines are coupled with the shaft through a declutchable coupling provided between engines and reduction gears

C = 1.9 For triple screw craft, where three engines are coupled with the shafts either directly or through reduction gears

C = 2.0 For single screw craft, where one engine is coupled with the shaft without declutchable coupling between engine and reduction gear

C = 2.3 For quadruple screw craft, where four engines are coupled with the shafts either directly or through reduction gears. For twin screw craft, where four engines are coupled with the shafts through declutchable coupling provided between engines and reduction gears

C = 3.0 For twin screw craft, where four engines are coupled with the shafts without declutchable coupling between engines and reduction gears

(2) For non-reversible type engines using a separate reversing gear, controllable pitch propellers or waterjet propulsion systems, 1/2 of the total number of starts specified in (1) above may be accepted.

(3) For electric propulsion craft:

$$Z=6+3(k-1)$$

where:

Z: Total number of starts

k: Number of engines and it is not necessary for the value of k to exceed 3.

~~3 For main propulsion engines which are arranged for starting by battery and for the starting arrangement of reciprocating internal combustion engines driving generators or auxiliaries, the requirements specified in 2.5.3.3 and 4, Part D of the Rules for the Survey and Construction of Steel Ships are to be complied with.~~

3 The capacities of the reservoirs specified in -2 above are to be about the same.

4 Starting air reservoirs and starting air systems are also to comply with 8.12.

5 Internal combustion engines which are arranged for electrical starting are to comply with the following (1) to (3):

- (1) Two separate batteries are to be fitted to starting arrangements for main propulsion machinery. Arrangements are to be such that the batteries cannot be connected in parallel, and each battery is to be capable of starting the main propulsion machinery under the cold and ready-to-start condition. The combined capacity of the batteries is to be sufficient (without recharging) to provide the number of consecutive starts specified in -2 above within 30 minutes.
- (2) Electric starting arrangements for internal combustion engines driving generators and auxiliary machinery are to have two separate batteries but may be supplied by separate circuits from the batteries for main propulsion machinery. In the case of single auxiliary engines, only one battery needs to be fitted. The capacity of each set of batteries is to be sufficient for at least three starts for each engine.
- (3) Starting batteries are to be used for starting and engine self-monitoring purposes only. Provisions are to be made to continuously maintain stored energy at all times.

Chapter 3 GAS TURBINES

3.3 Safety Devices

Paragraph 3.3.2 has been amended as follows.

3.3.2 Shut-down Devices

1 Gas turbines (excluding those driving emergency generators) are to be provided with at least two independent means of quickly stopping the gas turbine under any operating conditions by shutting off the fuel which are to be provided at the control station. At least one of these means is to be hand trip gear for shutting off the fuel in an emergency. A common actuator may be used for these means.

2 Unless the FMEA proves that the adverse effects due to failures occurring are within acceptable ranges, the shut-down functions for gas turbines are to be provided in accordance with Table 9.3.1.

~~**3**~~ Gas turbines (excluding those driving emergency generators) are to be provided with a quick closing device (shut-down device) which automatically shuts off the fuel supply to the turbines at least in the cases of the following **(1)** to **(7)**. In addition, means are to be provided so that alarms are operated at the control station by the activation of these shut-down devices.

((1) to (7) are omitted.)

~~**4**~~ In addition to the requirements specified in ~~**3**~~ above, gas turbines used as main propulsion machinery are to be provided with a quick closing device (shut-down device) which automatically shuts off the fuel supply to the turbines in at least the following **(1)** to **(3)** cases. In addition, means are to be provided so that alarms are operated at the control station by the activation of these shut-down devices.

((1) to (3) are omitted.)

Paragraph 3.3.3 has been amended as follows.

3.3.3 Alarms

Gas turbines (excluding those driving emergency generators) are to be provided with alarm devices as required by **Table 9.3.1**. The addition or omission of alarm devices, however, may be accepted taking into account the results of failure mode and effects analysis (FMEA).

Paragraph 3.3.5 has been amended as follows.

3.3.5 Additional Safety Devices

Gas turbines may be required to be provided with additional safety devices as required in order to safeguard against hazardous conditions arising in the event of malfunctions in the gas turbine installation. Such hazardous conditions are to be verified by the manufacturer in accordance with the failure mode and effects analysis (FMEA).

3.4 Associated Installations

3.4.2 Starting Arrangements*

Sub-paragraph -2 has been amended as follows.

2 Where compressed air is used for starting, the starting arrangement is to comply with **8.12**, in addition to the following (1) to (5):

((1) is omitted.)

(2) The arrangement for the air starting of main propulsion machinery is to be provided with at least two starting air reservoirs which may be used independently. The total capacity of the air reservoirs is to be sufficient to provide, without their being replenished, the number of consecutive starts of main propulsion machinery ~~under cold and ready to start conditions~~ not less than the following (a) and (b). Where the arrangements of the main propulsion machinery and shafting systems are other than those shown below, the required number of starts is to be as deemed appropriate by the Society. ~~In any case, an additional number of starts may be required when the gas turbine is in the warm running condition.~~ When other consumers such as auxiliary machinery starting systems, control systems, whistles, etc., are to be connected to the starting air reservoirs, their air consumption is also to be taken into account.

