



SUB-COMMITTEE ON SHIP DESIGN AND
EQUIPMENT
43rd session
Agenda item 18

DE 43/18
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REPORT TO THE MARITIME SAFETY COMMITTEE

Table of contents

| Section | Page |
|-------------------------------------------------------------------------------|-------------|
| 1 GENERAL | 3 |
| 2 DECISIONS OF OTHER IMO BODIES | 6 |
| 3 INTERNATIONAL APPROVAL PROCEDURES FOR LIFE-SAVING APPLIANCES | 6 |
| 4 REVISION OF THE HSC CODE | 8 |
| 5 CASUALTY ANALYSIS | 13 |
| 6 ASBESTOS-RELATED PROBLEMS ON BOARD SHIPS | 14 |
| 7 LOW-POWERED RADIO HOMING DEVICES FOR LIFERAFTS ON RO-RO PASSENGER SHIPS | 16 |
| 8 DEVELOPMENT OF REQUIREMENTS FOR WING-IN-GROUND (WIG) CRAFT | 17 |
| 9 IMPROVED THERMAL PROTECTION | 21 |
| 10 GUIDELINES UNDER MARPOL ANNEX VI ON PREVENTION OF AIR POLLUTION FROM SHIPS | 22 |
| 11 REVISION OF RESOLUTIONS MEPC.60(33) AND A.586(14) | 24 |
| 12 DEVELOPMENT OF GUIDELINES FOR SHIPS OPERATING IN ICE-COVERED WATERS | 28 |
| 13 AMENDMENTS TO RESOLUTION A.744(18) | 31 |
| 14 SAFETY OF PASSENGER SUBMERSIBLE CRAFT | 32 |
| 15 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2001 | 33 |

| Section | | Page |
|----------------|-------------------------------------|-------------|
| 16 | WORK PROGRAMME AND AGENDA FOR DE 44 | 33 |
| 17 | ANY OTHER BUSINESS | 35 |
| 18 | ACTION REQUESTED OF THE COMMITTEES | 38 |

LIST OF ANNEXES

| | | |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------|--|
| ANNEX 1 | AGENDA FOR THE FORTY-THIRD SESSION AND LIST OF DOCUMENTS | |
| ANNEX 2 | DRAFT MSC CIRCULAR ON STANDARDIZED LIFE-SAVING APPLIANCE EVALUATION AND TEST REPORT FORMS | |
| ANNEX 3 | DRAFT MSC RESOLUTION ON ADOPTION OF THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE) | |
| ANNEX 4 | PROPOSED AMENDMENTS TO SOLAS CHAPTER X | |
| ANNEX 5 | REVISED DRAFT SOLAS REGULATION II-1/3-5 | |
| ANNEX 6 | COMMENTS EXPRESSED IN PLENARY ON THE DEVELOPMENT OF PROVISIONS FOR WIG CRAFT | |
| ANNEX 7 | DRAFT GUIDELINES FOR THE SAMPLING OF FUEL OIL FOR COMBUSTION PURPOSES DELIVERED FOR USE ON BOARD SHIPS | |
| ANNEX 8 | PROPOSED AMENDMENTS TO ANNEX B TO RESOLUTION A.744(18) ON GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF OIL TANKERS | |
| ANNEX 9 | DRAFT MSC RESOLUTION ON RECOMMENDATION ON COMPLIANCE WITH THE REQUIREMENTS OF PARAGRAPH 2.2.1.1. OF ANNEX 12 TO ANNEX B TO RESOLUTION A.744(18) | |
| ANNEX 10 | DRAFT GUIDELINES FOR THE DESIGN, CONSTRUCTION AND OPERATION OF PASSENGER SUBMERSIBLE CRAFT | |
| ANNEX 11 | DRAFT REVISED WORK PROGRAMME AND DRAFT PROVISIONAL AGENDA FOR DE 44 | |

1 GENERAL

Introduction

1.1 The Sub-Committee held its forty-third session from 10 to 14 April 2000 under the chairmanship of Mr. A. Chrysostomou (Cyprus).

1.2 The session was attended by delegations from the following Member Governments:

| | |
|------------------------------------------|--------------------|
| ALGERIA | ITALY |
| ARGENTINA | JAPAN |
| AUSTRALIA | LIBERIA |
| BAHAMAS | MALAYSIA |
| BANGLADESH | MARSHALL ISLANDS |
| BELGIUM | MEXICO |
| BRAZIL | NETHERLANDS |
| CANADA | NIGERIA |
| CHILE | NORWAY |
| CHINA | PANAMA |
| CROATIA | PERU |
| CUBA | PHILIPPINES |
| CYPRUS | POLAND |
| DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA | PORTUGAL |
| DENMARK | REPUBLIC OF KOREA |
| EGYPT | RUSSIAN FEDERATION |
| FINLAND | SAUDI ARABIA |
| FRANCE | SPAIN |
| GERMANY | SWEDEN |
| GREECE | TURKEY |
| ICELAND | UNITED KINGDOM |
| INDONESIA | UNITED STATES |
| ISRAEL | VENEZUELA |

and the following Associate Member of IMO:

HONG KONG, CHINA

1.3 The session was also attended by observers from the following intergovernmental organization:

ARAB FEDERATION OF SHIPPING (AFS)

and by observers from the following non-governmental organizations in consultative status:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO)
INTERNATIONAL ELECTROTECHNICAL COMMISSION (IEC)
INTERNATIONAL UNION OF MARINE INSURANCE (IUMI)
INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS (ICFTU)
INTERNATIONAL RADIO-MARITIME COMMITTEE (CIRM)

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)
INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATION (IFSMA)
INTERNATIONAL LIFESAVING APPLIANCES MANUFACTURERS'
ASSOCIATION (ILAMA)
ASSOCIATION OF EUROPEAN SHIPBUILDERS AND SHIPREPAIRERS (AWES)
INTERNATIONAL COUNCIL OF CRUISE LINES (ICCL)
INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS
(INTERCARGO)
ASSOCIATION OF EUROPEAN MANUFACTURERS OF INTERNAL
COMBUSTION ENGINES (EUROMOT)
INSTITUTE OF MARINE ENGINEERS (IME)
WORLD NUCLEAR TRANSPORT INSTITUTE (WNTI)
INTERNATIONAL UNION FOR CONSERVATION OF NATURE AND NATURAL
RESOURCES (IUCN)
INTERNATIONAL ASSOCIATION OF OIL AND GAS PRODUCERS (OGP)

1.4 In welcoming participants, the Secretary-General referred to the important task the Sub-Committee had been charged with regarding the revision, in collaboration with various other Sub-Committees, of the 1994 High-Speed Craft Code. Since then, the Sub-Committee's resources had been directed towards developing an updated Code which would ensure that safety is not compromised as a result of the continuous introduction of state-of-the-art technology and innovative developments into the new, and generally much larger, high-speed craft. In keeping within the timetable agreed by MSC 71, the Sub-Committee was expected to finalize that work at this session, so that a new edition of the HSC Code and the consequential amendments to SOLAS chapter X could be ready for approval by MSC 72 and adoption by MSC 73.

The Secretary-General then turned to the development of standardized evaluation and test report forms to facilitate and harmonize the international approval procedures for life-saving appliances in accordance with SOLAS chapter III and the LSA Code. Conclusion of the task at this session would be very helpful.

Turning to the sinking, amidst severe weather conditions, of the tanker **Erika** off the western coast of France last December, which had caused grave concern throughout the world maritime and environmental communities, the Secretary-General referred to his statement made soon after the accident suggesting that the investigation into the cause of the accident should be accelerated and the results made known as soon as possible so that, if any action needed to be taken **at the regulatory level**, it could be introduced into IMO where decisions could be made rapidly after all aspects had been carefully considered.

He added that, following the accident, certain initiatives had been taken by the European Commission and a general framework for action had been suggested to him in a communication from the Ministers of Foreign Affairs and of Transport of France, which he had already circulated to Member States. Since the impact of the accident became known, he had followed all the developments very closely so that IMO's response and co-operation might be expressed promptly and efficiently.

The Secretary-General reiterated the firm position he had expressed on various occasions in the past and most recently during the last session of the Assembly, namely that IMO should always and without exception, be regarded as the **only** forum where safety and pollution prevention

standards affecting international shipping should be considered and adopted. He was convinced that regional, let alone unilateral, application to foreign flag ships of national requirements which go beyond IMO standards would be detrimental to international shipping and to the functioning of the Organization itself - and should, therefore, be avoided. He was hopeful that the Governments concerned, and indeed the entire membership of the Organization, would realize the benefits of bringing the issues to IMO.

He then added that, pending finalization of the investigation report into the **Erika** accident and any proposal for regulatory measures, it had to be recognized that, as a result of what happened, the credibility of the safety system had been damaged. And although, according to statistics, the accident rate of tankers had been declining in recent years and the **Erika** could therefore be considered as an exceptional case, the fact that the safety net, which has been developed over the years, had failed in this case had to be addressed head on, otherwise it would not be possible to restore credibility to the whole system.

The Secretary-General further recalled that unfortunately, less than three weeks ago, another maritime tragedy had occurred in the North Atlantic, close to Canada, when the bulk carrier **Leader L** foundered with the loss of 18 lives. While the Canadian Navy managed to save 13 seafarers, this new tragedy had served as a grim reminder of the perils of the sea and of the need to continue working towards greater safety. In the context of this accident, the work of the Sub-Committee on the proposed amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers acquired an even higher dimension. These amendments were prompted by the **Nakhodka** accident, which had also instigated structural requirements for existing tankers carrying persistent oil. In the course of the work on the same Guidelines, the Sub-Committee would also consider the issue of longitudinal strength of old oil tankers.

The Secretary-General then identified other matters, such as asbestos-related problems on board ships, the development of wing-in-ground craft requirements, improved thermal protection, amendments to resolutions MEPC.60(33) and A.586(14), Guidelines under MARPOL Annex VI, the development of guidelines for ships operating in ice-covered waters and the safety of passenger submersible craft, as important items on the Sub-Committee's agenda.

He concluded by referring to resolution A.900(21) (Objectives of the Organization in the 2000s), which reflected his vision as to the areas on which IMO should mainly focus its attention during the new decade. Of all the subjects, on which the Assembly has directed the Committees, under the co-ordination of the Council, to focus attention, he specifically mentioned:

- the shifting of emphasis on to people;
- the effective uniform implementation of IMO standards, in particular the revised STCW Convention and the ISM Code;
- the development of a safety culture and environmental conscience; and
- the strengthening of the Organization's technical co-operation programmes and delivery on a priority basis.

He finally expressed the hope that the Sub-Committee would respond successfully to the requests of the Assembly and the Council and would contribute substantially to IMO's concerted efforts for enhancing safety and environmental protection.

1.5 The Chairman, in thanking the Secretary-General for his words of encouragement, stated that the Secretary-General's advice and requests would be given every consideration by the Sub-Committee.

Adoption of the agenda

1.6 The Sub-Committee adopted the agenda (DE 43/1) and a provisional timetable for guidance during the session. The agenda for the forty-third session, with a list of documents considered under each agenda item, is set out in annex 1. The Sub-Committee agreed, in general, to be guided in its work by the annotations contained in document DE 43/1/1.

2 DECISIONS OF OTHER IMO BODIES

2.1 The Sub-Committee noted, in general, decisions and comments pertaining to its work taken by the MSC at its seventy-first session, the MEPC at its forty-third session, and the following Sub-Committees: FSI 7, BLG 4, COMSAR 4, NAV 45, STW 31, FSI 8, DSC 5 and FP 44, as contained in documents DE 43/2 and DE 43/2/1. The decisions taken by the Sub-Committee relating to the outcome of these IMO bodies are highlighted under the relevant sections of this report.

3 INTERNATIONAL APPROVAL PROCEDURES FOR LIFE-SAVING APPLIANCES

3.1 The Sub-Committee recalled that DE 42 was unable to finalize the whole set of draft evaluation and test report forms and, considering that completion of this task was an urgent matter in view of the fact that resolution MSC.81(70) had become effective on 1 July 1999, it agreed to continue its work intersessionally through a correspondence group.

3.2 The Sub-Committee recalled also that DE 42 had agreed that the draft forms should include only existing requirements of SOLAS chapter III, the LSA Code and resolution MSC.81(70) and that any issues which might require amending those IMO instruments should be identified separately for future consideration. In this connection, the Sub-Committee identified several issues which need further consideration or clarification with a view to amending in future the LSA Code and resolution MSC.81(70), as set out in the annex to DE 42/WP.6. It also identified various types of equipment for which no test reports have been drafted, but for which such reports are needed urgently.

3.3 The Sub-Committee recalled further that MSC 71, having considered document MSC 71/20/13 (Germany) proposing further modification to the recently adopted resolution MSC.81(70) on the Revised Recommendation on testing of life-saving appliances, invited Germany to resubmit the proposal in accordance with the Guidelines on the organization and method of work.

3.4 Noting that some of the submissions under this agenda item, both to DE 42 and to this session contain proposals which would entail amending resolution MSC.81(70) and/or the LSA Code, the Chairman observed that, under paragraph 28 of the Guidelines on the organization and method of work, subsidiary bodies should not include in their work programmes new subjects or expand existing subjects unless directed or authorized to do so by the Committee(s), and should not develop amendments to, or interpretations of, any relevant IMO instrument without authorization from the Committee(s).

3.5 Subsequently, the Sub-Committee agreed that work at this session should be circumscribed to finalizing the draft evaluation and test report forms, as mandated by the Committee, and that consideration of any proposals which would entail amending other IMO instruments should be deferred until the Committee so decides. It then invited Members wishing to propose amendments to SOLAS chapter III, the LSA Code or resolution MCS.81(70), to submit their proposals to the Committee in accordance with the Guidelines on the organization and method of work.

3.6 In considering the report of the correspondence group established at DE 42 (DE 43/3, DE 43/3/Add.1 and DE 43/3/Add.2), the Sub-Committee expressed appreciation to the group and, especially, its Co-ordinator, Mr. R. D. Smart (Liberia), for the considerable time and effort dedicated to preparing such a voluminous documentation.

3.7 The Sub-Committee also considered documents submitted by France and the United Kingdom (DE 43/3/1), drawing attention to the difficulties found in recent tests on donning by a person unfamiliar with the lifejacket and on turning the body and lifting the mouth of a completely exhausted person, and by ILAMA (DE 43/3/2 and DE 43/3/3), commenting on the report of the correspondence group.

Establishment of a drafting group

3.8 Noting that this item should be finalized at the current session, as the target completion date had already been extended twice and the sheer volume of the documentation involved made it imperative to avoid dragging in excess of 800 pages over to the next session, the Sub-Committee agreed to establish a drafting group on standardized evaluation and test report forms under the chairmanship of Mr H. A. De Rooy (Netherlands) and instructed it as follows:

- .1 to review the report of the correspondence group (DE 43/3, DE 43/3/Add.1 and DE 43/3/Add.2) together with other documents submitted on this subject (DE 43/3/1 (donning aspects only), DE 43/3/2 and DE 43/3/3) and comments made in plenary, with a view to finalizing a full set of standardized evaluation and test report forms consistent with the currently applicable provisions of SOLAS chapter III, the LSA Code and resolution MSC.81(70), as appropriate;
- .2 pursuant to DE 42's opinion that, at first, the forms should be issued as an MSC circular to supplement resolution MSC.81(70), to prepare a draft covering MSC circular appropriate for that purpose; and
- .3 time permitting, to review the list of issues prepared by the working group at DE 42 (DE 42/WP.6, annex) which need further consideration or clarification, in the light of work done so far and taking into consideration relevant documents submitted to this session, and advise the Sub-Committee as to the preferred course of subsequent action.

Report of the drafting group

3.9 Having received the report of the drafting group (DE 43/WP.6) supported by an oral report of the group's Chairman, the Sub-Committee approved the report in general and took action as indicated in the ensuing paragraphs.

Standardized evaluation and test report forms

3.10 In the general discussion of the draft standardized evaluation and test report forms, the Sub-Committee agreed that:

- .1 the word “shall” should be replaced by “should” throughout the text;
- .2 typographical errors as well as numbering errors should be taken care of by the Secretariat in preparing the final draft of forms which would be attached to the report of the Sub-Committee.

3.11 The Sub-Committee noted that in reviewing the draft forms for rescue boats, the group paid particular attention to the requirements for the release mechanism for the fast rescue boat and its launching appliance. It was also noted that the serious concern regarding this mechanism reflected in document DE 43/3/3 (ILAMA) was shared by the group. In particular, the new requirements for launching appliances for fast rescue boats duly constitute potential danger to the crew of fast rescue boats which are not fitted with an appropriate release mechanism. The Sub-Committee concurred with the group's opinion that a clarification of the respective requirements of the LSA Code and MSC/Circ.809 is urgently needed and agreed to invite Members who have concerns to submit appropriate proposals to the Committee.

3.12 After thorough review of the draft forms, having recognized that, while annex 1 to the report did not necessarily contain all modifications made by the group during this session, those were of purely editorial nature and any issues, which might require substantial amendments to the existing requirements of the LSA Code and resolution MSC.81(70), had been identified separately, the Sub-Committee agreed to the draft Standardized life-saving appliance evaluation and test report forms together with a draft MSC circular for their dissemination, as set out in annex 2. The Sub-Committee instructed the Secretariat, in co-operation with the group's Chairman, to prepare the final draft which incorporate all modifications made during this session as soon as possible for submission to MSC 73 for approval.

Issues which need further consideration or clarification

3.13 The Sub-Committee noted that the group identified, in addition to those listed in the annex to document DE 42/WP.6, issues which need further consideration or clarification, as set out in annex 3 to the group's report (DE 43/WP.6). Having recognized that the items listed therein need to be clarified as soon as possible in order to meet the required level of safety, to eliminate inconsistencies and ambiguities between the LSA Code and resolution MSC.81(70) and to take full advantage of the standardized evaluation and test report forms, the Sub-Committee decided to invite Member Governments to submit appropriate proposals to the Committee.

4 REVISION OF THE HSC CODE

4.1 The Sub-Committee recalled that DE 42 had considered this item thoroughly in plenary and through a working group and that the outcome of these deliberations were reported to MSC 71 for consideration and appropriate action.

