



RULES CHANGE NOTICE No.1

April 2018

Part 3 Special Ships

Volume III

RULES FOR HIGH SPEED CRAFT

2016

Biro Klasifikasi Indonesia

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Rules Changes Notice No. 1 – April 2018

Table 1 – Amendments Incorporates in This Notice

These amendments will come into force as indicate in the Table

Paragraph	Title/Subject	Status/Remark
Section 1 – General Comments and Requirements		
<i>The amendments are effective from 1st July 2018</i>		
1.3	Application	
C1.3.3	Term of similar construction stage for the fibre-reinforced Plastic (FRP) Craft	To add new section due to the revision of IACS Unified Interpretation HSC 9
1.4	Definitions	
C1.4.34	Lightweight and lighship conditions should included the weight of the fixed fire-fighting systems	To add new section due to the revision of IACS Unified Interpretation HSC 10
Section 8 – Life-Saving Appliances and Arrangements		
<i>The amendments are effective from 1 January 2020</i>		
8.10	Survival Craft and Rescue Boats	
8.10.1.5	Notwithstanding the provisions of .4 above, craft shall carry sufficient rescue boats ...	To renumber the sentences and to revise the requirements due to the amendment of 2000 HSC Code by MSC. 1/Circ.1569
8.10.1.6.1	Craft of less than 30 m in length...of the following requirements: 6.1 the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;	To renumber the sentences and add the requirements due to the amendment of 2000 HSC Code by MSC. 1/Circ.1569
Section 9 – Machinery		
<i>The amendments are effective from 1st July 2018</i>		
9.5	Transmissions	
C9.5.0.5	Fire Protection for shaft bearing of at least one main engine when passing through the aft machinery space	To add new section due to the revision of IACS Unified Interpretation HSC 6
Section 14 – Radio communications		
<i>The amendments are effective from 1st July 2018</i>		
14.7	Radio Equipment: General	
14.7.1.3	A search and rescue locating device	Revised the sentence due to the amandement of IMO res.MSC.260(84) ¹⁾
14.15	Maintenance Requirements	
14.15.10.1	Maintenance of EPIRB	Revised the sentence due to the amandement of IMO res.MSC.326(90) ²⁾

¹⁾ Adopted by res.MSC.260(84), and was entry into force since 1 January 2010.

²⁾ Adopted by Res.MSC.326(90) and was entry into force since 1 January 2014.

Section 1 General Comments and Requirements

1.3 Application

1.3.1 *This Code applies to high speed craft as specified in 1.3.4 engaged in international voyages the keels of which are laid or which are at a similar stage of construction on or after 1 July 2002.*

C1.3.1 In addition to the craft specified in 1.3.1, these Rules also apply to high speed craft engaged in national voyages. Exemptions from some of the requirements of the Rules may be granted when particular circumstances (e.g. restricted services) warrant this, in the opinion of the BKI Head Office.

These Rules also apply to high speed craft :

.1 the keels of which are laid or which are at a similar stage of construction on or after 1 January 2017; or

.2 the delivery of which is on or after 1 January 2020.

1.3.2 *For the purpose of this Code, the term "a similar stage of construction" means the stage at which:*

.1 *construction identifiable with a specific craft begins; and*

.2 *assembly of that craft has commenced comprising at least 50 tonnes or three per cent of the estimated mass of all material used in the structure, including superstructure and deck-house, whichever is less.*

1.3.3 *For the purpose of this Code :*

.1 *the expression "craft constructed" means craft the keels of which are laid or which are at a similar stage of construction; and*

.2 *a cargo craft, whenever built, which is converted to a passenger craft shall be treated as a passenger craft constructed on the date on which such a conversion commences.*

C1.3.3 *For Fibre-Reinforced Plastic (FRP) Craft, the term "the keels of which are laid or which are at a similar stage of construction" is the date that the first structural reinforced of the complete thickness of the approval hull laminate schedule is laid either in or on the mould.*

(IACS UI HSC 9)

1.3.4 *This Code applies to:*

.1 *passenger craft which do not proceed in the course of their voyage more than four hours at 90 % of maximum speed from a place of refuge; and*

.2 *cargo craft of 500 gross tonnage and upwards which do not proceed in the course of their voyage more than 8 h at 90 % of maximum speed from a place of refuge when fully laden.*

1.4 Definitions

1.4.34 *"Lightweight" is the displacement of the craft in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, passengers and crew and their effects.*

C1.4.34 *With the reference 1.4.34, the weight of mediums on board for the fixed fire-fighting systems (e.g. freshwater, CO₂, dry chemical powder, foam concentrate, etc.) shall be included in the lightweight and lightship condition.*

(IACS UI HSC 10)

1.4.35 *"Life-Saving Appliances Code (LSA Code)" means the International Life-Saving Appliance Code as defined in chapter III of the Convention.*

