Amendment on 25 December 2025
Resolved by Technical Committee on 30 July 2025

Related to Multihull Craft

Object of Amendment

Rules / Guidance for High Speed Craft

Reason for Amendment

The development and introduction of offshore wind power generation is progressing globally. This has led to an increasing demand for crew transfer vessels (CTVs) and other vessels for the safe transportation of workers to offshore wind farms.

CTVs are typically designed to be capable of high-speed navigation and of a multihull type. In such cases, the Society's Rules for High Speed Craft can be applied. Although said Rules do specify requirements related to multihull craft, it mainly covers monohull craft. Therefore, relevant requirements were reviewed to assess how to they could also be applied to multihull craft.

Accordingly, relevant requirements are amended to clarify requirements for multihull craft.

Outline of the Amendment

The main details of this amendment are as follows:

(1) Amends the scope of application of requirements for design loads so that they also apply to multihull craft.
(2) Specifies requirements for the design loads for wet deck.
(3) Deletes the requirement that an adequate system to immediately supply spare bower anchors is to be available when a craft loses her bower anchor from the conditions for reducing the number of anchors onboard to one.

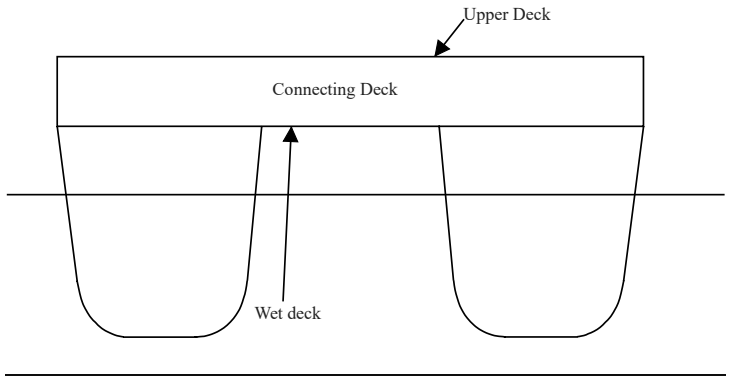
Effective Date and application

(1) Rules for High Speed Craft and other than Part 7 of the Guidance for High Speed Craft (Outline of the Amendment (1) and (2))
This amendment applies to ships for which the date of contract for construction is on or after 1 July 2026.
(2) Part 7 of the Guidance for High Speed Craft (Outline of the Amendment (3))
Effective date of this amendment is 1 January 2026.

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

ID:DH25-07

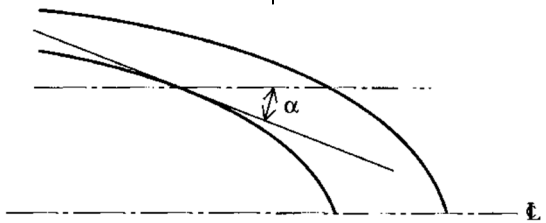
Amended-Original Requirements Comparison Table (Related to Multihull Craft)