4.2 Subsequently, the Sub-Committee noted that MSC 71 had considered the procedure for approval, adoption and entry into force of amendments to SOLAS chapter X and the new HSC Code proposed by DE 42 and had decided as follows:

- .1 DSC 5, DE 43 and the SLF intersessional working group meeting concurrently with DE 43 should propose final additions and adjustments to the draft of the new HSC Code. COMSAR 4 and NAV 45 should also contribute, as appropriate;
- .2 the outcome of the SLF intersessional working group should be conveyed, through DE 43, to MSC 72, but be subject to final consideration by SLF 43 before submission to MSC 73;
- .3 the text of the draft amendments to SOLAS chapter X and the latest version of the draft new edition of the HSC Code should be referred to MSC 72 for consideration and approval pending review of the Sub-Committees mentioned, following which the draft amendments to SOLAS should be circulated in accordance with SOLAS article VIII;
- .4 MSC 73 will be invited to consider the draft amendments to SOLAS chapter X and the new HSC Code with a view to adoption; and
- .5 at the time of the adoption, MSC 73 will be invited to determine that both the amendments to SOLAS chapter X and the new HSC Code enter into force simultaneously on 1 July 2002.

4.3 The Sub-Committee noted also the information provided by the Secretariat on the outcome of consideration of this matter by COMSAR 4, NAV 45, DSC 5 and FP 44 (DE 43/4/1 and DE 43/2/1).

4.4 The Sub-Committee considered part 2 of the report of the DE 42 working group (DE 43/4), attaching a consolidated text of the draft new HSC Code, and also submissions by France (DE 43/4/2), containing an interpretation of paragraph 1.4.12 of the draft new Code in the event of bottom damage; the United Kingdom (DE 43/4/4, DE 43/4/5 and DE 43/4/6), containing proposed amendments to the draft new HSC Code annexed to DE 43/4; Norway (DE 43/4/7, DE 43/4/8, DE 43/4/10, DE 43/4/11, DE 43/4/12, DE 43/4/13, DE 43/4/14 and DE 43/9/1, paragraph 4), proposing amendments to the draft new HSC Code and to SOLAS chapter X; Denmark (DE 43/4/9), proposing amendments to chapters 17 and 18 of the draft new HSC Code; Australia (DE 43/4/15), containing comments on the draft texts of the new HSC Code and the proposed WIG craft Code, and on the need for co-ordination of both Codes; and IEC (DE 43/4/3), proposing amendments to the draft new HSC Code to align the electrical requirements of the Code with IEC standard 60092 -Electrical installations in ships.

4.5 In the course of reviewing the above documents, the Sub-Committee discussed, in general, such issues as the use of the expression "all craft" in the Code, the use of Spanish language for the purpose of certification, whether the Code should apply to WIG craft, updating of the preamble to the Code, and others and, having referred the aforementioned documents to the working group for detailed consideration, requested the group to also consider the above issues and advise the Sub-Committee accordingly (see paragraph 4.8 below).

4.6 With regard to the proposal to amend SOLAS chapter X, made by Norway in document DE 43/4/11, the Sub-Committee did not accept the proposal and agreed not to proceed with it further. In the context of the discussion on the above document, the Sub-Committee also confirmed that, in accordance with the provisions of SOLAS regulation X/3.1, the HSC Code should be considered, if applied in its entirety, as an instrument on the safety of high-speed craft alternative to the 1974 SOLAS Convention.

4.7 The Sub-Committee, noting that document DE 43/9/1 (Norway), proposing amendments to SOLAS regulation III/20 regarding inspections and periodic servicing of immersion suits, also proposed similar requirements for inclusion in the draft Code, agreed that such requirements should not be considered for inclusion in the Code at this stage.

Establishment of the working group

4.8 In order to deal in detail with the above proposals and comments, the Sub-Committee established a working group on revision of the HSC Code under the chairmanship of Capt. A. Esmiley (United Kingdom), with the following terms of reference:

- .1 to review the draft HSC Code annexed to document DE 43/4, taking into account the following:
 - .1.1 all the relevant documents submitted to this session on the subject (DE 43/4/1, DE 43/4/2, DE 43/4/3, DE 43/4/4, DE 43/4/5, DE 43/4/6, DE 43/4/7, DE 43/4/8, DE 43/4/9, DE 43/4/10, DE 43/4/12, DE 43/4/13, DE 43/4/14 and DE 43/4/15);
 - .1.2 the outcome of consideration of this matter by other IMO bodies, as appropriate (MSC 71/23, paragraphs 5.9 to 5.11, 7.3 to 7.5 and 9.2 to 9.4; COMSAR 4/14, section 9 and annex 11; NAV 45/15, paragraphs 7.17 to 7.19 and annex 9, and paragraphs 13.11 to 13.17; DSC 5/13, paragraphs 2.7 to 2.16; and FP 44/19, paragraph 4.13); and
 - .1.3 relevant comments made in plenary;
- .2 in addition to .1, to deal with other related matters raised in plenary, i.e.:
 - .2.1 the use of the expression “all craft” referred to in paragraph 1.3.3.2 of the draft Code;
 - .2.2 the exclusion of WIG craft from the application of the Code (DE 43/4/15);
 - .2.3 the use of the Spanish language for certification purposes;
 - .2.4 a summary of views regarding the inclusion of requirements on VDR in chapter 14 (DE 43/4/10); and
 - .2.5 updating the text of Preamble to the Code;
- .3 to review the draft MSC resolution on adoption of the new HSC Code and the draft consequential amendments to SOLAS chapter X prepared at the last session (DE 42/15, annexes 3 and 4 respectively) in conjunction with the reviewed draft HSC Code, and propose any amendments considered necessary; and
- .4 to submit a report attaching the agreed draft amendments to SOLAS chapter X and proposed modifications to the draft HSC Code annexed to document DE 43/4 (using as working document the consolidated text of draft amendments prepared by the Secretariat (DE 43/WP.1)), together with the reviewed draft MSC resolution for the adoption of the latter.

Report of the working group

4.9 Having received the report of the working group (DE 43/WP.5), the Sub-Committee approved the report in general and took action as indicated hereunder.

Review of the draft HSC Code

4.10 The Sub-Committee noted that the group had reviewed the text of the draft HSC Code, contained in document DE 43/4 in conjunction with proposals for modifications to the draft Code and explanations thereon made by Members in documents submitted to this session of the Sub-Committee and prepared relevant modifications to the draft Code. The Sub-Committee, having endorsed these modifications, agreed to the draft International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) and associated draft MSC resolution on adoption of the Code set out in annex 3, for submission to MSC 72 for approval, subject to further contribution from NAV 46 and SLF 43, with a view to adoption by MSC 73. The Secretariat was requested to make the necessary editorial modifications to correct any errors in spelling, numbering, updated references to IMO instruments indicated in footnotes, etc., when preparing the final text of the draft Code for approval by MSC 72.

4.11 The Sub-Committee noted that, the group, having discussed a proposal by Norway (DE 43/4/7) on the development of standards for an instrument system for on-line check of operational performance and limitations, concluded that the issue was too complex to finalize during this session and that more investigation was needed. The delegation of Norway offered to provide a revised proposal for discussion at a subsequent session as a separate guidance system.

4.12 The Sub-Committee's attention was drawn to a proposal by Norway (DE 43/4/8) to include in the draft Code a provision that rescue boat davits or cranes may be designed for launching and recovering the boat with 3 persons only on the condition that an additional boarding arrangement is available on each side complying with paragraph 8.7.5 of the Code. During the discussion within the group it was recalled that the subject had been discussed at DE 41 and accepted and therefore Norway resubmitted the proposal to this session. The Sub-Committee, as advised by the group, agreed with the proposal. However, the delegation of Spain being of the opinion that, for consistency with the relevant SOLAS provisions, the rescue boat should have either capacity for 6 persons or, alternatively, have capacity for 3 persons but have a reduced freeboard from 1.5 m to half that height, did not agree with this decision.

4.13 In respect of document DE 43/4/13 (Norway) providing full scale and model calm water manoeuvring test data from recent high-speed craft research and specific catamaran tests, the Sub-Committee agreed, as proposed by Norway, to request Members to urge the high-speed craft industry, i.e. manufacturers, operators, consultants and research institutes, as well as Administrations, to study existing high-speed craft manoeuvrability and controllability data, to initiate development work to improve the knowledge of high-speed craft instability hazards, and to develop full-scale and model test methods and criteria for studying and quantifying the relevant operating limitations and instability hazards.

4.14 The Sub-Committee noted that the group considered the use of the expression "all craft" referred to in paragraph 1.3.3.2 of the draft Code. Being of the opinion that the Code should apply only to craft constructed on or after the date of entry into force of the Code, the group noted that the expression "all craft" used in specific provisions of the 1994 HSC Code was only to indicate that these provisions applied to all types and categories of craft (i.e., passenger, cargo,

category A, category B, etc.) and not to existing craft. Having agreed that the same approach should be maintained in the new Code and in order to avoid any ambiguities caused by the use of the expression “all craft”, the group agreed to delete from paragraph 1.3.1 the words “Unless expressly provided otherwise” and delete also subparagraph 1.3.3.2. In the case of paragraph 1.3.4, the group agreed to replace, in the first sentence, the words “all craft” with the words “Craft constructed on or after 1 January 1996”. It was further agreed to delete the modified aforementioned paragraph 1.3.4 from the draft Code and to include the text thereof in the revised SOLAS chapter X as paragraph 6 of regulation 1.

4.15 With respect to the matter raised by Australia (DE 43/4/13) regarding application of the Code to craft referred to as “semi-WIG’s” which achieve lift from the wing-in-ground effect but which have hulls remaining in contact with water, a modification to the existing definition of the high-speed craft was developed, whereby craft the hulls of which are supported completely clear above the water surface in non-displacement mode by aerodynamic forces generated by ground effect are excluded from the application of the Code (see paragraph 1.4.29 of the draft Code in annex 3).

4.16 The Sub-Committee discussed the use of the Spanish language for the purpose of certification under the Code and agreed to a modification to paragraph 1.8.3 of the draft Code referring to the Spanish language.

4.17 The delegation of Venezuela, recalling Assembly resolution A.354(IX) of 13 November 1975 relating to the progressive use of the Spanish language in the work of the Organization, asked the Sub-Committee and through it, the Committee, to always bear in mind the equality status of the Spanish language with that of the French and English languages which, as working languages of the United Nations, are therefore also of the International Maritime Organization; and bring this matter to the attention of all the intergovernmental bodies of the Organization for appropriate action. Consequently, the Spanish language must maintain its parity with the two other languages and be used in all documents generated within the Organization, as well as in all conventions, codes, resolutions, amendments, manuals, guidelines and circulars emanating from them. The Sub-Committee, in the light of the above and having been informed of the submission to MSC 72 by Argentina, Brazil, Chile, Colombia, Cuba, Ecuador, Honduras, Mexico, Panama, Peru, Spain, Uruguay and Venezuela of a relevant document (MSC 72/21/11), invited the Committee to note the issue raised and act accordingly.

4.18 With regard to the inclusion of the requirements for voyage data recorders (VDR), as proposed by Norway (DE 43/4/10), the Sub-Committee discussed the matter at length. In the course of the discussion, some delegations considered that the carriage requirements for VDR should be included in the Code and having noted that NAV 46 would further revise chapter 13 of the Code, suggested that NAV 46 should develop such requirements as part of the revision of draft chapter 13, taking into account the relevant decisions by MSC 72 on the revision of SOLAS chapter V and the provisions of draft revised SOLAS chapter V regarding VDR. Some other delegations were of the view that it would be premature to include requirements for the carriage of VDR in the Code as more information was needed to justify the inclusion of such requirements in the Code and put forward a request for such information. The Committee therefore was invited to note the outcome of the discussion on VDR and take action as appropriate. The Secretariat was instructed to inform NAV 46 accordingly.

4.19 The Sub-Committee noted the opinion of the group that the text of the preamble to the existing HSC Code was valid for a new Code, and agreed to a new paragraph 15 of the preamble referring to the development of the new Code, as follows:

“15 Paragraph 1.15.1 of the 1994 HSC Code states that the Code should be reviewed by the Organization at intervals preferably not exceeding 4 years to consider revision of existing requirements to take account of new developments in design and technology. Experience gained with the application of the Code since it entered into force in 1996 has led to the recognition that it needed to be revised and updated. Subsequent work in IMO has resulted in the development of the present Code to ensure that safety is not compromised as a result of continuous introduction of state-of-the-art technology and innovative developments into the new and generally much larger and faster high-speed craft”,

and instructed the Secretariat to include the above new paragraph in the preamble when preparing the final text of the draft Code for approval by MSC 72.

Amendments to SOLAS chapter X

4.20 The Sub-Committee reviewed the draft amendments to SOLAS chapter X contained in annex 4 to document DE 42/15. Following the discussion, the Sub-Committee agreed to the draft amendments set out in annex 4, for submission to MSC 72 for approval with a view to adoption by MSC 73.

4.21 In this context, the Sub-Committee, having noted that the reference to regulation V/12 in the amended SOLAS regulation X/3.1 may need to be replaced by a new reference in view of the adoption of the revised SOLAS chapter V, agreed to put the reference to V/12 in square brackets and to include a footnote to the effect that this is subject to consideration by the Committee in the light of the outcome on the revision of SOLAS chapter V.

Report of the SLF Intersessional Working Group

4.22 Having noted the report of the SLF Intersessional Working Group on Revision of Stability and Load Line Aspects of the HSC Code (DE 43/WP.3), which after the session would be issued as an SLF 43 document, the Sub-Committee instructed the Secretariat to convey the relevant outcome to MSC 72 by incorporating the group's findings in the revised draft HSC Code to be submitted to MSC 72 for approval, but in square brackets to denote that the outcome of the group will still be subject to final consideration by SLF 43 in September before submission to MSC 73.

4.23 The Sub-Committee agreed with a suggestion by the delegation of the United Kingdom that, for practical purposes, Member Governments should be urged to instruct their experts on the subject to examine the outcome of the intersessional working group at the earliest opportunity with a view to offering any comments thereon when MSC 72 considers the draft 2000 HSC Code for approval, rather than wait until SLF 43 when the group's report is meant to be formally considered.

5 CASUALTY ANALYSIS

5.1 The Sub-Committee recalled that FSI 7, in considering the findings and recommendations of the Correspondence Group on Casualty Analysis as recommended by the Working Group on Casualty Statistics and Investigations, agreed to refer the issue of overheating of belt rollers in a number of self-unloading bulk carriers to the Sub-Committee and the FP Sub-Committee for review in the context of casualty analysis.

5.2 The Secretariat informed the Sub-Committee (DE 43/5) that FP 44 had considered this issue and had agreed that it would continue debating the subject at FP 45 where results of research on fire-fighting systems used in tunnels of self-unloading bulk carriers would be submitted by Canada, and referred to relevant extracts from the casualty report (case 391) reviewed by the Correspondence Group on Casualty Analysis which had been reproduced in the annex to document DE 43/5, with all references to the name of the vessel, its owner, flag State, and the port State removed from the extracts.

5.3 Noting that three similar casualties and five more accidents involving fire in self-unloading bulk carriers had occurred since 1975, the Sub-Committee discussed whether relevant amendments or guidelines should be developed and if statistics on similar casualties should be further studied, but found itself unable to reach a conclusion considering that the background information provided was insufficient and the requests of the FSI Sub-Committee were unclear.

5.4 The Sub-Committee agreed that the FSI correspondence group on casualty analysis should be requested through the FSI Sub-Committee to provide more information and be more specific on what, in its opinion, is the underlying problem and the nature of the expected feedback when referring casualty reports to technical Sub-Committees for advice and appropriate action.

5.5 Provided that the necessary input is received from FSI 9, the Sub-Committee decided to consider this issue in more detail at the next possible opportunity and invited Members and interested organizations in consultative status to submit proposals or related information to DE 45.

5.6 The Secretariat was instructed to inform the FSI and FP Sub-Committees accordingly.

6 ASBESTOS-RELATED PROBLEMS ON BOARD SHIPS

6.1 The Sub-Committee dealt with this agenda item under two sub-headings relating separately to new installation of materials containing asbestos on all ships and to the removal or replacement of asbestos on existing ships.

New installation of materials containing asbestos

6.2 The Sub-Committee recalled that, regarding the prohibition of new installation of materials containing asbestos on all ships, DE 42 had agreed to draft SOLAS regulation II-1/3-5 on "New installation of materials containing asbestos" (DE 42/15, annex 8), based on a proposal by FP 43, and had invited MSC 72 to approve it with a view to adoption at MSC 73.

6.3 The Sub-Committee recalled also that MSC 71 (MSC 71/23, paragraphs 5.5 to 5.8), in considering the report of FP 43 on this subject, noted that the Russian Federation had reserved its position with regard to the prohibition of the use of chrysotile asbestos, as such action, in their view, should be based on results of scientific research backing it and also on relevant decisions of the World Health Organization (WHO) and the International Labour Organization (ILO). MSC 71 also noted the information provided by the United Kingdom relating to WHO's environment Health Criterion 203 regarding chrysotile asbestos, which concluded that there was no safe dose or threshold for this type of asbestos and that any exposure to this type of asbestos would be detrimental to human health. Subsequently, MSC 71 invited Members to submit comments to FP 44 and DE 43, as appropriate.

6.4 The Sub-Committee noted (DE 43/2/1) that FP 44 considered document FP 44/11/1 (IACS), addressing the need for clarification of the expressions “friction products for compressors and vacuum vane pumps” and “high temperature or pressure” used in the draft SOLAS regulation II-1/3-5 prepared by DE 42, and agreed in principle with the concerns raised by IACS. FP 44 was also of the view that the proposed changes to draft SOLAS regulation II-1/3-5 were not within their purview and forwarded the document to DE 43 so that MSC 72 would have the benefit of this Sub-Committee’s opinion when considering the said draft regulation for approval. In this connection, FP 44 noted that the Russian Federation had reserved its position in terms similar to those expressed at DE 42 and MSC 71.

6.5 Having debated the above proposals by IACS (FP 44/11/1), the Sub-Committee agreed to the revised draft SOLAS regulation II-1/3-5 set out in annex 5 and invited MSC 72 to consider it with a view to approval in lieu of the draft developed at the last session (annex 8 to DE 42/15), and adoption by MSC 73.