Section 8 Life-Saving Appliances and Arrangements

8.10.1 All craft shall carry:

1. survival craft with sufficient capacity as will accommodate not less than 100 % of the total number of persons the craft is certified to carry, subject to a minimum of two such survival craft being carried;
2. in addition, survival craft with sufficient aggregate capacity to accommodate not less than 10% of the total number of persons the craft is certified to carry;
3. sufficient survival craft to accommodate the total number of persons the craft is certified to carry even, in the event that all the survival craft to one side of the craft centerline and within the longitudinal extent of damage defined in 2.6.7.1 are considered lost or rendered unseaworthy;
4. at least one rescue boat for retrieving persons from the water, but not less than one such boat on each side when the craft is certified to carry more than 450 passengers;
5. notwithstanding the provisions of 4 and 5 above, craft shall carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:
 - 5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or
 - 5.2 if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and
- 5.3 the craft can be evacuated within the time specified in 4.8.
6. craft of less than 30 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:
 - 6.1 the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;
 - 6.2 recovery of the helpless person can be observed from the navigating bridge; and
 - 6.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions.

Section 9 Machinery

9.5 Transmissions

C9.5.0.4 Composites shaft lines

1. Materials are to comply with BKI's Rules.
2. Mathematical analysis of the relevant types of failure (static, fatigue, buckling and vibrations) according to classical laminate theory for a simple geometry or FEM for a complex analysis is required.
3. The material components and manufacturing process has to be specified and an experimental strength analysis (tests on samples and prototypes in presence of BKI representative) is to be provided. The required safety factors and the validity of experimental strength analysis for the full scale component have to be agreed with BKI.
4. If fire protection requirements are relevant for the composites shafting, specific arrangements are to be provided at the satisfaction of BKI.

C9.5.0.5 Protection of Propeller Shafts

On monohulls, propeller shaft and bearings of at least one main engine, when passing through the aft machinery space, are to be protected as follows:

1. Steel shaft bearings by water spray,
2. Shafts made of composite material (FRP), either by
 - 2.1 Passive fire protection for 60 minutes duration, or
 - 2.2 A water spray system and able to transmit the full torque of the propulsion engine after a standard fire test of 7 minutes.

(IACS UI HSC 6)

Section 14 Radio communications

14.7 Radio Equipment: General

14.7.1 Every craft shall be provided with:

.1 a VHF radio installation capable of transmitting and receiving:

.1.1 DSC on the frequency 156.525 MHz (channel 70). It shall be possible to initiate the transmission of distress alerts on channel 70 from the position from which the craft is normally navigated; and

.1.2 radiotelephony on the frequencies 156.300 MHz (channel 6), 156.650 MHz (channel 13) and 156.800 MHz (channel 16);

.2 a radio installation capable of maintaining a continuous DSC watch on VHF channel 70 which may be separate from, or combined with, that required by 14.7.1.1.1;

.3 ~~a radar transponder capable of operating in the 9 GHz band, a search and rescue locating device, which~~³⁾:

.3.1 shall be so stowed that it can be easily utilized; and

.3.2 may be one of those required by 8.2.1.2 for a survival craft;

.4 a receiver capable of receiving International NAVTEX service broadcasts if the craft is engaged on voyages in any area in which an International NAVTEX service is provided;

.5 a radio facility for reception of maritime safety information by the Inmarsat enhanced group calling system⁴⁾ if the craft is engaged on voyages in any area of Inmarsat coverage but in which an International NAVTEX service is not provided. However, craft engaged exclusively on voyages in areas where a HF direct printing telegraphy maritime safety information service is provided and fitted with equipment capable of receiving such service may be exempt from this requirements⁵⁾.

³⁾ Replaced by res.MSC.260(84), and was entry into force since 1 January 2010.

⁴⁾ Refer to resolution A.701(17) concerning carriage of Inmarsat enhanced group call SafetyNET receivers under the GMDSS, adopted by the Organization.

⁵⁾ Refer to the Recommendation on Promulgation of Maritime Safety Information, adopted by the Organization by resolution A.705(17).

14.15 Maintenance Requirements

14.15.10 *Satellite EPIRBs on all craft shall be:*

.1 *annually tested for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals as specified below:*

~~**.1.1** *on passenger craft, within 3 months before the expiry date of the High Speed Craft Safety Certificate; and*~~

~~**.1.2** *on cargo craft, within 3 months before the expiry date, or 3 months before or after the anniversary date, of the High-Speed Craft Safety Certificate;*~~⁶⁾

The test may be conducted on board the craft or at an approved testing station; and

.2 *subject to maintenance at intervals not exceeding five years, to be performed at an approved shore-based maintenance facility.*

⁶⁾ Replaced by Res.MSC.326(90) and was entry into force since 1 January 2014.

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