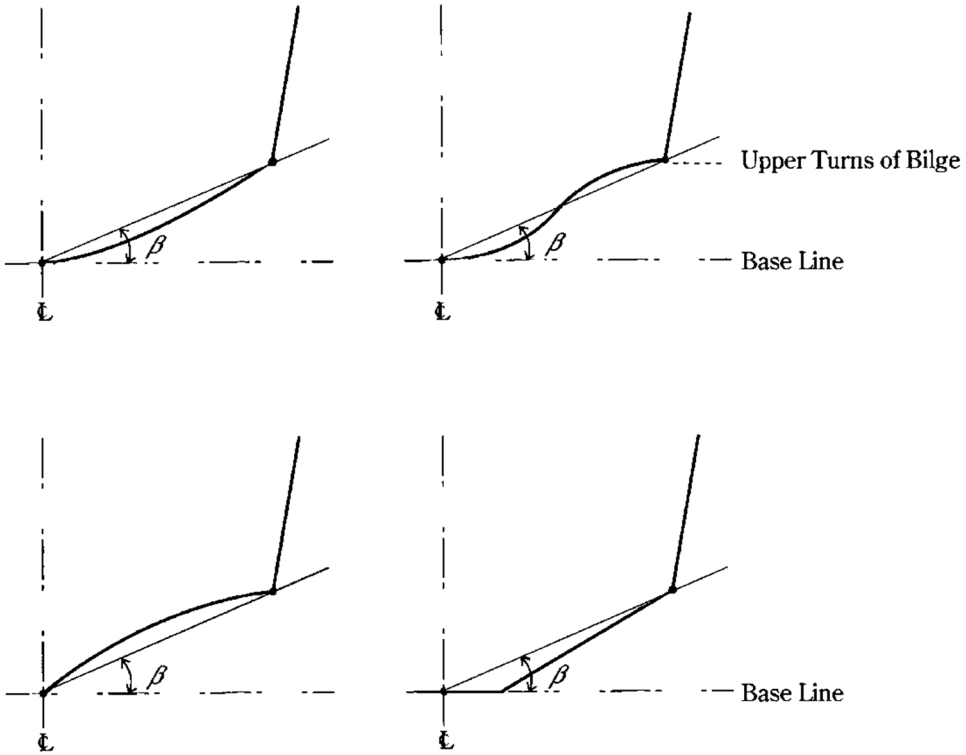
Amended	Original	Remarks
RULES FOR HIGH SPEED CRAFT **Part 1 GENERAL RULES** **Chapter 2 DEFINITIONS** **2.1 General** **2.1.54 Wet Deck** A "wet deck" is the watertight shell plating which forms the bottom part of a connecting deck (*See* **Fig. 1.2.1**). Fig. 1.2.1 Wet Deck  	**RULES FOR HIGH SPEED CRAFT** **Part 1 GENERAL RULES** **Chapter 2 DEFINITIONS** **2.1 General** **(Newly Added)**	- Specify the definition of "wet deck". - "Wet deck" is used in Part 5 and Part 7 and is therefore specified in Part 1, GENERAL RULES.

Amended-Original Requirements Comparison Table (Related to Multihull Craft)

Amended	Original	Remarks
Part 5 DESIGN LOADS **Chapter 1 GENERAL** **1.2 Definitions** **1.2.1 Vertical Acceleration at Forward End** The vertical acceleration at forward end A_f is an approximation for the average of 1/3 highest accelerations in g (=9.81m/sec^2) at the forward end. In this case, the forward end is the perpendicular at the intersection of the fore side of the stem at the centreline (the centreline of each hull for multihull crafts) with the designed maximum load line defined in **2.1.12-2, Part 1**. **1.2.4 Entrance Angle** The entrance angle α is the angle in degrees at the point to be considered, defined as the angle between a longitudinal line parallel to the centreline (the centreline of each hull for multihull crafts) of a craft and the tangential line to the shell plating in an assumed horizontal plane through the midpoint of the distance between the cross point of the baseline and the centreline (the centreline of each hull for multihull crafts) and the upper edge of the bottom shell plating at the transverse section to be considered (*See* **Fig. 5.1.1**).	**Part 5 DESIGN LOADS** **Chapter 1 GENERAL** **1.2 Definitions** **1.2.1 Vertical Acceleration at Forward End** The vertical acceleration at forward end is an approximation for the average of 1/3 highest accelerations in g (=9.81m/sec^2) at the forward end. In this case, the forward end is the perpendicular at the intersection of the fore side of the stem at centre line with the designed maximum load line defined in **2.1.12-2, Part 1** of this Rule. **1.2.4 Entrance Angle** The entrance angle (α) is the angle in degrees at the point to be considered, defined as the angle between a longitudinal line parallel to the centreline of a craft and the tangential line to the shell plating in an assumed horizontal plane through the midpoint of the distance between the cross point of the base line and the centreline and the upper edge of the bottom shell plating at the transverse section to be considered (*See* **Fig. 5.1.1**).	Clarify "centreline" refers to the centreline of each hull for multihull crafts. Same as above.