6.6 The delegation of Japan, with the support of other delegations, stated that the use of asbestos materials on board ships should be prohibited with no exception, but agreed to accept in this occasion the compromise solution offered by the above revised draft regulation II-1/3-5.

6.7 The Russian Federation, having introduced document DE 43/6/2 explaining its views on this issue, reserved its position with regard to the prohibition of asbestos-containing materials on board ships. Any restrictive measures on the installation of asbestos-containing materials on board ships should be based on assessment of research into the effects of such materials on human health carried out by international organizations dealing with health protection, such as WHO. That delegation added that the research results contained in Health Criterion 203, as indicated in the document itself, reflected the view of the International Group of Experts (specialists) but it did not reflect the position of ILO or WHO. The results of any such research should be sought from the WHO, as it was agreed by the Sub-Committee at the last session (DE 42/15, paragraph 13.4).

Removal or replacement of asbestos on existing ships

6.8 The Sub-Committee recalled that with respect to safety considerations when removing or replacing asbestos on board existing ships, DE 42 invited Members and interested non-governmental organizations to contribute their comments and proposals directly to FP 44, and invited the FP Sub-Committee to refer to DE 43 the results of its work so that the matter could be finalized at the current session, as scheduled.

6.9 The Sub-Committee noted (DE 43/2/1), that the FP Sub-Committee, having considered document FP 44/11 submitted by France, agreed that it would be premature to develop guidelines dealing with the removal or replacement of asbestos on existing ships before this Sub-Committee had a chance to consider all papers submitted on the matter. Furthermore, the FP Sub-Committee felt that the proposed guidelines were not within its purview. Subsequently, FP 44 had invited the Committee to delete this item from its work programme.

6.10 The Sub-Committee considered submissions on the subject by France (DE 43/6/1), setting out the measures it has adopted for the protection of seafarers against the hazards associated with the inhalation of asbestos dust, and by the United States (DE 43/6), proposing guidance for the establishment of an operation and maintenance programme on vessels to minimize exposure of passengers and crew to asbestos fibre.

6.11 Following discussion of the above two documents (DE 43/6 and DE 43/6/1), the Sub-Committee agreed that the proposals therein were compatible and should be further developed in the form of guidelines for maintenance and monitoring of on-board materials containing asbestos, provided that unnecessary probing is avoided and that any repairs or removal of such materials are carried out by specialist personnel and not by the crew.

6.12 Subsequently, the Sub-Committee agreed to develop draft Guidelines for dealing with asbestos and with equipment and materials containing asbestos on board ships in service, noting that ILO has adopted amongst others, in relation to asbestos and in the context of its work on occupational health and safety, the Asbestos Convention, 1986 (Convention No. 162), Asbestos Recommendation, 1986 (Recommendation No. 172) and a Code of Practice on Safety in the use of Asbestos, and that WHO has also undertaken considerable work on this subject. In order to pursue this matter in a timely manner, the Sub-Committee established a correspondence group on asbestos guidelines, under the co-ordination of France*, with the following terms of reference:

- .1 to develop draft Guidelines for dealing with asbestos and with equipment and materials containing asbestos on board ships in service, taking into consideration documents DE 43/6 (United States), DE 43/6/1 (France), DE 43/6/2 (Russian Federation), FP 43/6 (France), FP 44/11 (France) and paragraphs 6.8 to 6.11 above;
- .2 the draft Guidelines to be developed should not address aspects of the issue that are already covered by the work of other international organizations; and
- .3 to submit a report on this matter for consideration by DE 44.

7 LOW-POWERED RADIO HOMING DEVICES FOR LIFERAFTS ON RO-RO PASSENGER SHIPS

7.1 The Sub-Committee recalled that DE 41, finding itself unable to deal with this task until the necessary input and specific requests from COMSAR (as co-ordinating Sub-Committee) were available, invited the Committee to keep this item in the Sub-Committee's work programme, with one session to finalize it, probably at DE 43, depending on the schedule of work of the COMSAR Sub-Committee.

7.2 The Sub-Committee noted (DE 43/7) that COMSAR 4 had agreed that search and rescue transponders (SARTs), being the most suitable equipment, should be used as low-powered radio homing devices in short ranges for liferafts on ro-ro ferries. Consequently, there was no need to amend resolution A.802(19) - Performance standards for survival craft radar transponders for use in search and rescue operations.

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7.3 The Sub-Committee felt that, assuming that the decision of the COMSAR Sub-Committee would be endorsed by MSC 72, the first request of the 1995 SOLAS Conference resolution 6 could be deemed to have been satisfied, as currently applied operational requirements and performance standards would sufficiently cover the chosen type of device. However, regarding the second request of the Conference, there may still be a need to develop appropriate carriage requirements for such devices, which could be proposed as draft amendments to SOLAS chapter III and/or the LSA Code.

7.4 Notwithstanding the above, several delegations expressed the view that the second part of the 1995 SOLAS Conference resolution 6 was also a search and rescue matter and as such should be dealt with by the specialized group on SAR under the COMSAR Sub-Committee. Other delegations, though, felt that the homing devices in question were meant to be part of the liferaft equipment and, therefore, the issue would eventually be referred back to the Sub-Committee. Subsequently, the Sub-Committee agreed to seek clarification from the Committee on how to take this matter forward.

7.5 In the event that the Committee reiterates its view that this Sub-Committee is the appropriate body to deal with this matter, the Sub-Committee agreed to consider this matter at the next session and invited Members to submit proposals on carriage requirements for SARTs in liferafts on ro-ro passenger ships for consideration by DE 44 with a view to finalization at that session.

8 DEVELOPMENT OF REQUIREMENTS FOR WING-IN-GROUND (WIG) CRAFT

8.1 The Sub-Committee recalled that DE 42, having considered part 1 of the report of the working group established at that session (DE 42/WP.3), noted the views of the group and decided to re-establish the correspondence group on WIG craft under the co-ordination of the Russian Federation in order to make progress on this matter intersessionally in an attempt to finalize the item on time at the current session. However, having agreed that the draft WIG craft Code should be based on the latest thinking relating to the HSC Code, DE 42 also noted the working group's opinion that the revised HSC Code requirements should not be incorporated into the draft WIG craft Code until they have been considered by the Sub-Committee.

8.2 The Sub-Committee considered Part 2 of the DE 42 working group's report (DE 43/8) prepared by the Chairman of the group in collaboration with the Secretariat and attaching a consolidated text of the draft WIG craft Code; the report of the correspondence group (DE 43/8/1 and DE 43/8/1/Add.1) submitted by the Russian Federation; and a submission by Germany (DE 43/8/2) containing proposals to amend chapter 13 (Navigational equipment) of the draft WIG craft Code.

8.3 In considering the above proposals, the United Kingdom, supported by other delegations, expressed the view that a fundamental revision of the draft WIG Craft Code was necessary to address the unique characteristics and associated risks involved with such craft. The fact that a substantial portion of the draft WIG Craft Code utilises text from the existing HSC Code, itself based on developments within conventional ship technologies, was of particular concern to the Sub-Committee. Given that WIG craft have an operational speed significantly greater than that of conventional high-speed craft and a design similar to that of aircraft, a fundamental shift in philosophy was necessary. Measures should account for the hazards particular to WIG craft and address predicted risks, noting that the consequences of accidents are likely to be more akin to that of aircraft. Thus, the traditional balance of "prevention" and "mitigation" measures used for

conventional ships are not appropriate for this type of craft. Many delegations also supported the view that the draft provisions for WIG craft should be refocused on risk management and prevention in the form of non-mandatory guidelines.

8.4 Notwithstanding the above comments, some delegations were of the opinion that development of the draft WIG craft Code should continue with a view toward further expanding and improving the draft text, as contained in document DE 43/8.

Establishment of a drafting group

8.5 Having considered the above views, the Sub-Committee decided to establish a drafting group under the chairmanship of Mr. U. Petersen (Germany) and instructed it to:

- .1 prepare a list of the different views and comments expressed in plenary;
- .2 identify the issues which need to be resolved before the further development of provisions for WIG craft can be continued;
- .3 develop an outline of the work needed to be carried out during the extended period (2 years);
- .4 develop an outline of the work needed to be carried out at the next session of the Sub-Committee (DE 44); and
- .5 prepare draft terms of reference for an intersessional correspondence group with a justification for extending the target completion date.

8.6 Upon receiving the report of the drafting group (DE 43/WP.4), the Sub-Committee approved the report in general and took the following decisions.

Views expressed by the Sub-Committee

8.7 The Sub-Committee noted that the group had considered the various comments expressed in plenary and that these comments could be generally categorised under two main points of view. The first point of view being comments expressing support for continued development of provisions for WIG craft with a view to further expanding and improving the draft text, as contained in document DE 43/8, and the second point of view being those comments expressing the need for a fundamental revision of the said provisions with a view to addressing the unique risks involved with such craft.

Issues to be resolved

8.8 The Sub-Committee, noting the comments and views expressed in plenary, as set out in annex 6, agreed that the following issues should be resolved in order to further progress the development of draft provisions for WIG craft:

- .1 to consider whether the HSC Code should continue to be used as the base document or whether an entirely new approach should be pursued based on a combination of risk management measures and core technical requirements; and

- .2 to consider which type of IMO instrument would be most appropriate (i.e., code or guidelines).

8.9 In considering the issues identified by the drafting group, the Sub-Committee agreed that the HSC Code should no longer continue to be used as the base document for the consideration of WIG craft safety issues and that, instead, an entirely new approach should be undertaken based upon a combination of risk management measures and core technical criteria including operational criteria. The Sub-Committee also agreed that, at this stage, the provisions for wing-in-ground craft should be developed as guidelines in lieu of a code.

Outline of work to be carried out during the next two years

8.10 Taking into consideration the approval of the new approach on risk management and the work to be carried out over the next two years, the Sub-Committee agreed to the following tasks:

- .1 to further clarify the definition for WIG craft taking into consideration the comments made at DE 43;
- .2 to collect and analyse relevant aviation and maritime research and information on craft stability in ground effect mode, operational procedures, resource management and safety assessment processes;
- .3 to develop risk based methods which will include hazard identification, risk assessment and risk management measures;
- .4 to continue development of the core technical criteria including operational criteria taking into consideration the aforementioned risk based methods;
- .5 to prepare a consolidated text, in collaboration with the Secretariat, of the draft WIG Craft Guidelines taking into account the comments and decisions by DE 43 and the input from other sub-committees, as appropriate; and
- .6 to improve the preamble for the draft guidelines.

Re-establishment of the correspondence group

8.11 The Sub-Committee recognized that this work will be time consuming and agreed that at least two years would be required to carry out the work as many areas of the draft guidelines still need to be developed. In addition, the Sub-Committee was of the opinion that a drafting group at DE 44 would be premature and, therefore, agreed that a correspondence group should be re-established, under the co-ordination of the Russian Federation*, to work intersessionally for

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two sessions with a view to having a working or drafting group at DE 45. The following terms of reference were approved:

- .1 further clarify the definition for WIG craft taking into consideration the comments made by DE 43;
- .2 collect and analyse relevant aviation and maritime research and information on craft stability in ground effect mode, operational procedures, resource management and safety assessment processes;
- .3 develop risk based methods which will include hazard identification, risk assessment and risk management measures;
- .4 continue development of the core technical criteria including operational criteria taking into consideration the aforementioned risk based methods;
- .5 to prepare a consolidated text, in collaboration with the Secretariat, of the draft WIG Craft Guidelines taking into account the comments and decisions made by DE 43 for submission to DE 45; and
- .6 submit a progress report to DE 44.

8.12 Notwithstanding the above paragraph, the Sub-Committee, taking into consideration that this work item is a low-priority and that only three correspondence groups are permitted to be established under the Guidelines on the organization and method of work, instructed the correspondence group to submit a progress report to DE 44 under the agenda item "Any other business" with a view to reconsidering whether this work should continue under the co-ordination of correspondence group.

8.13 The Sub-Committee acknowledged the group's view regarding the limited participation in the development of the draft guidelines and, in particular, the lack of aviation expertise, and encouraged Member Governments with aviation expertise to consider inviting such experts to participate in the work of the correspondence group to assist with the development of criteria on craft stability in ground effect mode, operational procedures, resource management and safety assessment processes. The Sub-Committee also instructed the Secretariat to inform ICAO of the outcome of the discussion on the matter and the re-establishment of the correspondence group.

Extension of the target completion date

8.14 The Sub-Committee noted that the target completion date for this item is 2000 and that the correspondence group could not begin its work until the Committee approves the extension of this item in the work programme.

8.15 The Sub-Committee noted the comments made in plenary by several delegations regarding the immediate need for an appropriate regulatory framework and that several craft are currently under development for commercial service and certification. The Sub-Committee also recognized that a significant amount of work was still necessary in order to finalize the draft guidelines and, in particular, the work related to the newly proposed risk management approach. Therefore, in light of the above matters, the Sub-Committee agreed that development of the draft guidelines should continue and that the target completion date should be extended until 2003. The Committee was invited to consider this view and take action as appropriate.

9 IMPROVED THERMAL PROTECTION

9.1 The Sub-Committee recalled that DE 42, having given preliminary consideration to this matter, noted an outline proposed by Norway (DE 42/14) containing proposals to develop a performance standard for thermal protection and guidelines for thermal protection according to environmental factors. DE 42 also invited Norway and other interested delegations to submit firm proposals to the MSC and, in turn, invited the Committee to include this item in the Sub-Committee's work programme.

9.2 The Sub-Committee recalled also that MSC 71, in agreeing to include the item on "Improved thermal protection" in the Sub-Committee's work programme, and in the agenda for DE 43, considered document MSC 71/20/14 (Norway) supporting the said action and specifying the scope of work under the item, i.e., to develop systematized guidelines for thermal protection of crew and passengers according to environmental factors, and appropriate performance standards for additional protective equipment. The Committee then referred the document to DE 43 for consideration and action as appropriate, and invited Norway to provide a more precise definition of the regions affected.

9.3 The Sub-Committee considered submissions by Norway (DE 43/9, DE 43/9/1, DE 43/9/2 and DE 43/INF.13), proposing to harmonize the requirements for thermal protective aids, uninsulated immersion suits and anti-exposure suits and specify ship requirements according to environmental factors, including proposed amendments to SOLAS chapter III and the LSA Code; and by Japan (DE 43/INF.12), reporting on research being carried out in that country on the deterioration in the performances of immersion suits through age.

9.4 The Sub-Committee noted with appreciation the information provided by Japan and Norway and, observing that with the exception of document DE 43/INF.13 all the Norwegian submissions entailed amending SOLAS chapter III and/or the LSA Code, was of the view that the requested action in these documents went beyond the Committee's mandate (see paragraph 9.2 above) and, therefore, could not be supported.

9.5 The delegation of the United Kingdom, supported by a number of delegations, while agreeing with some aspects raised by Norway in its submissions, expressed some concerns on the following points:

- .1 all passenger ships are presently required to provide dry-shod evacuation and it is only when a ship founders very quickly that people are expected to be in the water and in this scenario they may not have time to don complicated thermal gear;
- .2 the statistics on which some of the proposals are based relate to accidents on Norwegian fishing vessels and, therefore, the relevance of this data when applied to passenger ships is questioned;
- .3 the proposed type of thermal protective aid could cost up to 30 times more than the existing product and be difficult to manufacture to the proposed specifications;
- .4 the testing of immersion suits where people, instead of thermal manikins, are immersed for six hours; and
- .5 the proposed suits would incorporate hand flares.

9.6 Several delegations were also of the opinion that the information and proposals submitted by Norway could be reformulated as guidelines and performance standards, taking into account that servicing intervals for the proposed suits should be carefully considered and that proposed suits would be difficult to don, especially by untrained people such as passengers, and would be cumbersome for use inside totally enclosed lifeboats, where the wearer would find it difficult to don the suit.

9.7 The Sub-Committee noted that Denmark had undertaken an FSA study on the feasibility of thermal protective aids and would report its findings to the Sub-Committee as soon as they became available. This initiative was widely welcomed.

9.8 After discussing the issue at length, and recognizing that the proposed amendments to SOLAS and the LSA Code could not be considered without the instructions of the Committee, the Sub-Committee invited Norway to reformulate the amendments to mandatory instruments proposed in their submissions as guidelines and performance standards, taking fully into account the comments listed in the above paragraphs and providing a precise definition of geographical regions affected, as originally proposed in their document MSC 71/20/14 and agreed by the Committee, and submit them to DE 44 for consideration and appropriate action.

10 GUIDELINES UNDER MARPOL ANNEX VI ON PREVENTION OF AIR POLLUTION FROM SHIPS

10.1 The Sub-Committee recalled that DE 42 had agreed to concentrate its efforts on the two guidelines which had been given high priority by the MEPC and keep the remaining three in abeyance until a demonstrable need is identified, either by the MEPC or the Sub-Committee. It also recalled that at the last session, the delegation of Panama pointed out that if the two priority sets of guidelines were not ready by December 2002, the review of entry into force requirements and the contents of MARPOL Annex VI scheduled for 2003 could be hampered.

Guidelines on representative samples of the fuel delivered for use on board ships

10.2 In dealing first with the Guidelines on representative samples of the fuel delivered for use on board ships, the Sub-Committee recalled that DE 42 had invited Members and interested organizations in consultative status to take into account the relevant submissions and comments made at that session and consider this issue intersessionally with a view to submitting comments and proposals to this session, and that the delegation of the Bahamas had offered to act as focal point for the collection of information in support of the development of these Guidelines.

10.3 Having considered a submission by the Bahamas (DE 43/10) attaching draft Guidelines on fuel sampling, the Sub-Committee discussed some points therein relating to sampling location, sample retention and other issues in need of clarification.

10.4 The delegation of Panama fully supported the contents of document DE 43/10, but was of the opinion that further clarification was needed on section 7, in order to avoid differing interpretations as to the volume of the sampling (this should be defined as 0.5 - 1.0 litre), and on section 9 to clarify that the sample referred to in the Guidelines is not to be used for the resolution of commercial disputes, but only be released to flag or port State authorities when so demanded. In addition, the Guidelines should indicate that where a flag or port State authority takes a retained sample for analysis, it should leave a receipt for the sample and then report the findings of such analysis back to the ship.

