Rules for Building and Classing

High Speed Craft

Part 5
Specialized Craft and Services

January 2025

RULES FOR BUILDING AND CLASSING

HIGH SPEED CRAFT
JANUARY 2025

PART 5
SPECIALIZED CRAFT AND SERVICES

American Bureau of Shipping
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PART 5

Specialized Craft and Services

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PART 5

CHAPTER 1
Craft Intended to Carry Passengers

SECTION 1
General

1 Introduction *(2025)*

1.1 Application *(2025)*

These requirements are intended to apply to a craft of Category A or Category B of the International Code for Safety for High-Speed Craft, carrying more than twelve passengers on an international voyage.

This section is intended to cover the additional hull construction, accommodation arrangement, machinery and safety equipment required to class a craft as a passenger craft. These requirements are applicable to those features that are permanent in nature and can be verified by plan review, calculation, physical survey or any other means. These Rules do not address the below listed requirements of the International Code for Safety for High-Speed Craft:

- Life Saving Appliances and Arrangements (Chapter 8),
- Navigational Equipment (Chapter 13),
- Radio Communications (Chapter 14),
- Operational Requirements (Chapter 18),

which are not a condition for classification.

For a passenger craft intended for international voyage which is beyond the scope of applicability of the International Code for Safety for High-Speed Craft, the arrangements and scantlings are to comply with the requirements of Part 4, Chapter 8 of the *Marine Vessel Rules*.

For a passenger craft intended for service in domestic waters, the additional hull construction, accommodation arrangement, machinery and safety equipment requirements in this section may be replaced with the Regulations of the flag Administration for a craft intended solely for service in domestic waters.

1.3 Accommodation Space Design *(2025)*

Passenger and crew accommodation spaces are to be designed and arranged so that the occupants are protected from unfavorable environmental conditions, and the risk of injury to occupants during normal and emergency conditions is minimized. Spaces accessible to passengers are not to contain controls, electrical equipment, high-temperature parts and pipelines, rotating assemblies, or other items from which

injury to passengers could result, unless such items are adequately shielded, isolated, or otherwise protected.

The design and location of public spaces and crew accommodation are to be also in accordance with flag administration requirements, if any.

3 Classification *(2025)*

In accordance with 1C-2-2/1, either the mandatory notation ✠ **A1 HSC Passenger Craft (A)** or ✠ **A1 HSC Passenger Craft (B)** is to be assigned to craft designed and specifically fitted for the carriage of passengers and built to the applicable requirements of this section and other relevant sections of these Rules. In addition, the craft is to have a Safety Certificate for High-Speed Craft from the Administration of registry or its agent evidencing the craft compliance with the requirements of the International Code for Safety for High-Speed Craft (IMO HSC Code).

5 <No Text> *(2025)*

7 Safety Certificate for High-Speed Craft

Where authorized by the Administration of country signatory to the International Convention for the Safety of Life at Sea, 1974 as amended, and upon request of the owners of a classed craft or one intended to be classed, ABS will review the plans, data, etc., and survey the craft for compliance with the requirements of the International Code for Safety for High-Speed Craft and issue a Safety Certificate for High-Speed Craft, prescribed in the Convention on behalf of the Administration.

9 Independent Review *(2025)*

When the Safety Certificate for High-Speed Craft is issued by an Administration or its agent other than ABS, ABS when requested by the owner, shipyard, or designers, may conduct an independent review of any of the following:

- Subdivisions and Stability
- Trim and Stability Booklet
- Inclining Experiment
- Structural Fire Protection
- Life-Saving Appliances and Arrangements

ABS independent review is not intended to replace the approval of the Administration or its agent.

11 Administration Approval *(2025)*

The approval of material for use in accommodation, safety equipment, life-saving appliances, etc., is a function of the Administration. When the craft is provided with a Passenger Ship Safety Certificate issued by the Administration or its agent other than ABS, such certificate will be accepted as evidence that the Administration has approved the material, safety equipment, life-saving appliances, etc.

On other passenger craft, the designer or builder will submit evidence that the Administration has approved the material, safety equipment, life-saving appliances, etc. for ABS acceptance on craft building to class.

Where the Administration has specific instructions for material, equipment, life-saving appliances, etc. fitted on the craft, these instructions are to be used by ABS for plan approval and survey activities.

13 Definitions

13.1 General

For definitions of terms used in this section and not shown below, reference is to be made to the definitions in the various Chapters in the International Code of Safety for High-Speed Craft. (Abbreviated: IMO HSC Code).

13.3 Administration

Administration means the Government of the State whose flag the craft is entitled to fly.

13.5 Category A Craft

Any high-speed passenger craft carrying not more than 450 passengers and operating on a route where it has been demonstrated to the satisfaction of the flag and port States that there is a high probability that, in the event of an evacuation at any point of the route, all passengers and crew can be rescued safely within the least of:

i) the time to prevent persons in survival craft from exposure causing hypothermia in the worst intended conditions,

ii) the time appropriate with respect to environmental conditions and geographical features of the route, or

iii) 4 hours.

13.7 Category B Craft

Any high-speed passenger craft, other than a category A craft, with machinery and safety systems arranged such that, in the event of damage disabling any essential machinery and safety systems in one compartment, the craft retains the capability to navigate safely.

13.9 Crew Accommodations

Crew accommodations are those spaces allocated for the use of the crew, and include cabins, sick bays, offices, lavatories, lounges and similar spaces.

13.11 Passenger

A passenger is every person other than, a) the master and members of the crew or other persons employed or engaged in any capacity on board a craft on the business of that craft and b) a child under one year of age.

13.13 Public Space

Public spaces are those spaces allocated for the passengers and include bars, kiosks, smoke rooms, main seating areas, lounges, dining rooms, recreation rooms, lobbies, lavatories and similar permanently enclosed spaces allocated for passengers.

PART 5

CHAPTER 1
Craft Intended to Carry Passengers

SECTION 2
Stability

1 General *(2025)*

The stability of the craft is a condition for classification.

The goals and functional requirements in the cross-referenced Rules/Regulations are to be met.

A craft is considered to comply with the goals and functional requirements within the scope of Classification when the applicable prescriptive requirements are complied with or when an alternative arrangement has been approved. Refer to Part 1D, Chapter 2.

2 Intact Stability *(2025)*

The intact stability for passenger craft, in the displacement mode, in the transient mode and in the non-displacement mode are to comply with a recognized standard. The submission of evidence showing approval by an Administration will be acceptable. Alternatively, upon request the review will be performed by ABS for compliance with the requirements of Part 3, Chapter 3 and the applicable requirements of the IMO HSC Code.

3 Subdivision and Damage Stability *(2025)*

When the craft is issued a Safety Certificate for High-Speed Craft by the Administration or its agent other than ABS, such certificate will be accepted as evidence of compliance with the subdivision and stability requirements of Chapter 2.6 of the IMO HSC Code. On all other passenger craft, when authorized by an Administration and requested by the Owner, ABS will review the data on the subdivision and stability for compliance with the requirements of Part 3, Chapter 3 and the applicable requirements of IMO HSC Code on behalf of the Administration.