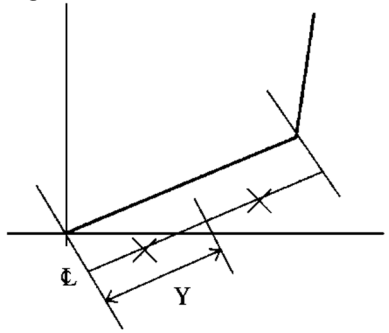
Amended-Original Requirements Comparison Table (Related to Multihull Craft)

Amended	Original	Remarks
Fig. 5.1.1 Entrance Angle α	Fig. 5.1.1 Entrance Angle (α)	
		
1.2.5 Deadrise Angle The deadrise angle β is the angle in degrees at the point to be considered, defined as the angle between the baseline and the line from the cross point of the baseline and the centreline (centreline of each hull for multihull crafts) to the upper edge of the bottom shell plating at the transverse section to be considered. Where the deadrise angle is less than 10 *degrees*, the deadrise angle is to be taken as 10 *degrees* (*See* **Fig. 5.1.2**).	**1.2.5 Deadrise Angle** The deadrise angel (β) is the angle in degrees at the point to be considered, defined as the angle between the base line and the line from the cross point of the base line and the centreline to the upper edge of the bottom shell plating at the transverse section to be considered. Where the deadrise angel is less than 10 degrees, the deadrise angel is to be taken as 10 degrees (*See* **Fig. 5.1.2**).	Same as above.

Amended	Original	Remarks
Fig. 5.1.2 Deadrise Angle β	Fig. 5.1.2 Deadrise Angle (β)	
		
Chapter 2 DESIGN LOADS	**Chapter 2 DESIGN LOADS**	
2.1 Application	**2.1 Application**	
2.1.1 Application The design loads detailed in **2.2** through **2.5** are to be applied to craft of which length are less than 50 *m* and which are operated in the displacement mode.	**2.1.1 Application** The design loads detailed in **2.2** through **2.5** are to be applied to monohull craft of which length are less than 50 *m* and which are operated in the displacement mode.	Amend the scope of application so that requirements for design loads other than those specified in Chapter 2 can be applied to

Amended-Original Requirements Comparison Table (Related to Multihull Craft)

Amended	Original	Remarks
		multihull craft.
2.1.2 Special Cases in Application In craft of which length is more than 50 *m* or in craft of unusual form, proportion or operating mode, the design loads will be considered in each case by the Society.	**2.1.2 Special Cases in Application*<u></u>** In craft of which length is more than 50 *m* or in craft of unusual form, proportion or operating mode, the design loads will be considered in each case by the Society.	As the scope of applicable craft has expanded, the design load requirements for transverse strength on connecting decks, as specified in the Guidance, are moved to 2.9.1.
2.2 Design Loads for Bottom Construction	**2.2 Design Loads for Bottom Construction**	
2.2.1 Design Loads for Bottom Construction (Omitted) *F* : The factor to be necessary for converting a peak value of bottom impact load to the mean effective pressure and is selected from the following **(a)** through **(c)**, according to the value of ξ. In case<u>s</u> where the value of S_0/Y exceeds 1, the value of S_0/Y is to be taken as 1. ((a) and (b) are omitted.) (c) However, if the value obtained from **(a)** or **(b)** above exceeds 1, it <u>is to</u> be <u>taken</u> as 1. S_0: Spacing (*m*) as follows<u>:</u> For plating and stiffeners: Spacing of stiffeners For bottom girders: Breadth of the area supported by the girder For bottom transverses: Spacing measured from the cross point of <u>the baseline</u> and centreline <u>(the centreline of each hull for multihull crafts)</u> to <u>the</u> upper edge of the	**2.2.1 Design Loads for Bottom Construction** (Omitted) *F* : The factor to be necessary for converting a peak value of bottom impact load to the mean effective pressure<u>,</u> and is selected from the following **(a)** through **(c)**, according to the value of ξ. In case where the value of S_0/Y exceeds 1, the value of S_0/Y is to be taken as 1. ((a) and (b) are omitted.) (c) However, if the value obtained from **(a)** or **(b)** above exceeds 1, it <u>shall</u> be <u>regarded</u> as 1. S_0: Spacing (*m*) as follows <u>;</u> For plating and stiffeners: Spacing of stiffeners For bottom girders: Breadth of the area supported by the girder For bottom transverses: Spacing measured from the cross point of <u>base line</u> and centreline to upper edge of the bottom shell plating to be considered.	Clarify whether "centreline" refers to the centreline of each hull for multihull crafts or simply to the centreline of the hull.