10.5 Having taken all the above comments into account, the Sub-Committee agreed to the draft Guidelines for the sampling of fuel oil for combustion purposes delivered for use on board ships, as set out in annex 7, in the understanding that Parties to MARPOL Annex VI will be invited to use the Guidelines upon entry into force of said Annex. Subsequently, the Sub-Committee invited MEPC 45 to consider the draft Guidelines with a view to approval and subsequent appropriate action. The Committee was also invited to delete this sub-item from the Sub-Committee's work programme, as work on the subject has been finalized.

Guidelines for on-board NO_x monitoring and recording devices

10.6 In dealing with the second set of priority Guidelines, the Sub-Committee recalled that DE 42, having considered submissions by Japan (DE 42/10/2) and Euromot (DE 42/10/1) on the subject, had invited interested delegations to provide information in support of the development of guidelines for on-board NO_x monitoring and recording devices. The delegation of Germany had offered to act as focal point for the collection of any information received, and to submit it to this session.

10.7 The Sub-Committee considered a submission by Germany (DE 43/10/1) containing information on contributions submitted to Germany as focal point for collection of information relevant to the development of Guidelines on NO_x monitoring and recording devices. Such information included the comments submitted to DE 42, referred to in paragraph 10.6 above. In discussing document DE 43/10/1, Germany proposed to prolong the deadline for submission of any additional contributions until 1 October 2000, after which date it would compile the information received into a consolidated document for submission to the Sub-Committee.

10.8 The delegation of Cyprus proposed that MEPC should be informed of the current situation and be invited to urge Member Governments and observer organizations to submit any relevant information to the focal point. Several delegations supported the proposal and the Sub-Committee agreed to inform MEPC 45 accordingly.

10.9 In this context, the Sub-Committee noted a presentation by Japan regarding the on-board NO_x monitoring system "ZrO₂ (Zirconium Dioxide) type NO_x Analyzer".

10.10 Some delegations proposed to establish a correspondence group on this subject. However, other delegations felt that such a course of action was premature. The Sub-Committee agreed that it would be better to follow the kind offer of Germany* to continue acting as focal point for the collection of information in support of the development of the draft Guidelines, and to submit a consolidated document to DE 44 for further consideration.

10.11 During the discussion, an opinion was expressed on the need for establishing performance standards relating to on-board NO_x monitoring. However, having clarified the instructions by MEPC based on the report of the MEPC working group (MEPC 41/WP.5), the Sub-Committee recognized that performance standards are already provided in the NO_x Technical Code, while

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the Guidelines referred to in paragraph 2.4.5 of the NO_x Technical Code are intended to assist Administrations when approving the on-board NO_x monitoring and recording devices. With this clarification, the Sub-Committee agreed to focus on the preparation of the Guidelines as requested by MEPC.

11 REVISION OF RESOLUTIONS MEPC.60(33) AND A.586(14)

11.1 The Sub-Committee recalled that MEPC 42, with MSC 70's concurrence, added a priority item to the Sub-Committee's work programme with the following terms of reference:

"Taking into account the documents submitted to MEPC 42 (MEPC 42/15, MEPC 42/15/1, MEPC 42/15/2, MEPC 42/15/3 and MEPC 42/INF.11) and all the relevant documents on the matter listed in MEPC 42/15, to consider amendments to resolutions MEPC.60(33) and A.586(14) and to prepare a revised text of the resolutions together with the standards of required pollution prevention equipment for consideration and adoption by the Committee."

11.2 The Sub-Committee recalled also that DE 42, having discussed briefly the proposals contained in the above documents, noted that this task was very complex and necessitated specialist expertise. Noting that the delegation of the Netherlands intended to submit to DE 43 further proposals on the issues raised in documents MEPC 42/15 and MEPC 42/15/1, the Sub-Committee had invited Members to send their experts on the subject to the current session where the matter would be discussed in more detail.

11.3 The Sub-Committee considered a submission by the Netherlands (DE 43/11), indicating that there are two possibilities in dealing with this matter: to amend the resolutions in question, or to develop appropriate performance standards.

Establishment of a working group

11.4 Having debated which of the above options should be pursued, and in order to make substantive progress on this issue, the Sub-Committee agreed to establish a working group, under the chairmanship of Mr. K.J. Bolt (Netherlands), and instructed it to consider documents DE 43/11, MEPC 42/15, MEPC 42/15/1, MEPC 42/15/2, MEPC 42/15/3 and MEPC 42/INF.11, together with comments made in plenary, with a view to either preparing the necessary draft amendments to resolutions MEPC.60(33) and A.586(14) in order to improve the design specifications of the equipment in question or to develop performance standards for pollution prevention equipment, specifying the equipment requirements, including the scope, functionality, capability and possible characteristics, as well as the required information for enforcement purposes, taking into account resolutions MEPC.60(33) and A.586(14).

Consideration of the working group's report

11.5 Having received the report of the working group (DE 43/WP.7), the Sub-Committee approved it in general and took action as indicated in the ensuing paragraphs.

11.6 Noting that the review of resolution MEPC.60(33) would involve more complex issues as bilge water contains more ingredients than oily ballast or other oil contaminated water from cargo spaces, the Sub-Committee decided to consider, first of all, the specifications for equipment under resolution MEPC.60(33).

Proposals for the revision of resolution MEPC.60(33)

11.7 The Sub-Committee agreed that there are six priority items to be addressed before the specifications are revised with a view to tackling the problem of ineffective performance of the equipment as follows:

- .1 emulsions;
- .2 test fluids including high density fuel oils;
- .3 flexibility of the specifications;
- .4 tamperproof device;
- .5 recording; and
- .6 attitude of the crew including maintenance of equipment.

Emulsions

11.8 The Sub-Committee agreed that, in many instances, the malfunction of the equipment is caused by emulsion of the bilge water. Recognizing that there is a need to deal with emulsified bilge water, the Sub-Committee felt that “emulsion” and “emulsified bilge water” should be defined, and agreed to use the proposed definitions in paragraph 3 of the annex to document MEPC 42/15/1 as a basis for further consideration on the item.

Test fluids including high density fuel oils

11.9 The Sub-Committee generally agreed that a definitive test fluid is essential for the test and type approval of new equipment. Realizing that the liquids presently used for test and type approval are not representative for the bilge water which the equipment has to deal with, the Sub-Committee was of the opinion that a description of the ingredients of bilge water should be developed. Such ingredients may include fuel oils, lubricating oils, hydraulic oils, detergents and other particles.

11.10 Since this is a complex and difficult area, Members were invited to provide any information available to DE 44.

Flexibility of the specifications

11.11 The Sub-Committee agreed that there should be enough flexibility in the revised specifications to provide sufficient possibilities for new developments and technologies. Therefore the revised specifications for test and type approval should not make specific references to existing equipment using technologies of gravitational separation, ultrafiltration or microfiltration membranes. Flexibility of specifications would provide an incentive for the development of new equipment.

11.12 The Sub-Committee also agreed that, if performance standards are to be developed, there would automatically be flexibility since all kinds of technology can be used as long as the performance standards are met.

Tamperproof device

11.13 The Sub-Committee felt that, in order to ensure that the 15 ppm discharge limit is maintained, consideration should be given to the sealing of calibration of the monitor section of the equipment to avoid any possible tampering. A view was expressed that the manufacturer of the equipment could be involved in a possible checking of the calibration at intermediate or renewal surveys.

Recording

11.14 The Sub-Committee recalled that discharge of bilge water, like discharge of dirty ballast, is one of the items listed in the Oil Record Book. However, unlike the discharge of dirty ballast, there is no recording device required to provide a continuous record of the discharge of bilge water. A view was expressed that, for the purpose of verification of compliance, an automatic recording from the equipment, which would supplement the written information in the Oil Record Book, would be useful. However, such requirement can only be effected by an amendment to Annex I of MARPOL 73/78. After an exchange of views, the Sub-Committee agreed that this matter should be considered further at DE 44.

Attitude of the crew including maintenance of equipment

11.15 The Sub-Committee, noting that the environment on board ships is, in many instances, different from the laboratory where the equipment was tested, stressed the importance of good maintenance on board by the crew. The fact that the operation of the equipment by the ship's crew is, in many cases, not satisfactory is mainly due to the attitude of the crew for lack of environmental awareness. In this connection, the role of the 1995 STCW Code and the ISM Code were mentioned since environmental issues are addressed in these two instruments in general terms. The Sub-Committee, after discussion, agreed to include some specific training requirements as well as recording of maintenance schedules in the new specifications.

Proposals for the revision of resolution A.586(14)

11.16 The Sub-Committee used section 3 of document MEPC 42/15/3 as a basis for its discussion on this matter. A view was expressed that, as flow meters have reduced in size with technological development, there is no longer a need to retain the Category B monitoring system (resolution A.586(14), paragraph 4.1.2) for monitoring discharges from the cargo spaces. The Sub-Committee, after discussion, proposed that, in the new specifications, there should be only one category of ODMC for all tankers of 150 tons gross tonnage and above.

11.17 The Sub-Committee recalled the restrictions in regulation 9 of Annex I of MARPOL 73/78 for discharge from cargo spaces, such as when the ship is en route, more than 50 nautical miles from the nearest land and not in a Special Area. Since there are no means of confirming compliance with these requirements, the Sub-Committee agreed with the proposal that the monitor should also be able to record position (latitude and longitude) of the oil tanker. As speed may be derived from position and time, it would no longer be necessary to have an input from the ship's log. It was also suggested that electronic data recording may be acceptable in place of a printed record, and may be checked by the Administration or by port State control officers using a standard interface, laptop and software.

11.18 The Sub-Committee briefly discussed the ± 10 ppm or $\pm 20\%$ accuracy requirement for the oil content meter which would give a large spread at the upper end of the range (normally around 1000 ppm) during the discharge, and agreed that the requirement should be amended to the greater of ± 10 ppm or $\pm 10\%$.

11.19 The Sub-Committee noted that the action of the sample pump and its location relative to the measuring cell is important to the calibration of the oil content meter as it can affect droplet size. The installation arrangement should be co-ordinated as far as possible with the test rig. The Sub-Committee agreed with the proposal that the type approval examination should include confirmation that the test rig has critical dimensions in line with the manufacturer's installation instructions.

11.20 The Sub-Committee noted that manufacturers often have difficulty in obtaining the test oils specified in paragraph 1.2.6 of resolution A.586(14) and there would normally be some variation in the characteristics of these oils. The Sub-Committee agreed with the proposal that the test oils should be given more objective specifications such as the API specifications or a range based on the API characteristics such as density, viscosity and pour point.

11.21 The Sub-Committee noted that knowledge of the oil injection rate, together with observation of a steady reading, can be verified by the Administration, therefore should be sufficiently accurate for comparison with the indicated reading. Alternatively, a properly calibrated and certificated laboratory instrument may be acceptable. The Sub-Committee agreed with the proposal that the requirement for grab samples should be removed.

Establishment of a correspondence group

11.22 The Sub-Committee discussed the pros and cons of the two scenarios listed in the terms of reference for the working group, namely revision of existing specifications by amending resolutions MEPC.60(33) and A.586(14) or development of new performance standards for the equipment. Recognizing that the existing equipment is tested and type approved in accordance with resolutions MEPC.60(33) and A.586 (14) and that there is a need for continuity, the Sub-Committee was of the view that the existing specifications should be amended with a view to producing new revised specifications to be adopted by a new MEPC resolution in the future, taking into account the grandfather clause.

11.23 The Sub-Committee then discussed how to proceed with the matter and it was agreed that there is a need to set up a correspondence group with the task of producing a revised text of resolution MEPC.60(33) for consideration by DE 44. When the revision of resolution MEPC.60(33) is completed, the revision of resolution A.586(14) would be initiated. Consequently it agreed to establish a correspondence group under the co-ordination of the United Kingdom* with the following terms of reference:

“to prepare a revised text of resolution MEPC.60(33) for consideration by DE 44, taking into account documents DE 43/WP.7, DE 43/11, MEPC 42/15, MEPC 42/15/1, MEPC 42/15/2, MEPC 42/15/3 and MEPC 42/INF.11”.

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12 DEVELOPMENT OF GUIDELINES FOR SHIPS OPERATING IN ICE-COVERED WATERS

12.1 The Sub-Committee recalled that DE 42, having considered a progress report of its correspondence group (DE 42/14/1) and information on this matter submitted by the Russian Federation, noted the difficulties encountered by the FP and SLF Sub-Committees when discussing the relevant chapters of the proposed Polar Code in the absence of a clearly defined scope and application of the Code to particular types and sizes of ships. Following detailed consideration, the Sub-Committee, in order to assist the orderly consideration by the relevant sub-committees involved, agreed to recommend the framework for the development of the Code set out in paragraph 14.8 of the Sub-Committee's report (DE 42/15), and invited the MSC to consider the scope and application of the Code, taking account of the recommended framework, and give guidance as to the future work of the Sub-Committees involved.

12.2 The Sub-Committee noted the information provided by the Secretariat in document DE 43/12/2 on the outcome of consideration of this matter by MSC 71, MEPC 43, COMSAR 4 and NAV 45, and in document DE 43/2/1 on the outcome of STW 31 and FP 44.

12.3 In particular, the Sub-Committee noted that MSC 71 had considered the draft framework for the development of a Code on polar navigation developed by DE 42, together with related proposals submitted by the United States in document MSC 71/20/11 and other views expressed orally by Canada, and having debated also other related issues, agreed to the following framework to be used by the correspondence group and the Sub-Committees involved as a basis for further work on this issue:

- .1 recommendatory guidelines should be developed only for SOLAS 74 ships operating in ice-covered waters, for dissemination under cover of an MSC circular, unless the DE Sub-Committee agrees that a different format would be more appropriate and the Committee so agrees;
- .2 the application of the guidelines in areas north of 60°N should be resolved so that ice-free waters in those areas are not covered;
- .3 Antarctic waters are to be excluded from the application of the guidelines, unless Antarctic Treaty members decide otherwise;
- .4 each sub-committee involved should conduct a thorough review of the parts of the guidelines falling under its purview to determine what value is being added by establishing the various proposed requirements, whether the issues in the guidelines are addressed elsewhere, and the implications of such requirements;
- .5 any provisions in the current guidelines, which are inconsistent with international law, including the provision for prior notification, should be removed;
- .6 any clauses that appear to indicate that they are mandatory should be redrafted in such a way that their recommendatory nature is clearly demonstrated;
- .7 only provisions additional to existing SOLAS requirements taking account of the climatic conditions of ice-covered waters should be included and the need for such additional provisions should be clearly demonstrated;

- .8 whether or not barges should be included in the guidelines was a matter to be discussed; and
- .9 any survey and certification provisions, which might be different to the corresponding SOLAS requirements, should also be discussed.

Further, the Committee instructed the Sub-Committee as co-ordinator, and the BLG, FP, COMSAR, NAV, SLF and STW Sub-Committees to conduct their work in accordance to the approved framework, and invited the MEPC to concur with the agreed course of action.

12.4 The Sub-Committee considered the report of the correspondence group (DE 43/12) submitted by the Co-ordinator (Canada), attaching draft Guidelines for ships operating in Arctic polar waters, together with a document by the United States (DE 43/12/3) proposing revisions to the report of the correspondence group, and a further submission by the Co-ordinator of the correspondence group (DE 43/12/5) commenting on the United States' document. The Sub-Committee also examined documents by the Russian Federation (DE 43/12/4), containing proposals on correction of the classification table, requirements for ice propulsion and the need for icebreaker support, and by Canada (DE 43/12/6) commenting on DE 43/12 and DE 43/12/3.

Establishment of a working group

12.5 Having decided to use document DE 43/12/3 as a basic document for further work on this matter, the Sub-Committee agreed to establish a working group, under the chairmanship of Mr. R. Hayward (Germany), with the following terms of reference:

- .1 using as basic document DE 43/12/3 and, taking into consideration the other documents submitted on the subject (DE 43/12, DE 43/12/1, DE 43/12/2, DE 43/12/4 and DE 43/12/5) and comments made in plenary, to review the text of the draft Guidelines to ensure that they fully conform to the instructions of MSC 71 (DE 43/12/2, paragraph 4), i.e.:
 - .1.1 the recommendatory guidelines should be developed only for SOLAS 74 ships operating in ice-covered waters, for dissemination under cover of an MSC circular;
 - .1.2 the application of the guidelines in areas north of 60°N should be resolved so that ice-free waters in those areas are not covered;
 - .1.3 Antarctic waters are, for the time being, to be excluded from the application of the guidelines;
 - .1.4 any provisions in the current draft guidelines, which are inconsistent with international law, including the provision for prior notification, should be removed;
 - .1.5 any clauses that appear to indicate that they are mandatory should be redrafted in such a way that their recommendatory nature is clearly demonstrated;

- .1.6 only provisions additional to existing SOLAS requirements taking account of the climatic conditions of ice-covered waters should be included and the need for such additional provisions should be clearly demonstrated;
- .2 to identify clearly the areas where input from other Sub-Committees should be sought;
- .3 to provide advice on whether or not barges should be included in the guidelines;
- .4 to consider the need for any survey and certification provisions which might be different to the corresponding SOLAS requirements; and
- .5 to present a report (part 1) to plenary on Thursday, 13 April on the work accomplished thus far, and continue working through the week to prepare, in collaboration with the Secretariat, part 2 of the report for consideration by DE 44 with a view to finalizing the item as scheduled.

12.6 Having received the report of the working group (DE 43/WP.10), the Sub-Committee took action as indicated in the ensuing paragraphs.

Matters to be referred to relevant IMO bodies

12.7 Some delegations expressed the view that they could not possibly have time to go through the report in general, and, in particular, its annex which contains the list of matters to be referred to MSC, MEPC and relevant sub-committees. These delegations suggested noting the report and postponing any decision until the next session.

12.8 The Canadian delegation, supported by some delegations explained that most of the information referred to in the report had already been reviewed at DE 41 and that most of the changes brought in at this session were deletions from the previous version of the draft guidelines.