Commentary:

When requested by the owner, shipyard, or designers, ABS may conduct an independent review. See 5-1-1/9.

End of Commentary

5 Inclining Experiment and Stability Information *(2025)*

When the craft is issued a Safety Certificate for High-Speed Craft by the Administration or its agent other than ABS, such certificate will be accepted as evidence of compliance with the requirement for an inclining experiment and stability information of Chapter 2.7 of the IMO HSC Code. On all other

passenger craft, when authorized by an Administration and requested by the Owner, ABS will review the inclining experiment and stability information for compliance with the IMO HSC Code on behalf of the Administration.

Commentary:

When requested by the owner, shipyard, or designers, ABS may conduct an independent review. See 5-1-1/9.

End of Commentary

PART 5

CHAPTER 1
Craft Intended to Carry Passengers

SECTION 3
Construction

1 General *(2025)*

The scantlings and arrangements of the hull structure are to be in accordance with the applicable requirements of Part 3.

The goals and functional requirements in the cross-referenced Rules/Regulations are to be met.

A craft is considered to comply with the goals and functional requirements within the scope of Classification when the applicable prescriptive requirements are complied with or when an alternative arrangement has been approved. Refer to Part 1D, Chapter 2.

PART 5

CHAPTER 1
Craft Intended to Carry Passengers

SECTION 4
Bilge System

1 General

1.1 Scope *(2025)*

The bilge system is to comply with 4-4-3/1 through 4-4-3/7 except as modified below.

3 Bilge Pumps *(2025)*

The requirements in 10.3 of the HSC Code are applicable, except as modified for the number of bilge pumps for monohull and multihull craft in 10.9.1 and 10.9.3, respectively, and the arrangement of the bilge pumps in 10.9.2 of the HSC Code. Where flooding conditions and datum are mentioned in the HSC Code as referred in Section 5-1-4, they are to meet the conditions in 3-3-1/3.3 of these Rules and the bulkhead deck defined in 3-1-1/11.3.

5 Manifold, Cocks and Valves *(2025)*

Manifolds, cocks and valves in connection with the bilge pumping system are to comply with 10.9.4 and 10.9.5 of the HSC Code.

PART 5

CHAPTER 1
Craft Intended to Carry Passengers

SECTION 5
Fire Protection

1 General

The requirements in Part 4, Chapter 5 applicable for cargo craft of 500 gross tons and above are to be applied for all passenger craft, regardless of the gross tonnage. The following requirements also apply.

3 Fire Sprinkler Systems *(2025)*

The requirements specified in 7.13.1 and 7.13.2 of the HSC Code are applicable for public spaces and service spaces, crew accommodation areas where sleeping berths are provided, storage rooms other than those containing flammable liquids, and similar spaces.

Alternatives can be accepted in lieu of a fixed sprinkler system provided the alternative is acceptable to the Administration.

5 Fireman's Outfits

5.1 Category A Craft

The fireman's outfits in 4-5-2/13 are not required for Category A Craft.

5.3 Category B Craft *(2025)*

The requirements specified in 7.10 of the HSC Code are applicable. Requirements for at least two firefighter's outfits in 7.10.1 of the HSC Code are not in addition to the two required in 4-5-2/13.

7 Fire Safety Measures *(2025)*

The requirements specified in 7.1 through 7.6 as well as 7.11 of the HSC Code are applicable.

SECTION 6
Electrical Installations *(2025)*

Goals

The electrical equipment covered in this section is to be designed, constructed, operated, and maintained to:

Goal No.	*Goal*
POW 2	Provide power to enable the machinery/equipment/electrical installation to perform its required functions necessary for the safe operation of the craft.
POW 4	Enable all electrical services required for safety to be available during emergency condition.
POW 6	Have fail-safe features that prevent progressive failure in the event of failure of any single component.
SAFE 2	Provide suitable and readily available illumination.
MGMT 5.1	Design and construct craft, machinery, and electrical systems to facilitate safe access, ease of inspection, survey, and maintenance.

The goals in the cross-referenced Rules are also to be met.

Functional Requirements

In order to achieve the above-stated goals, the design, construction, and maintenance of the systems and equipment to which this Section applies are to be in accordance with the following functional requirements:

Functional Requirement No.	*Functional Requirements*
POWER GENERATION AND DISTRIBUTION (POW)	
POW-FR1	Emergency power is to be arranged and located such that a casualty of the space containing the main source of power will not affect the emergency power.
POW-FR2	Provide a power source independent of the main source of power to support emergency services for applicable duration.
POW-FR3	Provide transitional power supply to essential safety systems that are not to be interrupted upon loss of either the main or emergency source of power.

Functional Requirement No.	*Functional Requirements*
POW-FR4	Main and emergency power feeders in distribution systems are to be separated such that a fire within one main vertical zone will not affect the power supply to services essential for safety in other main vertical zones.
SAFETY OF PERSONNEL (SAFE)	
SAFE-FR1	Provide means of illumination to clearly indicate the exit so that occupants will be able to find their way to the door on every craft with special-category spaces when there is no other available source of power onboard.
SAFE-FR2 (MGMT)	Supplementary lighting is to be designed for ease of inspection and replacement for readily available illumination.

Functional requirements covered in the cross-referenced Rules are also to be met.

Compliance

A craft is considered to comply with the goals and functional requirements within the scope of Classification when the applicable prescriptive requirements are complied with or when an alternative arrangement has been approved, refer to Part 1D, Chapter 2.

1 Emergency Source of Power

The emergency source of electrical power is to comply with 4-6-2/5 except as modified below.

1.1 Alternative to Emergency Source of Power

Where the main source of electrical power is located in two or more compartments which are not contiguous, each of which has its own self-contained systems, including power distribution and control systems, completely independent of each other and such that a fire or other casualty in any one of the spaces will not affect the power distribution from the others, or to the services required by 5-1-6/1.3.1 or 5-1-6/1.3.2, the requirements of 4-6-2/5.1, 4-6-2/5.1.1 and 4-6-2/5.5.4 may be considered satisfied without an additional emergency source of electrical power, provided that:

i) There is at least one generating set, meeting the inclination requirements of 4-1-1/17 and of sufficient capacity to meet the requirements of 5-1-6/1.3.1 or 5-1-6/1.3.2 in each of at least two non-contiguous spaces;

ii) The arrangements required by 4-6-2/5.2.i in each such space are equivalent to those required by 4-6-2/5.9, 4-6-2/5.9 and 4-6-2/5.13 so that a source of electrical power is available at all times to the services required by 5-1-6/1.3.1 or 5-1-6/1.3.2; and

iii) The generator sets referred to in 4-6-2/5.2.i. and their self-contained systems are installed such that one of them remains operable after damage or flooding in any one compartment

1.3 Emergency Services

1.3.1 Category A Craft

1.3.1(a) For a period of 5 hours, emergency lighting:

i) At the stowage positions of life-saving appliances;

ii) At all escape routes such as alleyways, stairways, exits from accommodation and service spaces, embarkation points, etc.;

iii) In the public spaces;

iv) In the machinery spaces and main emergency generating spaces, including their control positions;

v) In control stations;

vi) At the stowage positions for fireman's outfits; and

vii) At the steering gear.