Amended	Original	Remarks
bottom shell plating to be considered. Y: Half of the distance from the cross point of the baseline and centreline (the centreline of each hull for multihull crafts) to the chain or the bottom plating end to be considered (*See* **Fig.5.2.1**). However, for bottom transverses, the distance from the cross point of the baseline and centreline (the centreline of each hull for multihull crafts) to the chain or the bottom plating end to be considered. (Omitted)	Y: Half of the distance from bottom centre to the chain or the bottom plating end to be considered (*See* **Fig.5.2.1**). However, for bottom transverses, the distance from the bottom centre to the chin or the bottom plating end to be considered. (Omitted)	
Fig. 5.2.1 Measurement of Y  		
2.4 Design Loads for Deck Construction **2.4.1 Design Loads for the Exposed Deck Construction** (Omitted)	**2.4 Design Loads for Deck Construction** **2.4.1 Design Loads for the Exposed Deck Construction** (Omitted)	
2.4.2 Design Loads for Wet Deck Construction The design load for wet decks P_D is not to be less than that obtained from the following formula but is to be taken as 0 when less than 0.	**(Newly Added)**	Specify the requirements for design loads for wet deck construction.

Amended	Original	Remarks
$P_D = P_B\left(1 - \frac{H_c}{H_w}\right)$ (kN/m^2) where: P_B and H_w : As specified in **2.2.1**. However, in calculating P_B, the entrance angle α and the deadrise angle β are to be read as those of the wet deck. H_C : Vertical distance from the designed maximum load line to the wet deck (m). **2.4.3 Design Loads for Other Deck Construction** The design loads for decks intended to carry ordinary cargoes, passenger, stores, etc. are not to be less than that obtained from the following formula. $P_D = CA_fP_{cargo}$ (kN/m^2) where: C : Coefficient as shown in **Fig. 5.2.3** corresponding to the position where cargoes are loaded. A_f : As specified in **2.2.1(1)**. P_{cargo} : The standard design loads for decks corresponding to the purpose of the deck as follows: For decks intended to carry ordinary cargoes: Maximum design load specified by the builders (kN/m^2). For decks used for stores: 7.0 (kN/m^2). For decks exclusively used for passengers, accommodation or navigation spaces: 4.6 (kN/m^2).	**2.4.2 Design Loads for Other Deck Construction** The design loads for decks intended to carry ordinary cargoes, passenger, stores, etc. are not to be less than that obtained from the following formula. $P_D = CA_fP_{cargo}$ (kN/m^2) where: C : Coefficient as shown in **Fig. 5.2.3** corresponding to the position where cargoes are loaded. A_f : As specified in **2.2.1(1)** in this Chapter. P_{cargo} : The standard design loads for decks corresponding to the purpose of the deck as follow; For decks intended to carry ordinary cargoes: Maximum design load specified by the builders (kN/m^2). For decks used for stores: 7.0 (kN/m^2). For decks exclusively used for passengers, accommodation or navigation spaces: 4.6 (kN/m^2).	With the establishment of '2.4.2 Design Loads for Wet Deck Construction,' the paragraph number in the title is amended.