12.9 Some delegations emphasized that the guidelines have been under consideration for several years and that it was appropriate to try to finalize the guidelines according to the target completion date of 2001 and that deferring the in-depth consideration of the report would imply that the target completion date be extended.

12.10 A number of delegations identified areas where some clarification may be needed, such as the respective responsibilities of the Master and the Ice Navigator, and the reason why damage stability issues were to be referred to MEPC.

12.11 Several delegations suggested that, in order to benefit from the work carried out at this session, the draft guidelines should be considered by a correspondence group. Due to the limited number of correspondence groups authorized to work during the intersessional period, the Sub-Committee decided to defer the consideration of this option under the agenda item on the Work Programme (see paragraph 16.5).

12.12 Having discussed at length the various options, the Sub-Committee agreed to refer the report of the working group to DE 44 together with the status report of the draft guidelines

(Part 2 of the report of the working group), which would be prepared in collaboration with the Secretariat.

Outcome of the XXIII Antarctic Treaty Consultative Meeting

12.13 The Sub-Committee noted (DE 43/12/1) that in May/June 1999, in Lima, Peru, the XXIII Antarctic Treaty Consultative Meeting (ACTM) considered the outcome of MSC 71 on this matter (see paragraph 12.3 above) and that the ACTM decided:

- to give priority to development of guidelines for Antarctic shipping;
- to seek subsequent adoption of these guidelines by IMO; and
- to convene a meeting of experts to develop the said guidelines.

In this connection, the Sub-Committee noted also that the Antarctic Treaty Meeting of Experts referred to above was being organized by the United Kingdom and would be held from Monday 17 to Wednesday, 19 April 2000 at IMO Headquarters, and that the IMO Secretariat had been invited to participate and would attend the proceedings.

12.14 Having discussed the possibility of making the working group's report (DE 43/WP.10) and the subsequent decisions of the Sub-Committee available to the Antarctic Treaty Meeting of Experts referred to above, the Sub-Committee felt that this would be inappropriate as consideration of the report had not been finalized. Instead, a status report would be presented orally by the Secretariat.

13 AMENDMENTS TO RESOLUTION A.744(18)

13.1 The Sub-Committee recalled that DE 42, having noted with appreciation the information on the proposed amendments to resolution A.744(18) provided by Japan (DE 42/INF.7), invited Members to submit relevant comments and proposals to this session, for consideration. The Sub-Committee had noted also that there are classification societies that are not members of IACS and, consequently, invited Members that have delegated statutory functions to such recognized organizations to make submissions to this session on this matter.

13.2 The Sub-Committee considered two submissions by Japan (DE 43/13 and DE 43/INF.3), containing proposed amendments to resolution A.744(18) to require the evaluation of longitudinal strength of the hull girder to be carried out for old oil tankers with diminution in the scantlings of structural members. It also considered documents submitted by France (DE 43/13/2) and IACS (DE 43/13/1) both containing comments on document DE 43/13.

13.3 The Sub-Committee unanimously supported the Japanese proposal (DE 43/13 and DE 43/INF.3) in principle, subject to some modifications to adopt a more conservative diminution limit of 10% rather than the proposed 15%, and to increase the minimum accepted section modulus from 85% to 90%, in line with current practice within IACS member societies.

13.4 In order to finalise the text of the amendments the Sub-Committee invited the delegation of Japan and IACS to prepare a revised draft of the amendments to Annex B to resolution A.744(18) together with a related draft MSC resolution.

13.5 Having considered the report submitted (DE 43/WP.8) the Sub-Committee agreed to the text of the proposed amendments to Annex B to resolution A.744(18) on Guidelines on the enhanced programme of inspections during surveys of oil tankers, as set out at annex 8, and the draft MSC resolution on Recommendation on compliance with the requirements of paragraph 2.2.1.1 of annex 12 to Annex B to resolution A.744(18), as set out in annex 9.

13.6 Conscious that this item had not been earmarked by MSC 71 as an urgent matter for submission to MSC 72 but acknowledging that the circumstances were exceptional, the Sub-Committee agreed to invoke paragraph 45 of the Guidelines on the organization and method of work of the MSC and the MEPC and their subsidiary bodies and, having obtained the concurrence of the Sub-Committee and the MSC Chairmen, invited MSC 72 to consider the proposed amendments to resolution A.744(18) as an urgent matter, with a view to approval at that session and adoption at MSC 73, where the Committee might determine that the adopted amendments would enter into force on 1 July 2002. Regarding the draft MSC resolution contained in annex 9, MSC 72 was invited to consider it with a view to adoption by MSC 73 after adoption of the amendments to resolution A.744(18).

13.7 MSC 72 was also invited to communicate its decision on this matter to the MEPC, as appropriate.

13.8 The delegation of the United Kingdom suggested that, although the agreed amendments to resolution A.744(18) were specifically meant for oil tankers, there was some merit in conveying them to the MSC working group on bulk carrier safety for information purposes, in case there were some lessons to be learned which could be used in the group's own endeavours to enhance the safety of bulk carriers, bearing in mind that said resolution also applied to this ship type. In agreeing with this suggestion, the Sub-Committee invited the Committee to note the rationale behind it and decide as appropriate.

13.9 The delegation of the Bahamas, supported by several delegations, pointed to the possibility that thickness diminution sampling might not portray accurately the actual structural condition of the hull and, therefore, the issue of sampling of thickness measurements should be addressed. Noting that this work programme item would still have one session to spare before the target completion date, the Sub-Committee agreed to pursue this matter and invited the Bahamas and other interested delegations and organizations in consultative status, in particular IACS, to submit comments and proposals thereon to DE 44 under this agenda item, for further consideration and appropriate action.

14 SAFETY OF PASSENGER SUBMERSIBLE CRAFT

14.1 The Sub-Committee recalled that DE 42, having noted the information provided in a joint submission by Canada, Germany, the Russian Federation, the United Kingdom and the United States (DE 42/INF.4) containing information on the progress made with the draft Guidelines for the design, construction and operation of passenger submersible craft, agreed to invite COMSAR 4 and NAV 45 to deal with this matter, as their input is necessary in order to be able to finalize the item at this session, as scheduled.

14.2 The Sub-Committee noted (DE 43/14) that COMSAR 4 considered a document submitted by the Secretariat on the subject, approved section 2.4.6 of the draft Guidelines for the design, construction and operation of passenger submersible craft, as set out in annex 1 to DE 43/14, and instructed the Secretariat to convey the approved text to DE 43. Similarly, NAV 45 considered another document submitted by the Secretariat also on the subject matter, approved section 2.4.5

of the above draft Guidelines, as set out in annex 2 to DE 43/14, and instructed the Secretariat to convey the approved text to DE 43.

14.3 The Sub-Committee considered documents submitted by the Russian Federation (DE 43/14/1) containing the latest version of the draft Guidelines, except for the outcome of COMSAR 4 and NAV 45, and IACS (DE 43/INF.8) on their interpretation for viewports in passenger submersible craft, and recognizing that this item had to be finalized at the current session, agreed to prepare a consolidated text of the draft Guidelines incorporating all the aforementioned contributions.

14.4 Having reviewed the above consolidated text (DE 43/WP.9), the Sub-Committee made further changes, in particular to the Preamble and to some navigation provisions, and agreed to the draft Guidelines for the design, construction and operation of passenger submersible craft, as set out in annex 10 for submission to MSC 73 with a view to approval and dissemination as appropriate. Acknowledging that the modifications made to the navigation provisions might necessitate expert sanctioning, the Sub-Committee also agreed to invite NAV 46 to concur with the action taken regarding paragraph 2.4.6.4 of the said draft Guidelines, and to inform MSC 73 accordingly.

14.5 The Sub-Committee considered whether the ISM Code should be applied to this type of craft. It was noted that, being of a novel kind, passenger submersibles are exempted from SOLAS compliance and therefore the application of the ISM Code is not a mandatory requirement. However, considering that safety will be improved by the application of the ISM Code to passenger submersible craft, the Sub-Committee agreed to maintain the relevant text in paragraph 1.5.4 of the draft Guidelines.

15 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2001

15.1 In accordance with the Rules of procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mr. A. Chrysostomou (Cyprus) as Chairman and Captain J. E. C. Rocha (Brazil) as Vice-Chairman for 2001.

Expressions of appreciation

15.2 The Sub-Committee, being informed that Mr. J.R.G. Smith, IACS Permanent Representative to IMO since September 1995, was to retire from his current responsibilities, expressed its deep appreciation for his valuable contribution to the Sub-Committee's work and wished him every success in his new duties. Similarly, noting that Mr. U. Matthiesen (Germany) was due to retire shortly after representing his country in the Sub-Committee and other IMO technical bodies for many years, expressed its appreciation for his dedication to the work of the Organization and wished him a long and happy retirement.

16 WORK PROGRAMME AND AGENDA FOR DE 44

16.1 Taking into account the proposals submitted to this session by Japan (DE 43/16, DE 43/16/1 and DE 43/INF.4), Denmark (DE 43/INF.2) and IEC (DE 43 16/2), together with the provisions of the agenda management procedure (MSC/Circ.931), the Sub-Committee revised its work programme (DE 43/WP.12) based on that approved by MSC 71 (DE 43/2, annex) and prepared a draft revised work programme and draft provisional agenda for DE 44, as set out in annex 11. While reviewing the work programme, the Sub-Committee agreed to invite the Committees, as appropriate, to:

- .1 delete the following work programme items, as work on them has been completed:
 - .1.1 item H.2 - Revision of the HSC Code;
 - .1.2 item H.5.1 - Guidelines on representative samples of the fuel delivered for use on board ships;
 - .1.3 item L.2 - Safety of passenger submersible craft;
 - .1.4 item L.3 - International approval procedures for life-saving appliances;
- .2 extend the target completion date of the following items:
 - .2.1 item H.1 - Low-powered radio homing devices for liferafts on ro-ro passenger ships, to 2001;
 - .2.2 item H.3 - Asbestos-related problems on board ships, to 2001;
 - .2.3 item L.1 - Development of requirements for wing-in-ground (WIG) craft, to 2003;
- .3 replace the number of sessions by a target completion date for the following items:
 - .3.1 item H.8 - Use of desalinators on lifeboats and liferafts 2002
 - .3.2 item L.6 - Revision of the Interim Standards for ship manoeuvrability 2002
 - .3.3 item L.7 - Amendments to SOLAS requirements on electrical installations; and 2002
- .4 renumber the work programme items accordingly.

16.2 The Sub-Committee agreed to select the following work programme items for inclusion in its provisional agenda for DE 44:

- .1 Revision of the Interim Standards for ship manoeuvrability;
- .2 Use of desalinators on lifeboats and liferafts; and
- .3 Amendments to SOLAS requirements on electrical installations.

The item on Development of requirements for wing-in-ground (WIG) craft, however, was not selected for inclusion in the provisional agenda for DE 44 (see paragraphs 8.11 and 8.12).

16.3 The Committee is invited to approve the draft revised work programme and draft provisional agenda for DE 44, as set out in annex 11.

Arrangements for the next session

16.4 The Sub-Committee agreed that working and drafting groups for the next session would be proposed by the Secretariat in consultation with the Chairman on the basis of decisions taken by MSC 72 on the Sub-Committee's revised work programme, and be communicated at a later stage in the annotations to the provisional agenda for DE 44 (DE 44/1/1). It agreed that possible subjects for these working or drafting groups would be:

- Guidelines under MARPOL Annex VI;
- Development of guidelines for ships operating in ice-covered waters;
- Revision of resolutions MEPC.60(33) and A.586(14);
- Revision of the Interim Standards for ship manoeuvrability;
- Improved thermal protection.

16.5 The Sub-Committee decided to establish the following correspondence groups due to report to DE 44:

- .1 asbestos-related problems on board ships;
- .2 revision of resolution MEPC.60(33); and
- .3 wing-in-ground (WIG) craft.

Dates of the next session

16.6 The Sub-Committee noted that its forty-fourth session had been tentatively scheduled to take place from 5 to 9 March 2001.

Urgent matters emanating from DE 44

16.7 Noting also the close proximity between DE 44 (March 2001) and MSC 74 (May 2001), the Sub-Committee invited MSC 72 to agree that, in addition to its work programme and agenda for DE 45, the outcome of DE 44 on the following items would be urgent matters to be considered by MSC 74:

- .1 low-powered radio homing devices for liferafts on ro-ro passenger ships;
- .2 asbestos-related problems on board ships; and
- .3 improved thermal protection.

17 ANY OTHER BUSINESS

17.1 The Sub-Committee had for its consideration under this agenda item documents submitted by Denmark (DE 43/INF.2), IACS (DE 43/17/1, DE 43/INF.5, DE 43/INF.6, DE 43/INF.7, DE 43/INF.9 and DE 43/INF.11), IADC (DE 43/INF.10) and the Secretariat (DE 43/17). The Sub-Committee also considered other documents referred to it by MSC 71,

submitted by Australia (MSC 71/20/7), the Russian Federation (MSC 71/20/6), the United Kingdom (MSC 70/20/7) and the Netherlands (MSC 70/INF.26).

Threshold warnings for automated propulsion systems

17.2 The Sub-Committee noted (DE 43/17) that NAV 45, in the context of the revision of SOLAS chapter V on Safety of Navigation, in particular draft regulation 19.3*bis* thereof relating to automated propulsion systems controlled by computer systems, invited the Sub-Committee to comment on this proposed new provision, which is annexed to document DE 43/17, and considered a submission by IACS (DE 43/17/1), offering a re-wording of the proposed new regulation V/19.3*bis*.

17.3 Noting that the revised SOLAS chapter V is scheduled for adoption by MSC 73 in November/December of this year, the Sub-Committee discussed the proposals and agreed that the text proposed by IACS in document DE 43/17/1 was preferable from the engineering viewpoint and that, therefore, the regulation would be better placed in chapter II-1. Further, the Sub-Committee agreed with the suggestion that automated propulsion systems controlled by computers should be linked to the engineers' quarters to alert them of an imminent shutdown. The Secretariat was instructed to convey the above decisions together with paragraph 9 of DE 43/17/1 to NAV 46 for appropriate action.

IACS Interpretations of SOLAS requirements

17.4 The Sub-Committee noted with appreciation the information provided by IACS in documents DE 43/INF.5, DE 43/INF.6, DE 43/INF.7, DE 43/INF.9 and DE 43/INF.11, on IACS interpretations of various SOLAS regulations, and, acknowledging the need to determine a procedure as to how to deal with similar submissions in the future, other than noting their contents, agreed to invite the Committee to provide advice on the matter, also for the benefit of other Sub-Committees.

Accidents during lifeboat testing

17.5 The Sub-Committee noted a submission by IADC (DE 43/INF.10), presenting their views on the current practices for in-service survey of lifeboats, the hazards posed by certain of these practices, and suggested means of reducing these hazards.

Accidents in lifeboats

17.6 The Sub-Committee recalled that MSC 71 had noted information provided by Australia (MSC 71/20/7) on serious accidents which had occurred during lifeboat maintenance, inspection and drills, drawing attention to the safety matters involved, and had agreed to refer document MSC 71/20/7 to DE 43 for consideration and future advice, as appropriate, under this agenda item.

17.7 Having briefly discussed the above information and comments, and recognizing that this kind of accidents may need to be addressed in more detail, the Sub-Committee invited Members to take note of the Australian concerns with a view to determining whether they can contribute their expertise in order to minimize the likelihood of occurrence of this type of accidents.

Designated rescue boats

17.8 The Sub-Committee recalled that MSC 71 had considered a proposal by the United Kingdom (MSC 70/20/7) to deal with the proposed amendments to SOLAS chapter III and the LSA Code to require all ships to carry designated rescue boats for the recovery of survivors from the sea and to also improve the arrangements for marshalling liferafts. This was supported by the Netherlands (MSC 70/INF.26), which had also suggested to extend the scope of the exercise to the effectiveness and use of rescue boats and lifeboats as well as to training and maintenance aspects and had informed the Committee of the Netherlands' intention to start, in 1999, a research project using the FSA approach. The Committee had noted that the Russian Federation (MSC 71/20/6) did not support the proposal.

17.9 The Sub-Committee recalled also that, while some delegations requested assurances that any new provisions should only apply to new ships, other delegations would have preferred that these proposals had rather been considered as part of a more systematic exercise encompassing all life-saving appliance-related proposals. The ICS observer had recommended that the rescue boat recovery operation should not be limited to single-point hoisting in order not to hinder the development of any technological advances in this field. The Committee had decided to refer the above documents, together with the related comments, to DE 43 for further review and advice on any action to be taken, under this agenda item.

17.10 Following some discussion on whether there was a need for additional statistical information and on the appropriateness or otherwise of the title of the proposed new item, the delegation of the United Kingdom withdrew its earlier proposal and advised the Sub-Committee of its intention to make a fresh submission to MSC 73, which would reflect the comments voiced during the above deliberations.

Service intervals of life-saving appliances

17.11 The Sub-Committee noted that the FSI Sub-Committee, at its seventh session in March of 1999, had considered document FSI 7/4/1 (Republic of Korea and Japan), proposing a draft MSC circular on the harmonization of servicing intervals for life-saving appliances and radiocommunication equipment, and, agreeing that the competent body to deal with the matter first was this Sub-Committee, had decided to refer the matter to it for consideration and advice. However, FSI 8 in January 2000 reconsidered this issue when discussing its work programme and recommended that this matter should be resolved directly, in view of its urgency, at MSC 72, pending a relevant submission by the Republic of Korea to MSC 72.

17.12 Having discussed this matter briefly, the Sub-Committee, acknowledging that the decision of FSI 8 to refer the issue directly to MSC 72 revokes the earlier decision of FSI 7, agreed that this matter should be resolved at MSC 72. Therefore, it was decided that no further action was required from the Sub-Committee for the time being.

Partially weathertight hatchway covers on board containerhips

17.13 The Sub-Committee recalled that SLF 42 (SLF 42/18, section 13), having considered a draft recommendation for the installation of partially-weathertight hatch covers on board containerhips as given in document MSC 67/19/9 and amplified by document MSC 68/20/10, together with comments thereon submitted by Germany (SLF 42/13) and IACS (SLF 42/INF.7), agreed to request the DE, FP and DSC Sub-Committees to provide to the SLF Sub-Committee comments and proposals on the recommendation's sections dealing with possible water seepage

into holds and hold dewatering systems, capacity of fixed gas-based fire extinguishers and transport of dangerous goods respectively.