1.3.1(b) For a period of 5 hours

i) Main navigation lights, except for “not under command” lights;

ii) Electrical internal communication equipment for announcements for passengers and crew required during evacuation;

iii) Fire-detection and general alarm system and manual fire alarms; and

iv) Remote control devices of fire-extinguishing systems, if electrical.

1.3.1(c) For a period of 4 hours of intermittent operation:

i) The daylight signaling lamps, if they have no independent supply from their own accumulator battery; and

ii) The craft's whistle, if electrically driven; spaces, embarkation points, etc.

1.3.1(d) For a period of 5 hours:

i) Craft radio facilities and other loads as set out in 14.12.2 of the IMO’s International Code of Safety for High-speed Craft; and

ii) Emergency control monitoring systems as required by 4-7-3/3.5.

1.3.1(e) For a period of 10 hours:

i) The “not under command” lights.

1.3.1(f) For a period of 10 minutes continuous operations:

i) Steering gear to comply with 4-6-2/11.5 if powered from the emergency

1.3.2 Category B Craft

The electrical power available is to be sufficient to supply all those services that are essential for safety in an emergency, due regard being paid to such services as may have to be operated simultaneously. The emergency source of electrical power is to be capable, having regard to starting currents and the transitory nature of certain loads, of supplying simultaneously at least the following services for the periods specified hereinafter, if they depend upon an electrical source for their operation:

1.3.2(a) For a period of 12 hours, emergency lighting:

i) At the stowage positions of life-saving appliances;

ii) At all escape routes such as alleyways, stairways, exits from accommodation and service spaces, embarkation points, etc.;

iii) In the passenger compartments;

iv) In the machinery spaces and main emergency generating spaces, including their control positions;

v) In control stations;

vi) At the stowage positions for fireman's outfits; and

vii) At the steering gear.

1.3.2(b) For a period of 12 hours

i) The navigation lights and other lights required by the International Regulations for Preventing Collisions at Sea in force;

ii) Electrical internal communication equipment for announcements for passengers and crew required during evacuation;

iii) Fire-detection and general alarm system and manual fire alarms; and

iv) Remote control devices of fire-extinguishing systems, if electrical.

1.3.2(c) For a period of 4 hours of intermittent operation:

i) The daylight signaling lamps, if they have no independent supply from their own accumulator battery; and

ii) The craft's whistle, if electrically driven; spaces, embarkation points, etc.

1.3.2(d) For a period of 12 hours:

i) The navigational equipment as required by Chapter 13 of the IMO's International Code of Safety for High-speed Craft. Where such provision is unreasonable or impracticable, the Administration may waive this requirement for craft of less than 5,000 GT;

ii) Essential electrically powered instruments and controls for propulsion machinery, if alternate sources of power are not available for such devices;

iii) One of the fire pumps required by 4-4-1/3.3;

iv) The sprinkler pump and drencher pump, if fitted;

v) The emergency bilge pump and all the equipment essential for the operation of electrically powered remote controlled bilge valves as required by Section 5-1-4; and

vi) Craft radio facilities and other loads as set out in 14.12.2 of the IMO's International Code of Safety for High-speed Craft.

1.3.2(e) For a period of 30 minutes:

i) Any watertight doors, required by Part 3 Section 3, to be power-operated, together with their indicators and warning signals.

1.3.2(f) For a period of 10 min continuous operations:

i) Steering gear to comply with 4-6-2/11.5 if powered from the emergency.

1.5 Transitional Source of Power

The transitional source of emergency electrical power required by 4-6-2/5.5.2(b).ii may consist of an accumulator battery suitably located for use in an emergency which is to operate without recharging while maintaining the voltage of the battery throughout the discharge period within 12% above or below its nominal voltage and be of sufficient capacity and so arranged as to supply automatically in the event of failure of either the main or emergency source of electrical power at least the following services, if the depend upon an electrical source for their operation:

1.5.1

For a period of 30 min, the load specified in 5-1-6/1.3.1(a) through 5-1-6/1.3.1(c) or in 5-1-6/1.3.2(a) through 5-1-6/1.3.2(c); and

1.5.2

With respect to the watertight doors:

i) Power to operate the watertight doors, but not necessarily simultaneously, unless an independent temporary source of stored energy is provided. The power source should have sufficient capacity to operate each door at least three times (i.e., closed – open – closed) against an adverse list of 15°; and

ii) Power to the control, indication and alarm circuits for the watertight doors for half an hour.

The above requirements may be considered satisfied without the installation of a transitional source of emergency electrical power if each of the services required by that paragraph has

independent supplies, for the period specified, from accumulator batteries suitably located for use in an emergency. The supply of emergency power to the instruments and controls of the propulsion and direction systems should be uninterruptible.

1.7 Supplemental Emergency Light for Craft Having Special-Category Spaces

In addition to the emergency lighting required by 5-1-6/1.3.1(a), 5-1-6/1.3.2(a) and 5-1-6/1.5.1 on every craft with special-category spaces:

1.7.1

All passenger public spaces* and alleyways are to be provided with supplementary electric lighting that can operate for at least 3 h when all other sources of electric power have failed and under any condition of heel. The illumination provided is to be such that the approach to the means of escape can be readily seen. The source of power for the supplementary lighting is to consist of accumulator batteries located within the lighting units that are continuously charged, where practicable, from the emergency switchboard. Alternatively, any other means of lighting, which is at least as effective, may be accepted by the Administration.

The supplementary lighting is to be such that any failure of the lamp will be immediately apparent. Any accumulator battery provided is to be replaced at intervals having regard to the specified service life in the ambient condition that it is subject to in service; and

1.7.2

A portable rechargeable battery-operated lamp is to be provided in every crew space alleyway, recreational space and every working space which is normally occupied unless supplementary emergency lighting, as required by 5-1-6/1.7.1, is provided.

Note:

*In category A craft having limited public spaces, emergency lighting fittings of the type described in 5-1-6/1.7.1 as meeting the requirements of 5-1-6/1.3.1(a) and 5-1-6/1.5.1 may be accepted, provided that an adequate standard of safety is attained.

1.9 Arrangement for Periodic Testing

Provision is to be made for the periodic testing of the complete emergency system, including the emergency consumers required by 5-1-6/1.3.1 or 5-1-6/1.3.2 and 5-1-6/1.5, and is to include the testing of automatic starting arrangements.

1.11 Distribution

Distribution systems are to be so arranged that fire in any main vertical zone will not interfere with services essential for safety in any other such zone. This requirement will be met if main and emergency feeders passing through any such zone are separated both vertically and horizontally as widely as is practicable.

