

Unified Interpretations for the HSC Code

Amended Guidance

Guidance for High Speed Craft

Reason for Amendment

IACS has adopted a number of unified interpretations (UI) related to the International Code of Safety for High-Speed Craft (HSC Code), and these have already been incorporated into the NK Rules.

IACS subsequently decided to review the aforementioned UIs to assess whether they were still consistent with the most recent versions of SOLAS and the HSC Code. Since the contents of UIs HSC 2, HSC 3 and HSC 4 had already been incorporated into the HSC Code by the IMO, they were no longer needed as UIs per relevant IACS policy; IACS, therefore, decided to delete each UI as of 1 July 2022.

Accordingly, relevant requirements are amended based on the deletion of IACS UIs HSC 2, HSC 3 and HSC 4.

Outline of Amendment

Deletes the following requirements related to the application of the HSC Code:

- (1) Classification of stairways regarding fire hazard risks (HSC 2)
- (2) Treatment of public spaces extending over two decks (HSC 3)
- (3) Ventilation openings in entrance doors to public toilets (HSC 4)

“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

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.)