17.14 In the absence of relevant proposals, the Sub-Committee invited Members and interested organizations in consultative status to submit comments on this matter to DE 44, having regard to the request of SLF 42 (SLF 42/18, section 13) and the related documents submitted on the subject (MSC 67/19/9, MSC 68/20/10, SLF 42/13 and SLF 42/INF.7).

18 ACTION REQUESTED OF THE COMMITTEES

Action requested of the MSC

18.1 The Maritime Safety Committee is invited to approve the report in general and, in particular, to:

- .1 approve the draft Standardized life-saving appliance evaluation and test report forms and the associated draft MSC circular for their dissemination (paragraph 3.12 and annex 2);
- .2 approve, subject to any further contributions by NAV 46 and SLF 43 as appropriate, the draft International Code of safety for high-speed craft, 2000 (2000 HSC Code) and the associated draft MSC resolution on its adoption by MSC 73 (paragraph 4.10 and annex 3);
- .3 note the issues raised regarding the use of the Spanish language and act accordingly (paragraphs 4.16 and 4.17);
- .4 note the outcome of the discussion concerning the inclusion of requirements for VDRs in the draft 2000 HSC Code and take action as appropriate (paragraph 4.18);
- .5 approve the draft amendments to SOLAS chapter X with a view to adoption by MSC 73, noting that the references to regulation V/12 may have to be readjusted after adoption of the new SOLAS chapter V (paragraphs 4.20 and 4.21 and annex 4);
- .6 approve the revised draft SOLAS regulation II-1/3-5 on New installation of materials containing asbestos, in lieu of the draft proposed by DE 42, with a view to adoption by MSC 73 (paragraph 6.5 and annex 5);
- .7 note the discussion regarding the development of carriage requirements for low-powered radio homing devices for liferafts on ro-ro passenger ships and provide advice on how to take the matter forward (section 7);
- .8 concur with the Sub-Committee's majority opinion that the HSC Code should no longer continue to be used as the base document for developing provisions for WIG craft; that, instead an entirely new approach should be undertaken based upon a combination of risk management measures and core technical criteria; and that relevant draft WIG craft guidelines should be developed intersessionally by a correspondence group (section 8 and annex 6);

- .9 approve the proposed amendments to Annex B to resolution A.744(18) on Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (paragraphs 13.5 and 13.6 and annex 8), with a view to adoption by MSC 73;
- .10 consider the draft MSC resolution on Recommendation on compliance with the requirements of paragraph 2.2.1.1 of annex 12 to Annex B to resolution A.744(18) with a view to adoption by MSC 73, as appropriate (paragraphs 13.5 and 13.6 and annex 9);
- .11 communicate its decision on subparagraphs .9 and .10 above to the MEPC, as appropriate (paragraph 13.7);
- .12 note the suggestion to convey the draft amendments to resolution A.744(18) to the MSC working group on bulk carrier safety and decide as appropriate (paragraph 13.8);
- .13 approve the draft Guidelines for the design, construction and operation of passenger submersible craft, for appropriate dissemination, after concurrence by NAV 46 with paragraph 2.4.6.4 thereof (paragraph 14.4 and annex 10);
- .14 approve the draft revised work programme of the Sub-Committee and the draft provisional agenda for DE 44 (section 16 and annex 11); and
- .15 provide advice on how to deal in the future with the interpretations of SOLAS regulations submitted by IACS from time to time, other than noting their contents, also for the benefit of other Sub-Committees (paragraph 17.4).

Action requested of the MEPC

18.2 The Marine Environment Protection Committee is invited to:

- .1 consider the draft Guidelines for the sampling of fuel oil for combustion purposes delivered for use on board ships, for approval and subsequent appropriate action (paragraph 10.5 and annex 7);
- .2 delete the above sub-item from the Sub-Committee's work programme as work has been completed (paragraphs 10.5 and 16.1.1.2 and annex 11);
- .3 note the progress made on the development of Guidelines for on-board NOx monitoring and recording devices and urge Member Governments and observer organizations to submit relevant information to the focal point (paragraphs 10.6 to 10.11); and
- .4 note the progress made on the revision of resolutions MEPC.60(33) and A.586(14) (section 11).

ANNEX 1

AGENDA FOR THE FORTY-THIRD SESSION AND LIST OF DOCUMENTS

1 Adoption of the agenda

| | | |
|-----------|-------------|---------------------------------------|
| DE 43/1 | Secretariat | Provisional agenda |
| DE 43/1/1 | Secretariat | Annotations to the provisional agenda |

2 Decisions of other IMO bodies

| | | |
|-----------|-------------|---------------------------------------------------------------|
| DE 43/2 | Secretariat | Outcome of FSI 7, BLG 4, MSC 71, MEPC 43, COMSAR 4 and NAV 45 |
| DE 43/2/1 | Secretariat | Outcome of STW 31, FSI 8, DSC 5 and FP 44 |

3 International approval procedures for life-saving appliances

| | | |
|--------------------|-----------------------------------|-----------------------------------------|
| DE 43/3 | Correspondence group co-ordinator | Report of correspondence group (Part I) |
| DE 43/3/Add.1 | Correspondence group co-ordinator | Report of correspondence group (Part 2) |
| DE 43/3/Add.2 | Correspondence group co-ordinator | Report of correspondence group (Part 3) |
| DE 43/3/1 | France and United Kingdom | Lifejacket testing |
| DE 43/3/2 | ILAMA | Comments on correspondence group report |
| DE 43/3/3 | ILAMA | Comments on correspondence group report |
| DE 43/WP.6 | | Report of the drafting group |
| DE 42/WP.6 | | Report of the DE 42 working group |
| MSC 70/23, annex 6 | | |
| LSA Code | | |

4 Revision of the HSC Code

| | | |
|------------|------------------------|----------------------------------------|
| DE 43/4 | Working group Chairman | Working group report (Part 2) |
| DE 43/4/1 | Secretariat | Outcome of MSC 71, COMSAR 4 and NAV 45 |
| DE 43/4/2 | France | Interpretation of 1.4.12 of HSC Code |
| DE 43/4/3 | IEC | Electrical installations |
| DE 43/4/4 | United Kingdom | Editorial amendments (from SLF C.G.) |
| DE 43/4/5 | United Kingdom | Editorial amendments (chapter 4) |
| DE 43/4/6 | United Kingdom | Editorial amendments (general) |
| DE 43/4/7 | Norway | Proposed new annex 12 |
| DE 43/4/8 | Norway | Amendments to chapter 8 and annex 10 |
| DE 43/4/9 | Denmark | Amendments to chapters 17 and 18 |
| DE 43/4/10 | Norway | VDR or VR for HSC |
| DE 43/4/11 | Norway | Amendments to SOLAS chapter X |
| DE 43/4/12 | Norway | Comments on DE 43/4 |

| | | |
|----------------------------------------------------------------------------------|------------------------|-------------------------------------------------------------|
| DE 43/4/13 | Norway | Craft instability hazards |
| DE 43/4/14 | Norway | Testing and documentation of operational safety |
| DE 43/4/15 | Australia | Semi-WIGs |
| DE 43/WP.1 | Secretariat | Draft amendments to the HSC Code |
| DE 43/WP.3 | | Report of the SLF Intersessional Working Group |
| DE 43/WP.5 | | Report of the working group |
| DE 43/2/1 | Secretariat | Outcome of DSC 5 and FP 44 |
| 5 Casualty analysis | | |
| DE 43/5 | Secretariat | Overheating of belt rollers on self-unloading bulk carriers |
| 6 Asbestos-related problems on board ships | | |
| DE 43/6 | United States | Asbestos-related problems |
| DE 43/6/1 | France | Asbestos-related problems |
| DE 43/6/2 | Russian Federation | Asbestos-related problems |
| DE 43/2 | Secretariat | Outcome of MSC 71 |
| DE 43/2/1 | Secretariat | Outcome of FP 44 |
| FP 44/11 | France | Asbestos-related problems |
| FP 44/11/1 | IACS | Clarification of certain terms |
| FP 43/6 | France | Measures adopted for Existing Ships |
| DE 42/15, annex 8 | | Report of DE 42 |
| 7 Low-powered radio homing devices for liferafts on ro-ro passenger ships | | |
| DE 43/7 | Secretariat | Outcome of COMSAR 4 |
| 8 Development of requirements for wing-in-ground (WIG) craft | | |
| DE 43/8 | Working group Chairman | Report of the working group (part 2) |
| DE 43/8/1 | Russian Federation | Report of the correspondence group |
| DE 43/8/1/Add.1 | Russian Federation | Addendum |
| DE 43/8/2 | Germany | Proposed amendments to draft Code |
| DE 43/WP.4 | | Report of the drafting group |
| 9 Improved thermal protection | | |
| DE 43/9 | Norway | Standards and requirements for thermal protection |
| DE 43/9/1 | Norway | Improvement of immersion suits |
| DE 43/9/2 | Norway | Improvement of thermal protective aids |
| DE 43/INF.12 | Japan | Deterioration of immersion suits |
| DE 43/INF.13 | Norway | Prototype tests results |
| MSC 71/20/14 | Norway | Improved thermal protection |

10 Guidelines under MARPOL Annex VI on prevention of air pollution from ships

| | | |
|------------|---------|------------------------------------------------------------------------------------|
| DE 43/10 | Bahamas | Guidelines on representative samples for the fuel delivered for use on board ships |
| DE 43/10/1 | Germany | Guidelines for on-board NOx monitoring and recording devices |
| DE 43/WP.2 | | Report of the <i>ad hoc</i> group |
| DE 42/10/1 | EUROMOT | |
| DE 42/10/2 | Japan | |

11 Revision of resolutions MEPC.60(33) and A.586(14)

| | | |
|------------------------|--------------------|--------------------------------------------------|
| DE 43/11 | Netherlands | Revision of resolution MEPC.60(33) and A.586(14) |
| DE 43/WP.7 | | Report of the working group |
| MEPC 42/15 | Netherlands | |
| MEPC 42/15/1 | Netherlands | |
| MEPC 42/15/2 | Russian Federation | |
| MEPC 42/15/3 | United Kingdom | |
| MEPC 42/INF.11 | Russian Federation | |
| Resolution MEPC.60(33) | | |
| Resolution A.586(14) | | |

12 Development of guidelines for ships operating in ice-covered waters

| | | |
|-------------|-----------------------------------|------------------------------------------------------------|
| DE 43/12 | Correspondence group co-ordinator | Report of the Correspondence group |
| DE 43/12/1 | Secretariat | Outcome of the XXIII Antarctic Treaty Consultative Meeting |
| DE 43/12/2 | Secretariat | Outcome of MSC 71, MEPC 43, COMSAR 4 and NAV 45 |
| DE 43/12/3 | United States | Proposed revisions to DE 43/12 |
| DE 43/12/4 | Russian Federation | Proposed revisions to DE 43/12 |
| DE 43/12/5 | Correspondence group co-ordinator | Comments on DE 43/12/3 |
| DE 43/12/6 | Canada | Comments on DE 43/12 and DE 43/12/3 |
| DE 43/2/1 | Secretariat | |
| DE 43/WP.10 | | Report of the working group |

13 Amendments to resolution A.744(18)

| | | |
|----------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DE 43/13 | Japan | Amendments to resolution A.744(18) |
| DE 43/13/1 | IACS | Comments on DE 43/13 |
| DE 43/13/2 | France | Comments on DE 43/13 |
| DE 43/INF.3 | Japan | Amendments to resolution A.744(18) |
| DE 43/WP.8 | | Report of the <i>ad hoc</i> group |
| Resolution A.744(18) | | Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (Amended by resolution MSC.49(66) and resolution 2 of the 1997 SOLAS Conference) |

14 Safety of passenger submersible craft

| | | |
|-------------|--------------------|------------------------------------------|
| DE 43/14 | Secretariat | Outcome of COMSAR 4 and NAV 45 |
| DE 43/14/1 | Russian Federation | Draft guidelines |
| DE 43/INF.8 | IACS | Viewports in passenger submersible craft |
| DE 43/WP.9 | | Report of the <i>ad hoc</i> group |

15 Election of Chairman and Vice-Chairman for 2001

No document submitted

16 Work programme and agenda for DE 44

| | | |
|----------------|-------------|------------------------------------------------------------------|
| DE 43/16 | Japan | Revision of resolution A.751(18) |
| DE 43/16/1 | Japan | Use of desalinators on lifeboats and liferafts |
| DE 43/16/2 | IEC | Proposed amendments to SOLAS |
| DE 43/2, annex | Secretariat | Work programme approved by MSC 71 |
| DE 43/WP.12 | Chairman | Proposed revised work programme and provisional agenda for DE 44 |
| DE 43/INF.2 | Denmark | Ship manoeuvring data |
| DE 43/INF.4 | Japan | Basic policy on revision of A.751(18) |

17 Any other business

| | | |
|--------------|--------------------|------------------------------------------|
| DE 43/17 | Secretariat | Paragraph <i>3bis</i> of draft V/19 |
| DE 43/17/1 | IACS | Comments on draft V/19.3 bis |
| DE 43/INF.2 | Denmark | Ship manoeuvring data |
| DE 43/INF.5 | IACS | Interpretation of II-1/42.3.4 and 43.3.4 |
| DE 43/INF.6 | IACS | Interpretation of III/15.1 |
| DE 43/INF.7 | IACS | Interpretation of III/11.7 and 16.6 |
| DE 43/INF.9 | IACS | Interpretation of III/20.11 |
| DE 43/INF.10 | IADC | Accidents during liferaft testing |
| DE 43/INF.11 | IACS | U. R. on rudder stock diameter |
| MSC 71/20/6 | Russian Federation | Designated rescue boats |
| MSC 71/20/7 | Australia | Accidents in lifeboats |

| | | |
|-----------------------|----------------|-------------------------------|
| MSC 70/20/7 | United Kingdom | Designated rescue boats |
| MSC 70/INF.26 | Netherlands | Designated rescue boats |
| DE 43/2 | Secretariat | Decisions of other IMO bodies |
| DE 43/2/1 | Secretariat | Decisions of other IMO bodies |
| SLF 42/18, section 13 | | Report of SLF 42 |

18 Report to the Maritime Safety Committee

| | |
|-----------------------|-----------------------------------------------|
| DE 43/WP.11 and Add.1 | Draft report to the Maritime Safety Committee |
| DE 43/18 | Report to the Maritime Safety Committee |
| DE 43/INF.1 | List of participants |

ANNEX 2

DRAFT MSC CIRCULAR

**STANDARDIZED LIFE-SAVING APPLIANCE
EVALUATION AND TEST REPORT FORMS**

(see DE 43/18/Add.2, Add.3 and Add.4

ANNEX 3**DRAFT RESOLUTION MSC....(.....)****(adopted on)****ADOPTION OF THE INTERNATIONAL CODE OF SAFETY FOR
HIGH-SPEED CRAFT, 2000**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.36(63) by which the Committee adopted the International Code for the Safety of High-Speed Craft (HSC Code) and chapter X of the International Convention for the Safety of Life at Sea (SOLAS), 1974 which made the HSC Code mandatory under that Convention,

RECOGNIZING that development of novel types and sizes of high-speed craft and improvements of maritime safety standards since the adoption of the HSC Code necessitate the revision of the provisions for the design, construction, equipment and operation of high-speed craft in order to maintain the highest practical level of safety,

NOTING ALSO resolution MSC....(...) by which it adopted amendments to SOLAS chapter X to make the provisions of the International Code for the Safety of High-Speed Craft, 2000 (2000 HSC Code) mandatory under the Convention for high-speed craft constructed on or after [1 July 2002],

HAVING CONSIDERED, at its [] session, the text of the proposed 2000 HSC Code which has been developed following a thorough revision of the HSC Code,

1. ADOPTS the International Code of Safety for High-Speed Craft, 2000, the text of which is set out in the Annex to the present resolution;
2. NOTES that, under the provisions of SOLAS regulation X/1.2, amendments to the 2000 HSC Code shall be adopted, brought into force and shall take effect in accordance with the provisions of article VIII of that Convention concerning the amendment procedures applicable to the Annex to the Convention other than chapter I;
3. REQUESTS the Secretary-General to transmit certified copies of the present resolution and the text of the 2000 HSC Code contained in the Annex to all Contracting Governments to the Convention;
4. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and the Annex to all Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

DRAFT INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000

CONTENTS

Page

Preamble

CHAPTER 1 - GENERAL COMMENT AND REQUIREMENTS

- 1.1 General comments
- 1.2 General requirements
- 1.3 Application
- 1.4 Definitions
- 1.5 Surveys
- 1.6 Approvals
- 1.7 Maintenance of conditions after survey
- 1.8 High-Speed Craft Safety Certificate
- 1.9 Permit to Operate High-Speed Craft
- 1.10 Control
- 1.11 Equivalents
- 1.12 Information to be made available
- 1.13 Further developments
- 1.14 Circulation of safety information
- 1.15 Review of the Code

CHAPTER 2 - BUOYANCY, STABILITY AND SUBDIVISION

Part A - General

- 2.1 General
- 2.2 Intact buoyancy and watertight and weathertight integrity
- 2.3 Intact stability in the displacement mode
- 2.4 Intact stability in the non-displacement mode
- 2.5 Intact stability in the transitional mode
- 2.6 Buoyancy and stability in the displacement mode following damage
- 2.7 Inclining and stability information
- 2.8 Loading and stability assessment
- 2.9 Marking and recording of the design waterline

Part B - Requirements for passenger craft

- 2.10 General
- 2.11 Intact stability in the displacement mode
- 2.12 Intact stability in the non-displacement mode
- 2.13 Buoyancy and stability in the displacement mode following damage
- 2.14 Inclining and stability information

Part C - Requirements for cargo craft

- 2.15 Buoyancy and stability in the displacement mode following damage
- 2.16 Inclining

CHAPTER 3 - STRUCTURES

- 3.1 General
- 3.2 Materials
- 3.3 Structural strength
- 3.4 Cyclic loads
- 3.5 Design criteria
- 3.6 Trials