PART 5

CHAPTER 1

Craft Intended to Carry Passengers

SECTION 7

Ro-Ro Craft *(2025)*

Note: Text in *italics* comes from IMO Conventions and are required for classification. The parts which are classification requirements and not from IMO Conventions are presented in non-italics "Times New Roman" type style etc.

1 General

Craft which are intended for carrying motor vehicles in addition to passengers are to comply with the following requirements.

3 Definition of Spaces

3.1 Open Vehicle Spaces *(2025)*

Open vehicle spaces are those vehicle spaces intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion, *to which any passengers carried have access; and which either: open at both ends; or have an opening at one end and provided with* adequate natural ventilation effective over their entire length through *permanent openings distributed in the side plating or deckhead or from above, having a total area of at least 10% of the total area of the space sides.*

3.3 Special Category Spaces *(2025)*

Special category spaces are those enclosed spaces above or below the bulkhead deck intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion, into and from which such vehicles can be driven, and *to which passengers have access.*

5 Electrical Equipment and Ventilation

Electrical equipment and ventilation for special category spaces are to be in accordance with 4-6-6/1.

7 Fire Detection and Fire Alarm System

Open vehicle spaces and special category spaces are to be provided with fire detection and fire alarms system complying with 4-5-1/13.

9 Fire Extinguishing System *(2025)*

Each special category space and open vehicle space is to be fitted with an approved manually-operated fixed pressure water spraying system in accordance with 7.8.2 of the HSC Code. Other types of fire extinguishing systems are acceptable, subject to ABS technical assessment and approval and provided that

they have been shown by full-scale test in conditions simulating a flowing fuel oil fire in such space to be not less effective in controlling fires likely to occur in such a space.

11 Fire Extinguishing Equipment *(2025)*

Each special category space and open vehicle space is to be provided with the fire extinguishing equipment listed in 7.8.4 of the HSC Code.

13 Scuppers, Bilge Pumping and Drainage *(2025)*

In order to prevent a serious loss of stability which could result due to large quantities of water accumulating on the vehicle deck(s) of special category spaces and open vehicle spaces from operation of the fixed water spraying system in 5-1-7/9, scuppers are to be fitted to directly discharge the water overboard in accordance with 7.8.6 of the HSC Code. Alternatively, pumping and drainage arrangements are to be provided in addition to the requirements in Section 5-1-4.

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Crewboat

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PART 5

CHAPTER 2
Crewboat

SECTION 1
General *(2025)*

This Chapter has been developed for the Mandatory Class Notation, **CREWBOAT***, which will be eligible for the craft specifically fitted with equipment for the transferring/transporting of industrial personnel in the offshore oil and gas industry between a shore base facility and the offshore oil and offshore gas installations and vise versa, however Crewboats are not considered as a Passenger Craft. Furthermore, the provisions of this section is applicable to craft's whose Gross Tonnage does not exceed 500 Gross Tons (ITC). This section can also be applied to craft whose Gross Tonnage exceeds 500 Gross Tons (ITC), operate within domestic waters, and comply with safety requirements as required by the flag Administration. Crewboats may also carry cargo as part of its normal operations. During development, some specific requirements normally applied for High-Speed Craft are specially considered and replaced with the new customized requirements in view of the unique configurations and the typical service routines of crewboats. As a result, the hull scantlings could be optimized based on the anticipated en route weather conditions. Further, provided the craft has multiple propulsion units and has the capability of returning to the port of refuge under all conditions after a single failure, the duplication of machinery equipment currently required for a single propulsion unit can be reduced without changing the current level of safety.*

The **CREWBOAT** *notation is mandatory for craft in the service of transporting of industrial personnel with tonnage and operational profile as restricted above.*

High-speed craft of 500 gross tons or more operating on international voyages with more than twelve (12) Industrial Personnel and subject to SOLAS Chapters X and XV, and IMO HSC Code, are to comply with the IP Code. Refer to 5-3-1/1.5 for additional information on scope and limitations of IP Code and **IP** *notation. Craft of less than 500 gross tons and those not operating on international voyages, carrying more than twelve (12) industrial personnel, where SOLAS and IMO HSC Code are not applicable, are to approach flag Administration for the application of IP Code or other national requirements.*

1 Introduction *(2025)*

1.1 Application *(2025)*

These requirements are intended to apply to a craft which meets the requirements of 5-2-1/3. Crewboats are to comply with the *High-Speed Craft Rules* in its entirety, except as modified herein. Crewboats that are intended solely for service in restricted voyages are to comply with the requirements of this Section, and ABS may also consider the flag Administration's Ship Safety Regulations as an alternative in satisfying specific areas of the *High-Speed Craft Rules* and this Chapter.

1.2 Scope, Goals and Functional Requirements *(2025)*

This Chapter is intended to cover the hull construction and machinery requirements to class a craft as a Crewboat.

Compliance with goals and functional requirements outlined in Sections in Part 3 and Part 4 is also to be confirmed.

Refer to Part 1D, Chapter 3 for a comprehensive list of goals.

3 Classification

3.1 General *(2025)*

In accordance with 1C-2-2/1, the mandatory classification ✠**A1**, **HSCCrewboat** is to be assigned to a craft specifically fitted for the transferring/transporting of industrial personnel (minimum capacity for 12 industrial personnel required for classification. See 5-2-1/9.7, 5-2-1/9.9 and 5-2-3/7) in the offshore oil and gas industry between a shore base and offshore installations and vise versa. These craft may also carry cargo, but are not considered as a Passenger Craft.

For craft which is intended to operate in various sea-states exceeding the design significant wave heights defined in 3-2-2/1.1.2 TABLE 1, the optional **OE** notation may be assigned and be entered into the *Record*.

3.3 Crewboat Operational Limits

3.3.1 General

The Crewboat's Operational Limits, as defined by 5-2-1/3.3.2, 5-2-1/3.3.3 and 5-2-1/3.3.4, are to be included in the craft's Operating Manual. See 3-2-1/9 and 5-2-1/3.5.

3.3.2 Restricted Voyages *(2016)*

When carrying more than 12 industrial personnel, the craft is to be limited to restricted voyages, traveling in the course of its voyage no more than 200 nautical miles from a Place or Refuge. See 5-2-1/9.13

3.3.3 Transit Voyages *(2016)*

Transit voyages include delivery voyages (i.e., builder's port to base port), and voyages for repositioning purposes (i.e., change of base port and/or route).

The craft's maximum range, in nautical miles, from a Place of Refuge is to be such that, in the normal course of the voyage, there is a minimum reserved fuel capacity equal to 25% of the craft's aggregate fuel oil capacity. Calculations to verify the maximum range from a place of refuge are to be submitted for review.

When the craft is engaged on an international transit voyage, the craft may carry a maximum of 12 industrial personnel provided the craft is fitted with accommodation spaces for 100% of the industrial personnel in addition to those provided for the crew.

3.3.4 Special Operational Limits *(2025)*

In addition to 5-2-1/3.3.2 and 5-2-1/3.3.3, any specific operational limits required by the flag Administration and/or port State are to be considered, and be documented in the craft's Operating Manual.