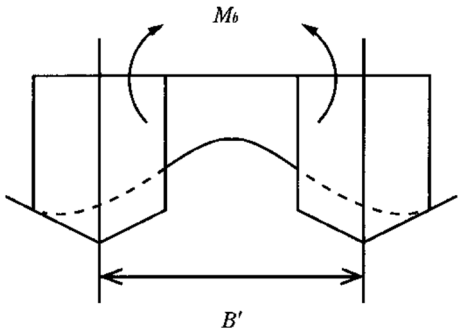
Amended	Original	Remarks
2.6 Design Loads for Watertight Bulkheads and Deep Tanks	**2.6 Design Loads for Watertight Bulkheads and Deep Tanks**	
2.6.2 Design Loads for Deep Tanks The design loads for deep tanks P_{DT} are to be those obtained from the following formulae. (1) Sea Going Condition $P_{DT} = 10\rho C A_f h_D$ (kN/m^2) where: ρ: The specific gravity of liquid which is intended to carry. However, where the value is less than 1, the specific gravity is to be taken 1. C and A_f: As specified in **2.4.3**. h_D: Vertical distance measured from the lower edge of the plates to the mid-point of the height between the top of tanks and the top of overflow pipes (m). (2) Tank Test Condition $P_{DT} = 10h_T$ (kN/m^2) where: h_T: Test head specified in **Annex 2.1.5, Part B of the Rules for the Survey and Construction of Steel Ships** (m).	**2.6.2 Design Loads for Deep Tanks** The design loads for deep tanks (P_{DT}) are to be those obtained from the following formulae. (1) Sea Going Condition $P_{DT} = 10\rho C A_f h_D$ (kN/m^2) where: ρ: The specific gravity of liquid which is intended to carry. However, where the value is less than 1, the specific gravity is to be taken 1. C and A_f: As specified in **2.4.2** in this Chapter. h_D: Vertical distance measured from the lower edge of the plates to the mid-point of the height between the top of tanks and the top of overflow pipes (m). (2) Tank Test Condition $P_{DT} = 10 \cdot h_T$ (kN/m^2) where: h_T: Test head specified in **Annex 2.1.5, Part B of the Rules for the Survey and Construction of Steel Ships** (m).	With the establishment of '2.4.2 Design Loads for Wet Deck Construction,' the reference numbers of C and Af are amended.
2.9 Design Loads for the Transverse Strength of Connecting Decks **2.9.1 Design Loads for the Transverse Strength of Connecting Decks*** Design loads for the transverse strength of connecting	**(Newly Added)**	- The requirements for design loads for the transverse strength on connecting decks, as specified in 2.1.2, are moved and referred from this requirement. - The "cross deck

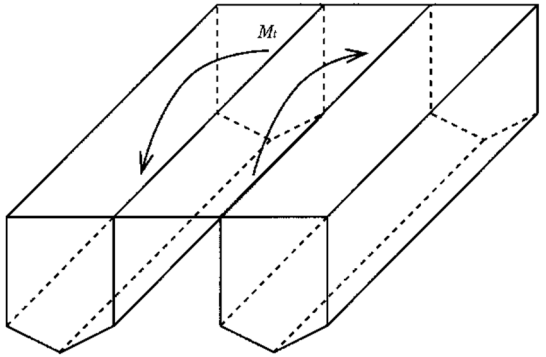
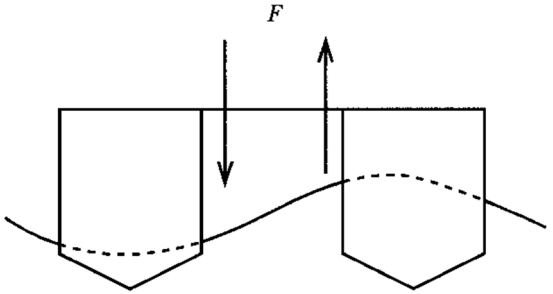
Amended	Original	Remarks
decks are to be as deemed appropriate by the Society.		structures" is renamed "connecting decks".
Part 7 EQUIPMENT AND PAINTING	**Part 7 EQUIPMENT AND PAINTING**	
Chapter 1 EQUIPMENT	**Chapter 1 EQUIPMENT**	
1.1 Anchors, Chain Cables and Ropes	**1.1 Anchors, Chain Cables and Ropes**	
1.1.2 Equipment Numbers **1** Equipment number is the value obtained from the following formula: $W^{2/3} + 2.0C + 0.1A$ where: W: Full load displacement as defined in **2.1.14, Part 1** of this Rule. C and A: Values as specified in the following **(1)**, **(2)** and **(3)**. (1) C is the value obtained from the following formula: $fB + \sum hb$ where: f: Vertical distance, at the midship, from the designed maximum load line to the top of uppermost continuous deck beam at side (m). $\sum hb$: Summing up of the products of the height h (m) and breadth b (m) of a superstructure, deckhouse or trunk which is located above the uppermost continuous deck and also has a breadth greater than B/4. In this calculation, sheer and trim may be ignored.	**1.1.2 Equipment Numbers** **1** Equipment number is the value obtained from the following formula: $W^{2/3} + 2.0C + 0.1A$ where: W:Full load displacement as defined in **2.1.14, Part 1** of this Rule. C and A: Values as specified in the following **(1)**, **(2)** and **(3)**. (1) C is the value obtained from the following formula: $fB + \sum hb$ where: f:Vertical distance, at the midship, from the designed maximum load line to the top of uppermost continuous deck beam at side (m). $\sum hb$:Summing up of the products of the height h (m) and breadth b (m) of superstructure, deckhouse or trunk which are located above the uppermost continuous deck and also have a breadth greater than B/4. In this calculation, sheer and trim may be ignored.	Amend the requirements so that they apply to crafts with more than two hulls.