CHAPTER 4 - ACCOMMODATION AND ESCAPE MEASURES

- 4.1 General
- 4.2 Public address and information system
- 4.3 Design acceleration levels
- 4.4 Accommodation design
- 4.5 Seating construction
- 4.6 Safety belts
- 4.7 Exits and means of escape
- 4.8 Evacuation time
- 4.9 Baggage, stores, shops and cargo compartments
- 4.10 Noise levels
- 4.11 Protection of the crew and passengers

CHAPTER 5 - DIRECTIONAL CONTROL SYSTEMS

- 5.1 General
- 5.2 Reliability
- 5.3 Demonstrations
- 5.4 Control position

CHAPTER 6 - ANCHORING, TOWING AND BERTHING

- 6.1 General
- 6.2 Anchoring
- 6.3 Towing
- 6.4 Berthing

CHAPTER 7 - FIRE SAFETY

Part A - General

- 7.1 General requirements
- 7.2 Definitions
- 7.3 Classification of space use
- 7.4 Structural fire protection
- 7.5 Fuel and other flammable fluid tanks and systems
- 7.6 Ventilation
- 7.7 Fire detection and extinguishing systems
- 7.8 Protection of special-category spaces and ro-ro spaces
- 7.9 Miscellaneous
- 7.10 Firefighter's outfits

Part B - Requirements for passenger craft

- 7.11 Arrangement
- 7.12 Ventilation
- 7.13 Fixed sprinkler system

Part C - Requirements for cargo craft

- 7.14 Control station
- 7.15 Cargo spaces
- 7.16 Fixed sprinkler system

Part D - Requirements for craft and cargo spaces intended for the carriage of dangerous goods

- 7.17 General

CHAPTER 8 - LIFE-SAVING APPLIANCES AND ARRANGEMENTS

- 8.1 General and definitions
- 8.2 Communications
- 8.3 Personal life-saving appliances
- 8.4 Muster list, emergency instructions and manuals
- 8.5 Operating instructions
- 8.6 Survival craft stowage
- 8.7 Survival craft and rescue boat embarkation and recovery arrangements
- 8.8 Line-throwing appliance
- 8.9 Operational readiness, maintenance and inspections
- 8.10 Survival craft and rescue boats

CHAPTER 9 - MACHINERY

Part A - General

- 9.1 General
- 9.2 Engine (general)
- 9.3 Gas turbines
- 9.4 Diesel engines for main propulsion and essential auxiliaries
- 9.5 Transmissions
- 9.6 Propulsion and lift devices

Part B - Requirements for passenger craft

- 9.7 Independent means of propulsion for category B craft
- 9.8 Means to return to a port of refuge for category B craft

Part C - Requirements for cargo craft

- 9.9 Essential machinery and control

CHAPTER 10 - AUXILIARY SYSTEMS

Part A - General

- 10.1 General
- 10.2 Arrangement of oil fuel, lubricating oil and other flammable oil
- 10.3 Bilge pumping and drainage systems
- 10.4 Ballast systems
- 10.5 Cooling systems
- 10.6 Engine air intake systems
- 10.7 Ventilation systems
- 10.8 Exhaust systems

Part B - Requirements for passenger craft

- 10.9 Bilge pumping and drainage systems

Part C - Requirements for cargo craft

- 10.10 Bilge pumping systems

CHAPTER 11 - REMOTE CONTROL, ALARM AND SAFETY SYSTEMS

Part A - General

- 11.1 Definitions
- 11.2 General
- 11.3 Emergency controls
- 11.4 Alarm system
- 11.5 Safety system

CHAPTER 12 - ELECTRICAL INSTALLATIONS

Part A - General

- 12.1 General
- 12.2 Main source of electrical power
- 12.3 Emergency source of electrical power
- 12.4 Starting arrangements for emergency generating sets
- 12.5 Steering and stabilization
- 12.6 Precautions against shock, fire and other hazards of electrical origin

Part B - Requirements for passenger craft

- 12.7 General

Part C - Requirements for cargo craft

- 12.8 General

CHAPTER 13 - NAVIGATIONAL EQUIPMENT

- 13.1 Navigation (general)
- 13.2 Compasses
- 13.3 Speed and distance measurement
- 13.4 Echo-sounding device
- 13.5 Radar installations
- 13.6 Electronic positioning systems
- 13.7 Rate-of-turn indicator and rudder angle indicator
- 13.8 Other navigational aids
- 13.9 Searchlight
- 13.10 Night vision equipment
- 13.11 Steering arrangement and propulsion indicators
- 13.12 Automatic steering aid (automatic pilot equipment)
- 13.13 Performance standards

CHAPTER 14 - RADIOCOMMUNICATIONS

- 14.1 Application
- 14.2 Terms and definitions
- 14.3 Exemptions
- 14.4 Global Maritime Distress and Safety Identities
- 14.5 Functional requirements
- 14.6 Radio installations
- 14.7 Radio equipment: general
- 14.8 Radio equipment: sea area A1
- 14.9 Radio equipment: sea areas A1 and A2
- 14.10 Radio equipment: sea areas A1, A2 and A3
- 14.11 Radio equipment: sea areas A1, A2, A3 and A4

Page

- 14.12 Watches
- 14.13 Sources of energy
- 14.14 Performance standards
- 14.15 Maintenance requirements
- 14.16 Radio personnel
- 14.17 Radio records
- 14.18 Position-updating

CHAPTER 15 - OPERATING COMPARTMENT LAYOUT

- 15.1 Definitions
- 15.2 General
- 15.3 Field of vision from the operating compartment
- 15.4 Operating compartment
- 15.5 Instruments and chart table
- 15.6 Lighting
- 15.7 Windows
- 15.8 Communication facilities
- 15.9 Temperature and ventilation
- 15.10 Colours
- 15.11 Safety measures

CHAPTER 16 - STABILIZATION SYSTEMS

- 16.1 Definitions
- 16.2 General requirements
- 16.3 Lateral and height control systems
- 16.4 Demonstrations

CHAPTER 17 - HANDLING, CONTROLLABILITY AND PERFORMANCE

- 17.1 General
- 17.2 Proof of compliance
- 17.3 Weight and centre of gravity
- 17.4 Effect of failures
- 17.5 Controllability and manoeuvrability
- 17.6 Change of operating surface and mode
- 17.7 Surface irregularities
- 17.8 Acceleration and deceleration
- 17.9 Speeds
- 17.10 Minimum depth of water
- 17.11 Hard structure clearance
- 17.12 Night operation

CHAPTER 18 - OPERATIONAL REQUIREMENTS

Part A - General

- 18.1 Craft operational control
- 18.2 Craft documentation
- 18.3 Training and qualifications
- 18.4 Manning of survival craft and supervision
- 18.5 Emergency instructions and drills

Part B - Requirements for passenger craft

- 18.6 Type rating training
- 18.7 Emergency instructions and drills

Part C - Requirements for cargo craft

- 18.8 Type rating training

CHAPTER 19 - INSPECTION AND MAINTENANCE REQUIREMENTS

- Annex 1** Form of High-Speed Craft Safety Certificate and Record of Equipment
- Annex 2** Form of Permit to Operate High-Speed Craft
- Annex 3** Use of probability concept
- Annex 4** Procedures for failure mode and effects analysis
- Annex 5** Ice accretion applicable to all types of craft
- Annex 6** Stability of hydrofoil craft
- Annex 7** Stability of multihull craft
- Annex 8** Stability of monohull craft
- Annex 9** Definitions, requirements and compliance criteria related to operational and safety performance
- Annex 10** Criteria for testing and evaluation of revenue and crew seats
- Annex 11** Open reversible liferafts

INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000

Preamble

1 The international conventions ratified in respect of conventional ships and the regulations applied as a consequence of such conventions have largely been developed having in mind the manner in which conventional ships are constructed and operated. Traditionally, ships have been built of steel and with the minimum of operational controls. The requirements for ships engaged on long international voyages are therefore framed in such a way that, providing the ship is presented for survey and a Ship Safety Certificate is issued, the ship may go anywhere in the world without any operational restrictions being imposed. Providing the ship is not involved in a casualty, all that is needed is that it is made available to the Administration for the purpose of a satisfactory resurvey before the Ship Safety Certificate expires and the Certificate will be reissued.

2 The traditional method of regulating ships should not be accepted as being the only possible way of providing an appropriate level of safety. Nor should it be assumed that another approach, using different criteria, could not be applied. Over a long period of time, numerous new designs of marine vehicles have been developed and have been in service. While these do not fully comply with the provisions of the international conventions relating to conventional ships built of steel, they have demonstrated an ability to operate at an equivalent level of safety when engaged on restricted voyages under restricted operational weather conditions and with approved maintenance and supervision schedules.

3 The 1994 Code was derived from the previous Code of Safety for Dynamically Supported Craft (DSC) adopted by IMO in 1977, recognizing that safety levels can be significantly enhanced by the infrastructure associated with regular service on a particular route, whereas the conventional ship safety philosophy relies on the ship being self-sustaining with all necessary emergency equipment being carried on board.

4 The safety philosophy of this Code is based on the management and reduction of risk as well as the traditional philosophy of passive protection in the event of an accident. Management of risk through accommodation arrangement, active safety systems, restricted operation, quality management and human factors engineering should be considered in evaluating safety equivalent to current conventions. Application of mathematical analysis should be encouraged to assess risk and determine the validity of safety measures.

5 The Code takes into account that a high-speed craft is of a light displacement compared with a conventional ship. This displacement aspect is the essential parameter to obtain fast and competitive sea transportation and consequently this Code allows for use of non-conventional shipbuilding materials, provided that a safety standard at least equivalent to conventional ships is achieved.

6 To clearly distinguish such craft, criteria based on speed and volumetric Froude number have been used to delineate those craft to which this Code applies from other, more conventional, craft.

7 The Code requirements also reflect the additional hazards which may be caused by the high speed compared with conventional ship transportation. Thus, in addition to the normal requirements (including life-saving appliances, evacuation facilities, etc.) provided in case of an accident occurring, further emphasis is placed on reducing the risk of hazardous situations arising. Some advantages result from the high-speed craft concept, i.e. the light displacement provides a large reserve buoyancy in relation to displacement, reducing the hazards addressed by the International Load Line Convention. The consequences of other hazards, such as of collision at high speed, are balanced by more stringent navigational and operational requirements and specially developed accommodation provisions.

8 The above-mentioned safety concepts were originally reflected in the Code of Safety for Dynamically Supported Craft and in the 1994 Code. The development of novel types and sizes of craft has led to the development of pressures within the maritime industry for craft which are not dynamically supported cargo craft or passenger craft carrying larger numbers of passenger or operating further afield than permitted by that Code to be certified according to those concepts. Additionally, improvements of maritime safety standards since 1994 were required to be reflected in the revisions of the Code to maintain safety equivalence with conventional ships.

9 Accordingly, two differing principles of protection and rescue were embodied in the Code.

10 The first of these recognizes the craft which were originally foreseen at the time of development of the DSC Code. Where rescue assistance is readily available and the total number of passengers is limited, a reduction in passive and active protection may be permitted. Such craft are called "assisted craft" and form the basis for "category A passenger craft" of this Code.

11 The second concept recognizes the further development of high-speed craft into larger craft. Where rescue assistance is not readily available or the number of passengers is unlimited, additional passive and active safety precautions are required. These additional requirements provide for an area of safe refuge on board, redundancy of vital systems, increased watertight and structural integrity and full fire-extinguishing capability. Such craft are called "unassisted craft" and form the basis for "cargo craft" and "category B passenger craft" of this Code.

12 These two concepts of the Code have been developed as a unified document on the basis that an equivalent level of safety to that normally expected on ships complying with the International Convention for the Safety of Life at Sea is achieved. Where the application of new technology or design indicates an equivalent safety level to the strict application of the Code, the Administration is permitted to formally recognize such equivalence.

13 It is important that an Administration, in considering the suitability of a high-speed craft under this Code, should apply all sections of the Code because non-compliance with any part of the Code could result in an imbalance which would adversely affect the safety of the craft, passengers and crew. For a similar reason, modifications to existing craft, which may have an effect on safety, should be approved by the Administration.

14 In developing the Code, it has been considered desirable to ensure that high-speed craft do not impose unreasonable demands on existing users of the environment or conversely suffer unnecessarily through lack of reasonable accommodation by existing users. Whatever burden of compatibility there is, it should not necessarily be laid wholly on the high-speed craft.

15 Paragraph 1.15.1 of the 1994 HSC Code states that the Code should be reviewed by the Organization at intervals preferably not exceeding 4 years to consider revision of existing

requirements to take account of new developments in design and technology. Experience gained with the application of the Code since it entered into force in 1996, has led to the recognition that it needed to be revised and updated. Subsequent work in IMO has resulted in the development of the present Code to ensure that safety is not compromised as a result of continuous introduction of state-of-the-art technology and innovative developments into the new and generally much larger and faster high-speed craft.

CHAPTER 1

GENERAL COMMENTS AND REQUIREMENTS

1.1 General Comments

This Code shall be applied as a complete set of comprehensive requirements. It contains requirements for the design and construction of high-speed craft engaged on international voyages, the equipment which shall be provided and the conditions for their operation and maintenance. The basic aim of the Code is to set levels of safety which are equivalent to those of conventional ships required by the International Convention for the Safety of Life at Sea, 1974, as amended, (SOLAS Convention) and the International Convention on Load Lines, 1966, (Load Line Convention) by the application of constructional and equipment standards in conjunction with strict operational controls.*

1.2 General requirements

The application of the provisions of this Code is subject to the following general requirements that:

- .1 the Code will be applied in its entirety;
- .2 the management of the company operating the craft exercises strict control over its operation and maintenance by a quality-management system**;
- .3 the management ensures that only persons qualified to operate the specific type of craft used on the intended route are employed;
- .4 the distances covered and the worst intended conditions in which high-speed craft operations are permitted will be restricted by the imposition of operational limits;
- .5 the craft will at all times be in reasonable proximity to a place of refuge, having due regard to the provisions of 1.3.4;
- .6 adequate communications facilities, weather forecasts and maintenance facilities are available within the area of craft operation;
- .7 in the intended area of operation suitable rescue facilities will be readily available;
- .8 areas of high fire risk such as machinery spaces and special category spaces are protected with fire-resistant materials and fire-extinguishing systems to ensure, as far as is practicable, containment and rapid extinguishing of fire;
- .9 efficient facilities are provided for the rapid and safe evacuation of all persons into survival craft;

[* Refer to MSC/Circ.652 on Application of the 1966 LL Convention to high-speed craft] (subject to final consideration by SLF 43).

** Refer to the International Safety Management (ISM) Code adopted by the Organization by resolution A.741(18), as may be amended.

- .10 all passengers and crew are provided with seats;
- .11 no enclosed sleeping berths for passengers are provided.

1.3 Application

1.3.1 This Code applies to high speed craft as specified in 1.3.5 engaged in international voyages the keels of which are laid or which are at a similar stage of construction on or after [date of entry into force of the new Code].

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 deckhouse, 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.

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 operational 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 operational speed from a place of refuge when fully laden.

1.3.5 This Code, unless expressly provided otherwise, does not apply to:

- .1 craft of war and troopcraft;
- .2 craft not propelled by mechanical means;
- .3 wooden craft of primitive build;
- .4 pleasure craft not engaged in trade; and
- .5 fishing craft.

1.3.6 This Code does not apply to craft solely navigating the Great Lakes of North America and the River St. Lawrence as far east as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island and, on the north side of Anticosti Island, the 63rd meridian.

1.3.7 The application of this Code shall be verified by the Administration and be acceptable to the Governments of the States to which the craft will be operating.

1.4 Definitions

For the purpose of this Code, unless expressly provided otherwise, the terms used therein have the meanings defined in the following paragraphs. Additional definitions are given in the general parts of the various chapters.

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

1.4.2 "Air-cushion vehicle (ACV)" is a craft such that the whole or a significant part of its weight can be supported, whether at rest or in motion, by a continuously generated cushion of air dependent for its effectiveness on the proximity of the surface over which the craft operates.

1.4.3 "Assembly station" is an area where passengers can be gathered in the event of an emergency, given instructions and prepared to abandon the craft, if necessary. The passenger spaces may serve as assembly stations if all passengers can be instructed there and prepared to abandon the craft.

1.4.4 "Auxiliary machinery spaces" are spaces containing internal combustion engines of power output up to and including 110 kW driving generators, sprinkler, drencher or fire pumps, bilge pumps, etc., oil filling stations, switchboards of aggregate capacity exceeding 800 kW, similar spaces and trunks to such spaces.

1.4.5 "Auxiliary machinery spaces having little or no fire risk" are spaces such as refrigerating, stabilizing, ventilation and air conditioning machinery, switchboards of aggregate capacity 800 kW or less, similar spaces and trunks to such spaces.

1.4.6 "Base port" is a specific port identified in the route operational manual and provided with:

- .1 appropriate facilities providing continuous radio communications with the craft at all times while in ports and at sea;
- .2 means for obtaining a reliable weather forecast for the corresponding region and its due transmission to all craft in operation;
- .3 for a category A craft, access to facilities provided with appropriate rescue and survival equipment; and
- .4 access to craft maintenance services with appropriate equipment.

1.4.7 "Base port State" means the State in which the base port is located.

1.4.8 "Breadth (B)" means breadth of the broadest part of the moulded watertight envelope of the rigid hull, excluding appendages, at or below the design waterline in the displacement mode with no lift or propulsion machinery active.

1.4.9 "Cargo craft" is any high-speed craft other than passenger craft, and which is capable of maintaining the main functions and safety systems of unaffected spaces, after damage in any one compartment on board.

1.4.10 "Cargo spaces" are all spaces other than special category spaces and ro-ro spaces used for cargo and trunks to such spaces. For the purposes of Chapter 7, part D, "cargo spaces" include ro-ro spaces, special category spaces and open deck spaces.

1.4.11 "Category A craft" is any high-speed passenger craft:

- .1 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:
 - the time to prevent persons in survival craft from exposure causing hypothermia in the worst intended conditions,
 - the time appropriate with respect to environmental conditions and geographical features of the route, or
 - 4 hours; and
- .2 carrying not more than 450 passengers.