(a) Ships other than electric propulsion ships

$$Z = 6C$$

where

Z: Total number of starts of gas turbines

C: Constant determined by the arrangement of gas turbines and shafting systems, where the following values are to be referred to as the standard

C = 1.0: Single screw ships, where one gas turbine is either coupled with the shaft directly or through reduction gears.

C = 1.5: Twin screw ships, where two gas turbines are either coupled with the shafts directly or through reduction gear, and for single screw ships, where two gas turbines are coupled with the shaft through declutchable coupling provided between gas turbines and reduction gear.

C = 2.0: Single screw ships, where two gas turbines are coupled with one shaft without any declutchable coupling between gas turbines and reduction gear.

(b) Electric propulsion ships

$$Z = 6 + 3(k-1)$$

where

Z: Total number of starts of gas turbines

k: Number of engines (In the case of more than three gas turbines, the value of k to be used need not exceed three.)

(3) The capacities of the reservoirs specified in (2) above ~~is~~ are to be about equal ~~the same~~.

~~(4) The compressor to which 13.13.3-2, Part D of the Rules for the Survey and Construction of Steel Ships applies in accordance with 8.12 is to have a capacity not less than 50% of the total capacity specified in 13.13.3-3 of said Part D.~~

~~(5) The capacity of starting air compressors fitted for main propulsion machinery is to be approximately equally divided between the number of said compressors.~~

EFFECTIVE DATE AND APPLICATION (Amendment 2-3)

1. The effective date of the amendments is 1 January 2023.
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.

Part 10 ELECTRICAL INSTALLATIONS

Chapter 2 ELECTRICAL INSTALLATIONS AND SYSTEM DESIGN

2.8 Accumulator Batteries

Paragraph 2.8.1 has been amended as follows.

2.8.1 General*

1 The requirements given in this ~~2.8.1~~ apply to all permanently installed vented types of secondary batteries. However, the requirements specified in ~~2.8.5-4~~ are also applicable to valve-regulated sealed types of batteries.

2 Accumulator battery systems consisting of lithium-ion batteries with total capacities of 20 kWh or more and associated equipment are to be in accordance with Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships.

~~**3** Proposals for the use of other types of secondary batteries are~~ Any usage of types of secondary batteries other than vented types of secondary batteries and the secondary batteries specified in -2 above is to be required as deemed appropriate by the Society.

~~**4** Accumulator batteries are to have performance suitable for~~ be able to suitably perform with respect to their intended service.

Part 11 ELECTRICAL INSTALLATIONS FIRE PROTECTION, DETECTION, EXTINCTION AND MEANS OF ESCAPE

Chapter 1 GENERAL

1.1 General

1.1.1 Application*

Sub-paragraph -3 has been added as follows.

3 Accumulator battery systems consisting of lithium-ion batteries with total capacities of 20 kWh or more and associated equipment are to also be in accordance with 1.2.3, Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships.

EFFECTIVE DATE AND APPLICATION (Amendment 2-4)

1. The effective date of the amendments is 1 January 2023.
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.
3. Notwithstanding the provision of preceding 2., the amendments to the Rules may apply to the surveys for which the application is submitted to the Society before the effective date upon request by the owner.

* “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.

GUIDANCE FOR HIGH SPEED CRAFT

GUIDANCE

2022 AMENDMENT NO.2

Notice No.67 27 December 2022

Resolved by Technical Committee on 27 July 2022

“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

1.1 General

Paragraph 1.1.1 has been amended as follows.

1.1.1 Application

~~1~~ With regard to requirement stipulated in 7.3.1.3 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT*, Stairway may be categorised as areas of minor fire hazard.

~~2~~1 With regard to requirement stipulated in 7.4.1.3 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT*, the following (1) through (3) are to be complied with.

((1) to (3) are omitted.)

~~3~~2 With regard to requirement stipulated in 7.4.2.3 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT*, the following (1) through (4) are to be complied with.

((1) to (4) are omitted.)

~~4~~ With regard to requirement stipulated in 7.4.4.1 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT*, Public spaces extending over 2 decks may be considered as one space, provided as follows:

~~(1)~~ the length and width of the openings area between lower and upper part is at least 25% of the mean length and width of the upper part of the whole space or at least of a corresponding area.

~~(2)~~ sufficient means of escape is provided from both levels of the space directly leading to an adjacent safe area or compartment.

~~(3)~~ the whole space is served by one section of sprinkler system with one relieve valve.

~~5~~ With regard to requirement stipulated in Table 7.4.1 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT*, Ventilation openings may be accepted in entrance doors to public toilets if positioned in the lower portion of such doors and fitted with closable grilles operable from the public space side and made of non-combustible or fire-restricting material.

~~6~~3 As for the requirements for dead craft conditions and restoration from the dead craft conditions specified in 9.1.5 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT*, the following (1) through (3) are to be complied with.

((1) to (3) are omitted.)

~~7~~4 As for the application of 9.8 of *THE INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT*, the following requirements are to be complied with.

(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) and (b) are omitted.)

EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

1. The effective date of the amendments is 27 December 2022.

Part 2 CLASS SURVEYS

Chapter 1 GENERAL

1.1 Surveys

Paragraph 1.1.3 has been amended as follows.

1.1.3 Occasional Surveys

~~1 The wording “the Society may approve the survey methods which it considers to be appropriate.” in 1.1.3, Part 2 of the Rules means survey methods which the Society considers to be able to obtain information equivalent to that obtained through traditional ordinary surveys where a surveyor is in attendance.~~

~~2~~ For the occasional surveys specified in 1.1.3(5), Part 2 of the Rules, the following is to be complied with:

((1) to (3) are omitted.)

EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

1. The effective date of the amendments is 1 January 2023.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to the remote surveys for which the application is submitted to the Society before the effective date.

Part 2 CLASS SURVEYS

Chapter 2 CLASSIFICATION SURVEYS

2.5 Alterations

2.5.1 Requirements of Surveys

Sub-paragraph -3 has been amended as follows.

~~3 The stability experiment may be dispensed with in accordance with 2.3.2, where available stability data are obtained from the stability experiments conducted before after alterations, or from other adequate means and a special approval is given by the Society~~ **B2.5.1-7 to -9, Part B of the Guidance for Survey and Construction of Steel Ships** is to be followed to determine the need for re-inclining tests, and the need for amending stability information.

EFFECTIVE DATE AND APPLICATION (Amendment 2-3)

1. The effective date of the amendments is 1 January 2023.

Part 2 CLASS SURVEYS

Chapter 3 PERIODICAL SURVEYS AND PLANNED MACHINERY SURVEYS

3.6 Annual Surveys for Machinery

3.6.2 Performance Tests

Sub-paragraph -5 has been added as follows.

5 In applying **3.6.2, Part 2 of the Rules**, the tests referred to in **1.2.7, Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships** are to be carried out **for ships equipped with accumulator battery systems to which Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships is applied.**

Section 3.7 has been added as follows.

3.7 Intermediate Surveys for Machinery

3.7.1 General Examinations

1 For ships equipped with accumulator battery systems to which **Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships** is applied, the conditions of the accumulator battery systems are to be examined in detail with measuring the insulation resistance of main circuit of accumulator battery systems and associated equipment. In addition, it is to be confirmed that the maintenance, management, etc. of such systems are properly carried out in accordance with **1.2.8, Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships.**

Section 3.8 has been added as follows.

3.8 Special Surveys for Machinery

3.8.1 General Examination

1 For ships equipped with accumulator battery systems to which **Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships** is applied, the conditions of the accumulator battery systems are to be examined in detail with measuring the insulation resistance of main circuit of accumulator battery systems and associated equipment. In addition, it is to be confirmed that the maintenance, management, etc. of such systems are properly carried out in accordance with **1.2.8, Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships.**

Part 10 ELECTRICAL INSTALLATIONS

Chapter 1 GENERAL

1.1 General

1.1.5 Drawing and Data

Sub-paragraph -6 has been added as follows.

6 In applying **1.1.5(1) and (2), Part 10 of the Rules** the drawings and documents referred to in **1.1.3, Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships** are to be submitted, for ships equipped with accumulator battery systems to which **Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships** is applied.

1.2 Testing

Paragraph 1.2.1 has been amended as follows.

1.2.1 Shop Tests

1 In applying **1.2.1-1(7), Part 10 of the Rules**, the tests for cells (or modules), accumulator battery systems and electrical power converters referred to in **Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships** are to be carried out for ships equipped with accumulator battery systems to which **Annex 2.11.1-2, Part H of the Rules for the Survey and Construction of Steel Ships** is applied.

~~**2**~~ The wording “subject to the approval of the Society” in **1.2.1-2, Part 10 of the Rules** means **Part 5 of the Guidance for the Approval and Type Approval of Materials and Equipment for Marine Use**. Equipment and cables approved are made public ~~on~~ in the **List of Approved Materials and Equipment**.

~~**3**~~ The wording “to be subjected to type test” in **1.2.1-3, Part 10 of the Rules** means **Part 8 of the Guidance for the Approval and Type Approval of Materials and Equipment for Marine Use**. Cables type tested are made public ~~on~~ in the **List of Approved Materials and Equipment**.

~~**4**~~ Cables requiring type test are to be as follows:

- (1) Cables used for power feeding systems and power distribution circuits for power, lighting and internal communications and used for control circuits
- (2) Flexible cords used for feeding for power systems and power distribution circuits and control circuits
- (3) Multicore vinyl insulated cables for 150 V electronic equipment

~~**5**~~ Type tests may be carried out for flexible cords, vinyl sheathed cords, insulated cables for switchboards and control equipment, coaxial cables, etc., other than those specified in ~~**34**~~ in case where request is made by the manufacturer.

EFFECTIVE DATE AND APPLICATION (Amendment 2-4)

1. The effective date of the amendments is 1 January 2023.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to ships for which the date of contract for construction* is before the effective date.
3. Notwithstanding the provision of preceding 2., the amendments to the Guidance may apply to the surveys for which the application is submitted to the Society before the effective date upon request by the owner.
* “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.