3.5 Operations Manual

In addition to 3-2-1/9, the Crewboat's Operational Limit (i.e., maximum range from a place of refuge) per 5-2-1/3.3 shall be specifically defined in the craft's Operating Manual.

The craft is to be operated in accordance with the ABS Approved Operating Manual, and reference to the Operating Manual will be distinguished in the *Record* by a Special Comment as well as placed on the face of the Load Line Certificate for the guidance of the Master

5 <No Text> *(2025)*

7 Administration Approval

The approval of material for use in accommodation, safety equipment, life-saving appliances, etc., is a function of the Administration.

When given specific instructions from the Administration, ABS may approve and accept material, equipment, life-saving appliances, etc. fitted on the craft. See Section 5-2-8 for specific requirements for the lifesaving arrangements.

9 Definitions

9.1 General

For definitions of terms used in this Section and not shown below, reference is to be made to the definitions in various Chapters of the International Code of Safety for High-Speed Craft (IMO HSC Code).

9.3 Administration

Administration means the Government of the State whose flag the craft is entitled to fly.

9.5 Gross Tonnage

The measurement of the internal volume of spaces within the craft as defined by the International Convention on Tonnage Measurement of Ships, 1969 (ITC).

9.7 Industrial Personnel

Industrial personnel means every person carried onboard a Crewboat for the sole purpose of carrying out the business or functions of the offshore installations. Examples of industrial personnel include tradesmen, such as mechanics, plumbers, electricians, and welders; laborers, such as wreckers and construction workers; and other persons such as supervisors, engineers, technicians, drilling personnel, and divers.

9.9 Public Space

Public spaces are those spaces allocated for the industrial personnel and include seating areas, lavatories, and similar permanently enclosed spaces allocated for the workers.

9.11 Failure Modes and Effect Analysis *(2025)*

A Failure Modes and Effect Analysis (FMEA) is an examination of the craft's systems and equipment to determine whether any reasonably probable failure or improper operation can result in a hazardous or catastrophic effect. Also see Appendix 4 of the IMO HSC Code for guidance. Other risk assessment methods considered in place of an FMEA are to be submitted for review.

9.13 Place of Refuge

Any naturally or artificially sheltered area which may be used as a shelter by a craft under conditions likely to endanger its safety.

PART 5

CHAPTER 2
Crewboat

SECTION 2
Stability

1 Stability *(2025)*

The stability of the craft is to be in accordance with the requirements of Part 3, Chapter 3. Where subdivision and damage stability requirements are not defined by the Flag Administration's Ship Safety Regulations, the craft is to comply with one of the following:

Compliance with goals and functional requirements outlined in Sections 3-3-1 is also to be confirmed.

i) A published standard from an organization recognized by ABS and accepted by the flag Administration, provided they are no less effective than the IMO HSC Code.

ii) The IMO High-Speed Craft Code – Chapter 2, regardless of tonnage.

PART 5

CHAPTER 2
Crewboat

SECTION 3
Construction

1 General *(2025)*

The scantling and arrangements are to be in accordance with the applicable requirements of Part 3 with the modifications listed in the following paragraphs:

Compliance with goals and functional requirements outlined in applicable Sections in Part 3 is also to be confirmed.

3 Rudders

The requirements of Section 3-2-8 are to be complied with. However, in 3-2-8/1.3, a value of Y greater than 450 N/mm^2 (46 kgf/mm^2, 65000 psi) may be considered for austenitic or age-hardened martensitic stainless steels.

5 Operational Parameters

The design pressures for the craft are to be developed using the equations in Section 3-2-2 with the following modifications:

$h_{1/3}$ = 3.35 m (11 ft) minimum significant wave height.

V = maximum design speed in knots corresponding to an $h_{1/3}$ defined above.

For $h_{1/3}$ greater than defined above, the maximum speed is to be reduced to maintain a constant n_{xx}, See 3-2-2/1.1.3. This will produce a relationship between the craft speed, V, and the significant wave height, $h_{1/3}$ that is to be reported in the craft operational manual, see 3-2-1/9. For $h_{1/3}$ less than defined above, the craft will be eligible for a limited service classification Notation, see 1C-2-2/7.3.

7 Provisions for Industrial Personnel

Industrial personnel accommodation spaces are to be designed so that the occupants are protected from unfavorable environmental conditions. These spaces are to be provided with heat, air conditioning, light and ventilation. Furthermore, at least one sanitary facility is to be provided and include a washbasin and a toilet.

Each industrial person carried onboard is to be provided with a seat.

PART 5

CHAPTER 2
Crewboat

SECTION 4
Anchoring

1 General *(2025)*

All crewboats are to have anchor and chain that comply with the requirements in Part 3, Chapter 5 or the requirements listed below.

Compliance with goals and functional requirements outlined in Part 3, Chapter 5 is also to be confirmed.

The mandatory symbol Ⓔ indicates that the equipment of the craft is in compliance with the requirements in this Section and tested in accordance with 3-5-1/7. The following is an example: ✠**A1Ⓔ**, **HSC Crewboat**, **OE**, ✠**AMS**.

The symbol Ⓔ is optional for craft with an EN less than 205 as calculated in accordance with 3-5-1/3. If the symbol Ⓔ is not requested, the craft is required to be fitted with anchors and chains that are sized in accordance with 3-5-1/Table 1A and 3-5-1/Table 1B in association with the EN so calculated.

See also 3-5-1/7 for Materials and Tests.

3 Anchor Size Requirements

A minimum of one (1) anchor is to be provided that has a holding power in a bottom that has an average consistency between mud and sand that is greater than determined by the following equation. The holding power of the anchor is to be certified by the anchor manufacturer.

$$HP = 0.0195AV_w^{\,2} + 0.114\sqrt{\Delta L}(V_c)^{1.825} + 7.74N_pA_pV_c^{\,2} \text{ kg}$$

$$HP = 0.004AV_w^{\,2} + 0.14\sqrt{\Delta L}(V_c)^{1.825} + 1.59N_pA_pV_c^{\,2} \text{ lbf}$$

where

HP	=	required holding power of anchor, in kg (lbf)
A	=	projected frontal area of the craft above the waterline, in m^2 (ft^2)
V_w	=	velocity of wind acting on the craft, not to be taken less than 50 knots
Δ	=	molded displacement of the craft, in mt (Ltf), to the summer load waterline
L	=	length of craft, in m (ft), as defined in 3-1-1/3

V_c = velocity of current acting on the craft, not to be taken less than 3 knots

N_p = number of propellers fitted on the craft

A_p = area of one propeller, in m^2 (ft^2)

As an alternative to the above, an equipment number can be developed in accordance with the requirements of 3-5-1/3 and can be fitted with one anchor of one-half the tabular weight listed in 3-5-1/19.7 TABLE 1

5 Anchor Chain and Wire Rope

The equipment number for the craft is to be determined using the equations in 3-5-1/3. The required chain diameter is to be as indicated in 3-5-1/19.7 TABLE 1 and the required chain length is to be one-half the length as indicated in 3-5-1/19.7 TABLE 1.