Amended-Original Requirements Comparison Table (Related to Multihull Craft)

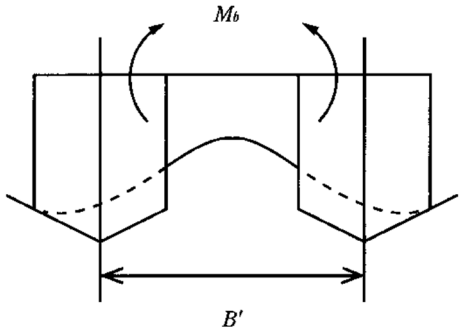
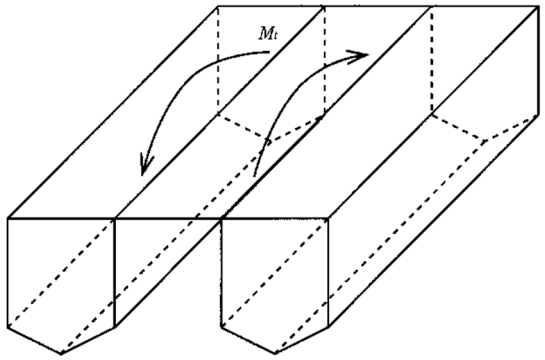
Amended	Original	Remarks
(2) *A* is the value obtained from the following formula: $fL + \sum hl$ where: f: As specified in **(1)**. $\sum hl$: Summing up of the products of the height *h* (*m*) and length *l* (*m*) of superstructures, deckhouses or trunks which are located above the uppermost continuous deck within the length of craft and also have a breadth greater than *B*/4. (3) In the application of **(1)** and **(2)**, screens and bulwarks more than 1.5 *m* in height are to be regarded as parts of superstructures or deckhouses. **2** In multihull craft, the projected area of air gap between the designed maximum load line and the wet deck may be subtracted from the value *C* specified in **-1(1)**.	(2) *A* is the value obtained from the following formula: $fL + \sum hl$ Where: f: As specified in **(1)**. $\sum hl$: Summing up of the products of the height *h* (*m*) and length *l* (*m*) of superstructures, deckhouses or trunks which are located above the uppermost continuous deck within the length of craft and also have a breadth greater than *B*/4. (3) In the application of **(1)** and **(2)**, screens and bulwarks more than 1.5 *metres* in height are to be regarded as parts of superstructures or deckhouses. **2** In catamarans, the projected area of air gap between the designed maximum load line and the wet deck may be subtracted from the value *C* specified in **-1(1)**.	