If wire rope is to be used in lieu of chain, the wire is to have a breaking strength not less than the grade 1 chain of required size and a length of at least 1.5 times the chain it is replacing. Between the wire rope and anchor, chain cable of the required size and having a length of 12.5 m (41.0 ft), or the distance between the anchor in the stored position and winch, whichever is less, is to be fitted.

7 Synthetic Fiber Rope

Synthetic fiber rope may be used in lieu of anchor chain cable provided the craft meets the following:

i) A length of chain is to be fitted between the anchor and synthetic fiber line.

ii) The chain is not to be less than the required grade 1 chain for the equipment number.

iii) The chain length is to be at least the distance between the windless and the anchor in the stowed position and not less than $0.2L$ meters (feet).

iv) The ropes are to be stowed on drums, protected from the weather and sea, and are to be lead over rollers.

v) The rope length is to be at least 1.5 times the required chain cable length.

vi) The breaking strength of the rope is to be at least equal to the breaking strength of the required grade 1 chain cable.

vii) Synthetic fiber ropes for this application are to be polyamide fiber rope or equivalent. Polypropylene rope is not to be used.

viii) If the anchors are HHP or SHHP, the combined cable/synthetic rope is to be adequate for the verified holding power of the anchor.

9 Anchor Winch or Windlass

An anchor windlass or winch is to be provided as per the following:

i) For an anchor weight less than 38.5 kg (85 lbs), no winch or windlass is required.

ii) For an anchor weight greater than 38.5 kg (85 lbs) an anchor winch or windlass is to be fitted that is provided with certificate from the manufacturer stating that the equipment has been designed to accommodate the breaking strength of the required chain or wire rope.

PART 5

CHAPTER 2
Crewboat

SECTION 5
Machinery and Piping Installations *(2025)*

Goals

The machinery and piping installations for crewboat covered in this section are to be designed, constructed, operated and maintained to:

Goal No.	*Goal*
PROP 2	provide redundancy and/or reliability to maintain propulsion.
PROP 5	provide redundancy and/or reliability to maintain maneuverability.
SAFE 1.1	minimize danger to persons on board, the craft, and surrounding equipment/installations from hazards associated with machinery and systems.
MGMT 1.1	identify *risks to its* craft, *personnel and the environment and establish appropriate safeguards.*

The goals in the cross-referenced Rules are also to be met.

Functional Requirements

In order to achieve the above stated goals, the design, construction, installation, and maintenance of machinery and equipment for barge systems are to be in accordance with the following functional requirements.

Functional Requirement No.	*Functional Requirements*
PROPULSION, MANEUVERING AND STATION KEEPING (PROP)	
PROP-FR1	Redundancy is to be provided for propulsion components such that the craft can safely return to a port of refuge under all conditions.
SAFETY OF PERSONNEL (SAFE)	
SAFE-FR1 (PROP)	Piping is to safely contain the fluid media it conveys and able to withstand the most severe condition of coincident design pressures, temperatures, vibrations and loadings to maintain propulsion.
SAFE-FR2 (PROP)	Reduce risk of failure of joints considering hazards of fluid media and importance of the systems.

Functional Requirement No.	*Functional Requirements*
	SAFETY MANAGEMENT (MGMT)
MGMT-FR1 (PROP)	For a craft with propulsion and/or steering arrangements such that failure/loss of any one component would drastically affect the craft's ability to maneuver and/or maintain a heading, risks are to be assessed and countermeasures are to be put in place such that the craft is capable of returning to a port of refuge under all conditions.

The functional requirements in the cross-referenced Rules are also to be met.

Compliance

A craft is considered to comply with the goals and functional requirements within the scope of classification when the applicable prescriptive requirements are complied with or when an alternative arrangement has been approved. Refer to Part 1D, Chapter 2.

1 General *(2025)*

Machinery installations are to be in accordance with the applicable requirements of Part 4 for cargo craft unless modified herein. Cargo and piping systems not covered by these Rules are to comply with the applicable requirements of the *Marine Vessel Rules*.

3 Failure Mode Effects Analysis (FMEA) *(2025)*

For a craft with propulsion and/or steering arrangements such that failure/loss of any one component would drastically affect the craft's ability to maneuver and/or maintain a heading, a FMEA is to be conducted to demonstrate that the craft is capable of returning to a port of refuge under all conditions with any single failure in the steering or propulsion system. The FMEA report is to be submitted for review.

5 Fuel Oil System

5.1 Fuel Oil Booster Pumps

Spare fuel oil booster pumps required by 4-2-1/3.3 need not be carried provided the craft is fitted with more than two propulsion engines arranged such that the craft can safely return to a port of refuge under all conditions (See 5-2-5/3).

5.3 Fuel Oil Transfer Pumps

Two fuel oil transfer pumps required in 4-4-4/3.1 need not be provided if the engines are capable of drawing fuel directly from all fuel tanks.

7 Lube Oil System

Spare lube oil pumps required by 4-2-1/9.7 need not be carried provided the craft is fitted with more than two propulsion engines arranged such that the craft can safely return to a port of refuge under all conditions (See 5-2-5/3). Furthermore, where a dedicated reduction gear is provided for each propulsion engine and more than two engines are fitted, a spare lube oil pump for the reduction gear will not be required.

9 Cooling Water

9.1 Cooling Water Sea Suctions *(2025)*

Two independent sea suctions required by 4-2-1/11.3 need not be provided if the craft is fitted with more than two propulsion engines and dedicated seawater cooling suctions for each engine.

9.3 Strainers *(2025)*

Duplex seawater strainers required by 4-2-1/11.5 need not be provided if the craft is fitted with more than two propulsion engines with dedicated strainers for each engine.

9.5 Cooling Water Pumps

Spare cooling water pumps required by 4-2-1/11.7 need not be carried provided the craft is fitted with more than two propulsion engines arranged such that the craft can safely return to a port of refuge under all conditions (See 5-2-5/3). Furthermore, where a dedicated reduction gear is provided for each propulsion engine and more than two engines are fitted, two means of supplying cooling water to the reduction gear will not be required.

11 Flexible Hoses

In addition to the requirements of 4-4-1/9.19, flexible hoses secured with hose clamps are not to be installed in filling, sounding, and venting pipes of oil systems, vital systems, or other systems containing hazardous fluids.

Goal and Functional Requirements

The goals and functional requirements in the cross-referenced Rules/Regulations are to be met.

Compliance

A craft is considered to comply with the goals and functional requirements within the scope of classification when the applicable prescriptive requirements are complied with or when an alternative arrangement has been approved. Refer to Part 1D, Chapter 2.

1 Fire Detection System

A fire detection system complying with Subsections 7.7.1 and 7.7.2 of the IMO HSC Code is to be installed throughout machinery, accommodation, and service spaces, regardless of the electric generating plant size.

3 Fire Extinguishing Systems

3.1 General

Machinery Spaces of Category A are to be protected by a fixed fire extinguishing system complying with 4-5-2/11, 4-5-3/3 or 4-5-4/7, as applicable.

3.3 Controls *(2025)*

Further to 4-5-2/11.1.4 and 4-5-2/11.4.4(c), controls for the fixed fire extinguishing systems are to be readily accessible and so located such that they are operable from a location which can be easily reached under all weather and loading conditions.

3.5 Portable Fire Extinguishers *(2025)*

Two portable fire extinguishers required for machinery spaces by 4-5-1/17 TABLE 2 are to be located outside the machinery space, but in the vicinity of the main entrance to the machinery space (within 1 m (3 ft) of the entrance). The remaining required extinguishers are to be distributed throughout the machinery space.

PART 5

CHAPTER 2
Crewboat

SECTION 7
Electrical Installations *(2025)*

Goals and Functional Requirements

The goals and functional requirements in the cross-referenced Rules/Regulations are to be met.

Compliance

A craft is considered to comply with the goals and functional requirements within the scope of classification when the applicable prescriptive requirements are complied with or when an alternative arrangement has been approved. Refer to Part 1D, Chapter 2.

1 Shaft Tachometers

In lieu of Item 1 "Propeller Speed Display" of 4-7-5/17 TABLE 1, engine RPM and clutch indicators can be substituted for a shaft tachometer.

3 Interior Communications

4-6-2/15 is applicable to all Crewboats, regardless of electric generating plant size.

5 Navigation Lights

4-6-2/13 is applicable to all Crewboats, regardless of electric generating plant size.

Navigation lights are to be in accordance with applicable sections of 1972 COLREGS

PART 5

CHAPTER 2
Crewboat

SECTION 8
Life Saving Appliances

1 General *(2025)*

Where the Flag Administration has no specific requirements, craft are to comply with either:

i) Chapter 8 of the IMO HSC Code for cargo craft, regardless of tonnage, except that a rescue boat and children's lifesaving appliances are not required, or

ii) A published standard from an organization recognized by ABS and accepted by the flag Administration, provided they are no less effective than the IMO HSC Code.

3 Emergency Position Indicating Radio Beacon (EPIRB)

One satellite EPIRB shall be provided for those craft not limited to restricted voyages (See 5-2-1/3.3.2).

PART 5

CHAPTER 3

Craft Intended to Carry Industrial Personnel

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PART 5

CHAPTER 3

Craft Intended to Carry Industrial Personnel

SECTION 1

Industrial Personnel *(1 July 2024)*

Note: Text in *italics* comes from SOLAS Convention and International Code of Safety for Ships Carrying Industrial Personnel (IP Code). Operational, training or national requirements are not mandatory for Classification, and are shown in the Commentary for information. They may be subject to Safety Management System audits by flag Administration in accordance with the *International Safety Management (ISM) Code*. The term "shall be" is to be understood to read as "is to be" or "are to be".

1 General

Requirements of this Section apply to craft seeking to comply with the IP Code, adopted the IMO Maritime Safety Committee by IMO Resolution MSC.527(106). It takes effect upon entry into force of Chapter XV of the SOLAS Convention, which is amended by IMO Resolution MSC.521(106).

As the maritime offshore and energy sectors are expanding, new offshore industrial activities have emerged. This in turn has created a growing demand to provide for the safe carriage of industrial personnel to and from other ships and/or offshore facilities.

The IP Code has been developed to supplement existing IMO instruments in order to meet the demand from the offshore and energy sectors. The Code, in addition to the cargo craft *requirements in* HSC Code*, provides an international standard of safety for* craft *carrying industrial personnel which will facilitate safe carriage and safe personnel transfer by addressing additional risks connected to such operations.*

1.1 Objective

The objective *of this Code is to provide for the safe carriage of industrial personnel on ships and their safety during personnel transfer operations by addressing any risks present not adequately mitigated by the applicable safety standards in the International Convention for the Safety of Life at Sea (SOLAS), 1974.*

1.1.1 Goal

The goals in the cross-referenced Rules/Regulations, specifically Part II of the IP Code, are to be met.

1.1.2 Functional Requirements

The functional requirements in the cross-referenced Rules/Regulations, specifically Part II of the IP Code, are to be met.

1.1.3 Compliance

A craft is considered to comply with the goals and functional requirements within the scope of classification when the applicable prescriptive requirements are complied with or when an alternative arrangement has been approved by ABS. Refer to Part 1D, Chapter 2.

1.3 Classification Notation

This Section is applicable to new and existing craft for which the optional **IP** notation has been requested. While this notation is optional, flag Administration is to be consulted for application of IP Code or other regulations when the craft carries more than 12 industrial personnel.

As an example, a high-speed craft engaged in supplying offshore platforms and complying with this Section and the IP Code will be assigned the classification notations ✠**A1, High-Speed Craft, IP**.

1.5 Scope and Limitations

The IP Code is applied to authorize cargo craft of 500 gross tons or more, operating on international voyages for which HSC Safety Certificates are also issued, to carry more than 12 industrial personnel, and where ABS is authorized to conduct such reviews by a flag Administration that is signatory to the SOLAS Convention. Certificates and survey are to be performed or maintained in accordance with SOLAS regulation XV/5 and regulation I/3 of the IP Code.

Cargo craft of less than 500 gross tons and those not operating on international voyages, carrying more than 12 industrial personnel, are to approach flag Administration for the application of IP Code or other national requirements.

At the request of the Owner, the IP Code can also be the basis of review for statement of compliance or statement of fact to provide evidence of compliance or review with the IP Code and satisfy coastal authorities in whose waters the vessel is intended to serve.

For a vessel whose flag Administration is not a signatory to the SOLAS Convention, or which the SOLAS Convention and HSC Code do not apply, requirements of the governmental authority with regard to carriage of more than 12 special personnel are to be complied with.

For existing high-speed craft already *authorized by the* flag *Administration to carry more than 12 industrial personnel in accordance with the recommendations developed by the Organization,* they are to *comply with* 5D-1-5/3.1, 3.3 (except for 5D-1-5/3.3.1.d) of the *Marine Vessel Rules*, and 5-3-1/5.13 and 5-3-1/5.15 of these Rules in order to be assigned the **IP** notation.

*Refer to the Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages (*IMO *resolution MSC.418(97))*.