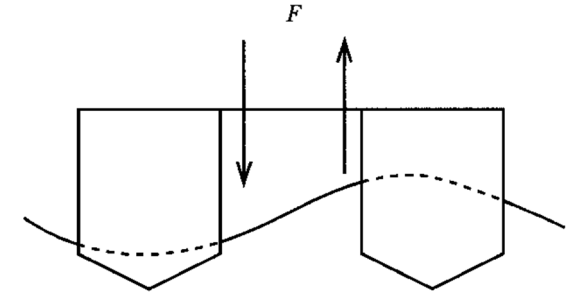
Amended	Original	Remarks
GUIDANCE FOR HIGH SPEED CRAFT **Part 5 DESIGN LOADS** **Chapter 2 DESIGN LOADS** **(Deleted)**	**GUIDANCE FOR HIGH SPEED CRAFT** **Part 5 DESIGN LOADS** **Chapter 2 DESIGN LOADS** **2.1 Application** **2.1.2 Special Cases in Application** Design loads for the transverse strength on cross deck structures of craft with twin hulls are given by following **(1)** to **(3)**. (1) The twin hull transverse bending moment (*See* **Fig. 5.2.1.2-1**) The twin hull transverse bending moment is obtained from the following formula: $M_b = 2.5WB'A_f$ (*kN-m*) where: W: Full load displacement as defined in **2.1.14, Part 1 of the Rules**. B': Transverse distance between the centre of the two hulls (*m*). A_f: Design vertical acceleration at forward perpendicular of the craft as defined in **2.2.1(1), Part 5 of the Rules**. (2) The twin hull torsional moment (*See* **Fig. 5.2.1.2-2**) The twin hull torsional moment is obtained from the following formula: $M_t = 1.25WL_sA_f$ (*kN-m*)	2.1 is moved to 2.9.

Amended	Original	Remarks
	where: L_s: Scantling length as defined in **1.2.2, Part 5 of the Rules**. W and A_f:As specified in **(1)**. (3) The twin hull vertical shear force (*See* **Fig. 5.2.1.2-3**) The twin hull vertical shear force is obtained from the following formula: $F = 2.5WA_f$ (*kN-m*) where: W and A_f:As specified in **(1)**. Fig. 5.2.1.2-1 Twin Hull Transverse Bending Moment  	

Amended	Original	Remarks
	Fig. 5.2.1.2-2 Twin Hull Torsional Moment  	
	Fig. 5.2.1.2-3 Twin Hull Vertical Shear Force  	
2.9 Design Loads for the Transverse Strength of Connecting Decks	**(Newly Added)**	- 2.1 is moved to 2.9. - Amend the figure numbers. - Unify the symbol for shear force to F. - The "cross deck structures" is renamed "connecting decks".
2.9.1 Design Loads for the Transverse Strength of Connecting Decks Design loads for the transverse strength of connecting decks of craft with twin hulls are given in the following **(1)** to **(3)**.		

Amended	Original	Remarks
(1) The twin hull transverse bending moment (*See* **Fig. 5.2.9.1-1**) The twin hull transverse bending moment is obtained from the following formula: $M_b = 2.5WB'A_f$ (*kN-m*) where: W: Full load displacement as defined in **2.1.14, Part 1 of the Rules**. B': Transverse distance between the centre of the two hulls (*m*). A_f: Design vertical acceleration at the forward perpendicular of the craft as defined in **2.2.1(1), Part 5 of the Rules**. (2) The twin hull torsional moment (*See* **Fig. 5.2.9.1-2**) The twin hull torsional moment is obtained from the following formula: $M_t = 1.25WL_sA_f$ (*kN-m*) where: L_s: Scantling length as defined in **1.2.2, Part 5 of the Rules**. W and A_f: As specified in **(1)**. (3) The twin hull vertical shear force (*See* **Fig. 5.2.9.1-3**) The twin hull vertical shear force is obtained from the following formula: $F = 2.5WA_f$ (*kN*) where: W and A_f: As specified in **(1)**.		