Wherever in the IP Code a reference is made to passenger ship requirements, the corresponding cargo ship requirements are deemed to be complied with. Notwithstanding this*, for high-speed craft to which chapter X of SOLAS Convention applies and notwithstanding the provisions of chapters 2 to 12 and 18 of the HSC Code, a ship certified in accordance with the requirements of this chapter shall be deemed to have complied with the requirements of chapters 2 to 12 and 18 of the HSC Code.*

For the purpose of this Section*, industrial personnel shall not be treated or considered as passengers.*

Wherever in this Section*, or in the IP Code, the number of industrial personnel appears as a parameter, it shall be the aggregate number of industrial personnel, special personnel* (Refer to Section 5D-1-2 of the *Marine Vessel Rules*.) *and passengers carried on board, where the number of passengers shall not exceed 12.*

1.7 Plans and Documents to be Submitted

In addition to the plans listed in Section 1C-2-5 of the ABS *Rules for Conditions of Classification - Light and High-Speed Craft (Part 1C)*, and in Parts 3 and 4 of these Rules, the following plans and documents are to be submitted for ABS review or reference, as applicable. Additional drawings required for review in relation to high-speed cargo craft requirements of IMO HSC Code are not listed below. The following symbols are used in this Section for the type of review of the documents:

R: Documents to be reviewed

I: Documentation for information and verification for consistency with related review.

OB: Documentation which needs to be kept onboard.

1.7.1 Safe Transfer

i) Interior communications system to be used during personnel transfer (**R**)

ii) Personnel transfer routes, details and arrangements (**R**)

iii) Personnel transfer equipment document of compliance, or design and calculations (**R**)

iv) Analysis to evaluate failures in IP transfer arrangements and associated systems such as Quantitative Failure Analysis (QFA) and Failure Mode and Effects Analysis (FMEA). (**R**)

v) Evaluation of Maneuverability and Position-Keeping for Safe Transfer (**R**)

vi) Onboard documentation for IP monitoring, record-keeping, training and familiarization; as well as Job Safety Analysis of personnel transfer (**I, OB**)

vii) Safety Procedures for personnel transfer and operation of equipment, taking into account guidance developed by IMO or other acceptable guidance such as IMCA D202 (**I, OB**)

Commentary:

Drawings listed in 5-3-1/1.7.3 and 5-3-1/1.7.6.i to iii are reviewed in conjunction with those in 5-3-1/1.7.1 for evaluation of safe personnel transfer.

End of Commentary

1.7.2 Subdivision and Stabilty

i) Intact Stability Booklet and Calculations (**R**)

ii) Damage Stability Booklet and Calculations (**R**)

iii) Watertight doors details and watertight boundary arrangements (**R**)

1.7.3 Dangerous Goods

i) Cargo List (**R**)

ii) Cargo area, hazardous area classification and marking (**R**)

1.7.4 Piping System

i) Bilge System (**R**)

1.7.5 Electrical System

i) Document demonstrating redundancy concept for distribution system routing as per 12.7.10 of HSC Code (**R**)

ii) Emergency lighting arrangements along personnel transfer routes and areas (**R**)

1.7.6 Fire Protection and Life-Saving Appliances

i) A fire safety and life-saving appliances plan (**R, OB**)

ii) Evacuation procedure, including evacuation analysis (HSC Code 4.8.1 and 4.8.2) (**R**)

iii) Evacuation demonstration report (HSC Code 4.8.3, 4.8.4, 4.8.5) (**R**)

iv) Visual notices or video information system to notify of safety measures (**I**)

1.9 *Definitions*

For the purposes of this Section, the definitions provided in IP Code are to take precedence. For terms which are used but not defined within IP Code, the definitions as given in SOLAS are to apply.

1.9.1

Carriage *means transportation, accommodation or both.*

1.9.2

Essential systems *mean systems referred to in SOLAS regulation II-2/21.4.*

1.9.3

HSC Code *means the International Code of Safety for High-Speed Craft, 2000, as adopted by the Maritime Safety Committee of the* IMO *by resolution MSC.97(73), as amended.*

1.9.4

Industrial personnel (IP) *means all persons transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.*

1.9.5

IP area *is every area or space where IP are normally intended to stay during voyage or are allowed to access.*

1.9.6

Offshore industrial activities *mean the construction, maintenance, decommissioning, operation or servicing of offshore facilities related, but not limited, to exploration and exploitation of resources by the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.*

1.9.7

Personnel transfer *means the full sequence of the operation of transferring personnel and their equipment at sea to or from a ship to which* IP *Code applies and from or to another ship or an offshore facility.*

1.9.8

SOLAS *means the International Convention for the Safety of Life at Sea, 1974, as amended.*

3 *Requirements*

The craft is to comply with 5D-1-5/3 of Marine Vessel Rules.

5 *Additional* Requirements *for* Craft *Certified in accordance with SOLAS Chapter X* and IMO HSC Code

5.1 *General*

5.1.1

High-speed cargo craft certified in accordance with SOLAS chapter X shall not carry more than 60 persons on board.

5.1.2

Unless expressly provided otherwise in 5-3-1/5, *high-speed craft carrying not more than 60 persons on board shall meet the requirements for cargo craft in the HSC Code and the applicable* requirements *in* 5-3-1/5.

5.1.3

Craft complying with 5-3-1/5.1.2 *above in addition to the applicable* requirements *in* 5-3-1/5 *are considered to meet the goals and functional requirements in* 5-3-1/1.1.

5.1.4

The carriage of IP on high-speed craft is not considered as transit voyage, as specified in 1.9.1.1 of the HSC Code, and a permit to operate is required.

5.1.5

Where the term "passenger" is used in applicable requirements in the HSC Code, it shall be read to mean "persons on board other than crew".

5.3 *Subdivision and Stability*

5.3.1

Chapter 2, part B, except 2.13.2 and 2.14, of the HSC Code shall apply in lieu of chapter 2, part C of the HSC Code.

5.3.2

When applying the provisions of chapter 2 of the HSC Code, the expression "passenger" shall be read as "persons on board other than crew". In addition, the mass of each such person shall be assumed to be 90 kg instead of 75 kg.

5.5 *Machinery Installations*

Provisions in chapter 10, part B of the HSC Code shall apply as applicable to category A passenger craft in lieu of chapter 10, part C of the HSC Code.

5.7 *Electrical Installations*

12.7.10 of the HSC Code shall apply.

5.9 *Periodically unattended machinery spaces*

[No provisions]

5.11 *Fire safety*

[No provisions in addition to cargo craft requirements of HSC Code.*]*

5.13 *Life-saving appliances and arrangements*

5.13.1

4.2.3 of the HSC Code shall apply;

5.13.2

8.4.3 of the HSC Code shall apply – the expression "passenger spaces" shall be read as "IP area"; and;

5.13.3

the required number of infant or child lifejackets shall be calculated solely based on the number of passengers on board.

5.15 *Dangerous Goods*

5.15.1

Industrial personnel may only bring dangerous goods on board for the purpose of their role off the craft and with the prior consent of the master of the craft. These dangerous goods shall be considered as cargo and shall be transported in accordance with chapter 7, part D of the HSC Code.

5.15.2

a) *For the purpose of carrying IP, the areas and spaces on craft where IP are not permitted to enter shall be clearly marked;*

b) *the arrangement for personnel transfer shall be located outside the cargo area;*

c) *the access to the arrangements for personnel transfer shall, as far as practicable, be located outside the cargo area; and*

d) *embarkation or personnel transfer and loading or unloading of cargo shall not take place simultaneously.*