Amended	Original	Remarks
Fig. 5.2.9.1-1 Twin Hull Transverse Bending Moment  Fig. 5.2.9.1-2 Twin Hull Torsional Moment  		

Amended	Original	Remarks
Fig. 5.2.9.1-3 Twin Hull Vertical Shear Force  		
Part 6 SCANTLING DETERMINATION OF HULL CONSTRUCTION	**Part 6 SCANTLING DETERMINATION OF HULL CONSTRUCTION**	
Chapter 1 HULL CONSTRUCTION FOR STEEL OR ALUMINIUM ALLOYS CRAFT	**Chapter 1 HULL CONSTRUCTION FOR STEEL OR ALUMINIUM ALLOYS CRAFT**	
1.1 General	**1.1 General**	
1.1.1 Application **1** Allowable stress for the transverse strength of connecting decks of craft with twin hulls is shown in **Table 6.1.1.1-1**. **2** Buckling strength of connecting decks of craft with twin hulls is to be in accordance with the requirements specified in **Chapter 4, Part 6 of the Rules**.	**1.1.1 Application** **1** Allowable stress for the transverse strength on cross deck structure of craft with twin hull are shown in **Table 6.1.1.1-1**. **2** Buckling strength on cross deck of craft with twin hull are to be in accordance with the requirements specified in **Chapter 4, Part 6 of the Rules**.	- The “cross deck structures” is renamed “connecting decks”.

Amended-Original Requirements Comparison Table (Related to Multihull Craft)

Amended	Original	Remarks
Chapter 3 DIRECT CALCULATIONS **3.4 Design Loads** **3.4.3 External Loads** The following loads are to be taken into consideration as external loads. ((1) to (4) are omitted.) (5) The external loads for the wet decks The external loads for the wet decks are to be in accordance with **2.4.2, Part 5 of the Rules**.	**Chapter 3 DIRECT CALCULATIONS** **3.4 Design Loads** **3.4.3 External Loads** The following loads are to be taken into consideration as external loads. ((1) to (4) are omitted.) (Newly Added)	- Amend the requirements so that the design loads for wet decks are also to be taken into consideration in direct strength calculations.
The effective date of the amendment is according to EFFECTIVE DATE AND APPLICATION (A)		

Amended-Original Requirements Comparison Table (Related to Multihull Craft)

Amended	Original	Remarks
GUIDANCE FOR HIGH SPEED CRAFT **Part 7 EQUIPMENT AND PAINTING** **Chapter 1 EQUIPMENT** **1.1 Anchors, Chain Cables and Ropes** **1.1.1 General** **1** The wording "at the discretion of the Society" is the case where the following conditions are fully satisfied: (1) A craft is engaged in the specific voyage, (2) In general, there is no case of anchorage by using bower anchors under the normal operation, (3) Adequate system of refuge is available in cases of bad weather (Deleted)	**GUIDANCE FOR HIGH SPEED CRAFT** **Part 7 EQUIPMENT AND PAINTING** **Chapter 1 EQUIPMENT** **1.1 Anchors, Chain Cables and Ropes** **1.1.1 General** **1** The wording "at the discretion of the Society" is the case where following conditions are fully satisfied: (1) A craft is engaged in the specific voyage, (2) In general, there is no case of anchorage by using bower anchors under the normal operation, (3) Adequate system of refuge is available in cases of bad weather, and (4) Adequate system to immediately supply spare bower anchor is available when a craft loses her bower anchor.	- After considering industry requests and relevant Regulations, requirements for system to supply spare bower anchor are deleted.
The effective date of the amendment is according to EFFECTIVE DATE AND APPLICATION (B)		

Amended-Original Requirements Comparison Table (Related to Multihull Craft)

Amended	Original	Remarks
AEFFECTIVE DATE AND APPLICATION (A) **1.** The effective date of the amendments is 1 July 2026. **2.** Notwithstanding the amendments, the current requirements apply to ships other than ships for which the application for Classification Survey during Construction is submitted to the Society on and after the effective date. AEFFECTIVE DATE AND APPLICATION (B) **1.** The effective date of the amendments is 1 January 2026.		- The effective date of the amendments "AEFFECTIVE DATE AND APPLICATION (A) is after the date 6 months from the date of establishment. - The effective date of the amendments "AEFFECTIVE DATE AND APPLICATION (B) is the date of establishment.