1.4.12 "Category B craft" is any high-speed passenger craft other than a category A craft, with machinery and safety systems arranged such that, in the event of any essential machinery and safety systems in any one compartment being disabled, the craft retains the capability to navigate safely. The damage scenarios considered in chapter 2 should not be inferred in this respect.

1.4.13 "Company" means the owner of the craft or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the craft and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the International Safety Management Code.

1.4.14 "Continuously manned control station" is a control station which is continuously manned by a responsible member of the crew while the craft is in normal service.

1.4.15 "Control stations" are those spaces in which the craft's radio or navigating equipment or the emergency source of power and emergency switchboard are located, or where the fire recording or fire control equipment is centralized, or where other functions essential to the safe operation of the craft such as propulsion control, public address, stabilization systems, etc., are located.

1.4.16 "Convention" means the International Convention for the Safety of Life at Sea, 1974, as amended.

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

1.4.18 "Critical design conditions" means the limiting specified conditions, chosen for design purposes, which the craft shall keep in displacement mode. Such conditions shall be more severe than the "worst intended conditions" by a suitable margin to provide for adequate safety in the survival condition.

1.4.19 "Datum" means a watertight deck or equivalent structure of a non-watertight deck covered by a weathertight structure of adequate strength to maintain the weathertight integrity and fitted with weathertight closing appliances.

1.4.20 "Design waterline" means the waterline corresponding to the maximum operational weight of the craft with no lift or propulsion machinery active and is limited by the requirements of chapters 2 and 3.

1.4.21 "Displacement mode" means the regime, whether at rest or in motion, where the weight of the craft is fully or predominantly supported by hydrostatic forces.

1.4.22 "Failure Mode and Effect Analysis (FMEA)" is an examination, in accordance with annex 4, of the craft's system and equipment to determine whether any reasonably probable failure or improper operation can result in a hazardous or catastrophic effect.

1.4.23 "Fire Test Procedures Code" means the International Code for Application of Fire Test Procedures, as adopted by the Maritime Safety Committee of the Organization by resolution MSC.61(67), as may be amended.

1.4.24 "Flap" means an element formed as integrated part of, or an extension of, a foil, used to adjust the hydrodynamic or aerodynamic lift of the foil.

1.4.25 "Flashpoint" means a flashpoint determined by a test using the closed-cup apparatus referenced in the International Maritime Dangerous Goods (IMDG) Code.

1.4.26 "Foil" means a profiled plate or three dimensional construction at which hydrodynamic lift is generated when the craft is under way.

1.4.27 "Fully submerged foil" means a foil having no lift components piercing the surface of the water in the foil-borne mode.

1.4.28 "Galleys" are those enclosed spaces containing cooking facilities with exposed heating surfaces, or which have any cooking or heating appliances each having a power of more than 5 kW.

1.4.29 "High-speed craft" is a craft capable of maximum speed, in metres per second (m/s), equal to or exceeding:

$$3.7 \nabla^{0.1667}$$

where:

∇ = volume of displacement corresponding to the design waterline (m³)

excluding craft the hull of which is supported completely clear above the water surface in non-displacement mode by aerodynamic forces generated by ground effect.

1.4.30 "Hydrofoil craft" is a craft the hull of which is supported completely clear above the water surface in non-displacement mode by hydrodynamic forces generated on foils.

1.4.31 "Length (L)" means the overall length of the underwater watertight envelope of the rigid hull, excluding appendages, at or below the design waterline in the displacement mode with no lift or propulsion machinery active.

1.4.32 "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.

1.4.33 "LSA Code" means the International Life-Saving Appliance Code as defined in regulation 3.10 of chapter III of the Convention.

1.4.34 "Machinery spaces" are spaces containing internal combustion engines with aggregate total power output of more than 110 kW, generators, oil fuel units, propulsion machinery, major electrical machinery and similar spaces and trunks to such spaces.

1.4.35 "Maximum operational weight" means the overall weight up to which operation in the intended mode is permitted by the Administration.

1.4.36 "Maximum speed" is the speed achieved at the maximum continuous propulsion power for which the craft is certified at maximum operational weight and in smooth water.

1.4.37 "Non-displacement mode" means the normal operational regime of a craft when non-hydrostatic forces substantially or predominantly support the weight of the craft.

1.4.38 "Oil fuel unit" includes any equipment for the preparation of oil fuel and delivery of oil fuel, heated or not, to boilers and engines (including gas turbines) at a pressure of more than 0,18 N/mm².

1.4.39 "Open ro-ro spaces" are those ro-ro spaces:

- .1 to which any passengers carried have access; and
- .2 either:
 - .2.1 are open at both ends; or
 - .2.2 have an opening at one end and are provided with 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.

1.4.40 "Operating limitations" means the craft limitations in respect of handling, controllability and performance and the craft operational procedures within which the craft is to operate.

1.4.41 "Operating compartment" means the enclosed area from which the navigation and control of the craft is exercised.

1.4.42 "Operating station" means a confined area of the operating compartment equipped with necessary means for navigation, manoeuvring and communication, and from where the functions of navigating, manoeuvring, communication, commanding, conning and lookout are carried out.

1.4.43 "Operational speed" is 90% of maximum speed.

1.4.44 "Organization" means the International Maritime Organization.

1.4.45 "Passenger" is every person other than:

- .1 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
- .2 a child under one year of age.

1.4.46 "Passenger craft" is a craft which carries more than twelve passengers.

1.4.47 "Place of refuge" is any naturally or artificially sheltered area which may be used as a shelter by a craft under conditions likely to endanger its safety.

1.4.48 "Public spaces" are those spaces allocated for the passengers and include bars, refreshment kiosks, smoke rooms, main seating areas, lounges, dining rooms, recreation rooms, lobbies, lavatories and similar spaces, and may include sales shops.

1.4.49 "Refreshment kiosks" are those spaces which are not enclosed, serving refreshments and containing food warming equipment having a total power of 5 kW or less and with an exposed heating surface temperature not above 150°C.

1.4.50 "Ro-ro craft" is a craft fitted with one or more ro-ro spaces.

1.4.51 "Ro-ro spaces" are spaces not normally subdivided in any way and normally extending to either a substantial length or the entire length of the craft in which motor vehicles with fuel in their tanks for their own propulsion and/or goods (packaged or in bulk, in or on rail or road cars, vehicles (including road or rail tankers), trailers, containers, pallets, demountable tanks or in or on similar stowage units or other receptacles) can be loaded and unloaded, normally in a horizontal direction.

1.4.52 "Service spaces" are those enclosed spaces used for pantries containing food warming equipment but no cooking facilities with exposed heating surfaces, lockers, sales shops, store-rooms and enclosed baggage rooms.

1.4.53 "Significant wave height" is the average height of the one third highest observed wave heights over a given period.

1.4.54 "Special category spaces" are those enclosed ro-ro spaces to which passengers have access. Special category spaces may be accommodated on more than one deck provided that the total overall clear height for vehicles does not exceed 10 m.

1.4.55 "Surface-effect ship" (SES) is an air-cushion vehicle whose cushion is totally or partially retained by permanently immersed hard structures.

1.4.56 "Transitional mode" means the regime between displacement and non-displacement modes.

1.4.57 "Watertight" in relation to a structure means capable of preventing the passage of water through the structure in any direction under the head of water likely to occur in the intact or damaged condition.

1.4.58 "Weather deck" is a deck which is completely exposed to the weather from above and from at least two sides.

1.4.59 "Weathertight" means that water will not penetrate into the craft in any wind and wave conditions up to those specified as critical design conditions.

1.4.60 "Worst intended conditions" means the specified environmental conditions within which the international operation of the craft is provided for in the certification of the craft. This shall take into account parameters such as the worst conditions of wind force allowable, significant wave height (including unfavourable combinations of length and direction of waves), minimum air temperature, visibility and depth of water for safe operation and such other parameters as the Administration may require in considering the type of craft in the area of operation.

1.5 Surveys

1.5.1 Each craft shall be subject to the surveys specified below:

- .1 an initial survey before the craft is put in service or before the Certificate is issued for the first time;
- .2 a renewal survey at intervals specified by the Administration but not exceeding 5 years except where 1.8.5 or 1.8.10 is applicable;
- .3 a periodical survey within three months before or after each anniversary date of the Certificate; and
- .4 an additional survey as the occasion arises.

1.5.2 The surveys referred to in 1.5.1 shall be carried out as follows:

- .1 the initial survey shall include:
 - .1.1 an appraisal of the assumptions made and limitations proposed in relation to loadings, environment, speed and manoeuvrability;
 - .1.2 an appraisal of the data supporting the safety of the design, obtained, as appropriate, from calculations, tests and trials;
 - .1.3 a failure mode and effect analysis as required by this Code;
 - .1.4 an investigation into the adequacy of the various manuals to be supplied with the craft; and
 - .1.5 a complete inspection of the structure, safety equipment, radio installations and other equipment, fittings, arrangements and materials to ensure that they comply with the

requirements of the Code, are in satisfactory condition and are fit for the service for which the craft is intended;

- .2 the renewal and periodical surveys shall include a complete inspection of the structure, including the outside of the craft's bottom and related items, safety equipment, radio installations and other equipment as referred to in 1.5.2.1 to ensure that they comply with the requirements of the Code, are in satisfactory condition and are fit for the service for which the craft is intended. The inspection of the craft's bottom shall be conducted with the craft out of the water under suitable conditions for close-up examination of any damaged or problem areas; and
- .3 an additional survey, either general or partial according to the circumstances, shall be made after a repair resulting from investigations prescribed in 1.7.3, or wherever any important repairs or renewals are made. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory, and that the craft complies in all respects with the requirements of the Code.

1.5.3 The periodical surveys referred to in 1.5.1.3 shall be endorsed on the High-Speed Craft Safety Certificate.

1.5.4 The inspection and survey of the craft, so far as regards the enforcement of the provisions of the Code, shall be carried out by officers of the Administration. The Administration may, however, entrust the inspections and surveys either to surveyors nominated for the purpose or to organizations recognized by it.

1.5.5 An Administration nominating surveyors or recognizing organizations to conduct inspections and surveys as set forth in 1.5.4 shall, as a minimum, empower any nominated surveyor or recognized organization to:

- .1 require repairs to a craft; and
- .2 carry out inspections and surveys if requested by the appropriate authorities of a port State.

The Administration shall notify the Organization of the specific responsibilities and conditions of the authority delegated to nominated surveyors or recognized organizations.

1.5.6 When an nominated surveyor or recognized organization determines that the condition of the craft or its equipment does not correspond substantially with the particulars of the Certificate or is such that the craft is not fit to operate without danger to the craft or persons on board, such surveyor or organization shall immediately ensure that corrective action is taken and shall, in due course, notify the Administration. If such corrective action is not taken the Certificate shall be withdrawn and the Administration shall be notified immediately; and, if the craft is in an area under the jurisdiction of another Government, the appropriate authorities of the port State shall be notified immediately. When an officer of the Administration, a nominated surveyor or a recognized organization has notified the appropriate authorities of the port State, the Government of the port State concerned shall give such officer, surveyor or organization any necessary assistance to carry out their obligations under this section. When applicable, the Government of the port State concerned shall ensure that the craft shall not continue to operate until it can do so without danger to the craft or the persons on board.

1.5.7 In every case, the Administration shall fully guarantee the completeness and efficiency of the inspection and survey, and shall undertake to ensure the necessary arrangements to satisfy this obligation.

1.6 Approvals

The owner of a craft shall accept the obligation to supply sufficient information to enable the Administration to fully assess the features of the design. It is strongly recommended that the Company and the Administration and, where appropriate, the port State or States shall commence discussions at the earliest possible stage so that the Administration may fully evaluate the design in determining what additional or alternative requirements shall be applied to the craft, to achieve the required level of safety.

1.7 Maintenance of conditions after survey

1.7.1 The condition of the craft and its equipment shall be maintained to conform with the provisions of this Code to ensure that the craft in all respects will remain fit to operate without danger to the craft or the persons on board.

1.7.2 After any survey of the craft under section 1.5 has been completed, no change shall be made to structure, equipment, fittings, arrangements and materials covered by the survey, without the sanction of the Administration.

1.7.3 Whenever an accident occurs to a craft or a defect is discovered, either of which affects the safety of the craft or the efficiency or completeness of structure, equipment, fittings, arrangements and materials, the person in charge or owner of the craft shall report at the earliest opportunity to the Administration, the nominated surveyor or recognized organization responsible, who shall cause investigations to be initiated to determine whether a survey, as required by section 1.5, is necessary. If the craft is in an area under the jurisdiction of another Government, the person in charge or the owner shall also report immediately to the appropriate authorities of the port State and the nominated surveyor or recognized organization shall ascertain that such a report has been made.

1.8 High-Speed Craft Safety Certificate

1.8.1 A Certificate called a High-Speed Craft Safety Certificate is issued after completion of an initial or renewal survey to a craft which complies with the requirements of the Code. The Certificate shall be issued or endorsed either by the Administration or by any person or organization recognized by it. In every case, that Administration assumes full responsibility for the Certificate.

1.8.2 A Contracting Government to the Convention may, at the request of the Administration, cause a craft to be surveyed and, if satisfied that the requirements of the Code are complied with, shall issue or authorise the issue of a Certificate to the craft and, where appropriate, endorse or authorise the endorsement of a Certificate on the craft in accordance with the Code. Any Certificate so issued shall contain a statement to the effect that it has been issued at the request of the Government of the State the flag of which the craft is entitled to fly, and it shall have the same force and receive the same recognition as a Certificate issued under 1.8.1.

1.8.3 The Certificate shall be that of the model given in the annex 1 to the Code. If the language used is not English, French or Spanish, the text shall include a translation into one of these languages.

1.8.4 The High-Speed Craft Safety Certificate shall be issued for a period specified by the Administration which shall not exceed 5 years.

1.8.5 Notwithstanding the requirements of 1.8.4, when the renewal survey is completed within three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding 5 years from the date of expiry of the existing Certificate.

1.8.6 When the renewal survey is completed after the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding 5 years from the date of expiry of the existing Certificate.

1.8.7 When the renewal survey is completed more than 3 months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding 5 years from the date of completion of the renewal survey.

1.8.8 If a Certificate is issued for a period of less than 5 years, the Administration may extend the validity of the Certificate beyond the expiry date to the maximum period specified in 1.8.4, provided that the surveys when a Certificate is issued for a period of 5 years are carried out.

1.8.9 If a renewal survey has been completed and a new Certificate cannot be issued or placed on board the craft before the expiry date of the existing Certificate, the person or organization authorized by the Administration may endorse the existing Certificate and such a Certificate shall be accepted as valid for a further period which shall not exceed 5 months from the expiry date.

1.8.10 If a craft, at the time when a Certificate expires, is not in the place in which it is to be surveyed, the Administration may extend the period of validity of the Certificate but this extension shall be granted only for the purpose of allowing the craft to proceed to the place in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so. No Certificate shall be extended for a period longer than one month, and a craft to which an extension is granted shall not, on its arrival in the place in which it is to be surveyed, be entitled by virtue of such extension to leave that place without having a new Certificate. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding 5 years from the date of expiry of the existing Certificate before the extension was granted.

1.8.11 In special circumstances, as determined by the Administration, a new Certificate need not be dated from the date of expiry of the existing Certificate as required by 1.8.6 or 1.8.10. In these circumstances, the new Certificate shall be valid to a date not exceeding 5 years from the date of completion of the renewal survey.

1.8.12 If a periodical survey is completed before the period specified in section 1.5 then:

- .1 the anniversary date shown on the relevant Certificate shall be amended by endorsement to a date which shall not be more than 3 months later than the date on which the survey was completed;
- .2 the subsequent periodical survey required by section 1.5 shall be completed at the intervals prescribed by 1.5 using the new anniversary date; and

- .3 the expiry date may remain unchanged provided one or more periodical surveys are carried out so that the maximum intervals between the surveys prescribed by 1.5.1.3 are not exceeded;

1.8.13 A Certificate issued under 1.8.1 or 1.8.2 shall cease to be valid in any of the following cases:

- .1 if the relevant surveys are not completed with the periods specified in 1.5.1;
- .2 if the Certificate is not endorsed in accordance with 1.5.3;
- .3 upon transfer of the craft to the flag of another State. A new Certificate shall only be issued when the Government issuing the new Certificate is fully satisfied that the craft is in compliance with the requirements of 1.7.1 and 1.7.2. In the case of a transfer between Governments that are Contracting Governments to the Convention if requested within 3 months after the transfer has taken place, the Government of the State whose flag the craft was formerly entitled to fly shall, as soon as possible, transmit to the Administration a copy of the Certificate carried by the craft before the transfer and, if available, copies of the relevant survey reports.

1.8.14 The privileges of the Code may not be claimed in favour of any craft unless it holds a valid Certificate.

1.9 Permit to Operate High-Speed Craft

1.9.1 The craft shall not operate commercially unless a Permit to Operate High-Speed Craft is issued and valid in addition to the High-Speed Craft Safety Certificate. Transit voyage without passengers or cargo may be undertaken without the Permit to Operate High-Speed Craft.

1.9.2 The Permit to Operate High-Speed Craft shall be issued by the Administration to certify compliance with 1.2.2 to 1.2.7 and stipulate conditions of the operation of the craft and drawn up on the basis of the information contained in the route operational manual specified in chapter 18 of this Code.

1.9.3 Before issuing the Permit to Operate, the Administration shall consult with each port State to obtain details of any operational conditions associated with operation of the craft in that State. Any such conditions imposed shall be shown by the Administration on the Permit to Operate and included in the route operational manual.

1.9.4 A port State may inspect the craft and audit its documentation for the sole purpose of verifying its compliance with the matters certified by and conditions associated with the Permit to Operate. Where deficiencies are shown by such an audit, the Permit to Operate ceases to be valid until such deficiencies are corrected or otherwise resolved.

1.9.5 The provisions of 1.8 shall apply to the issue and the period of validity of the Permit to Operate High-Speed Craft.

1.9.6 The Permit to Operate High-Speed Craft shall be that of the model given in annex 2 to this Code. If the language used is not English, French or Spanish,* the text shall include a translation into one of these languages.

1.10 Control

1.10.1 The provisions of regulation I/19 of the Convention shall be applied to include the Permit to Operate High-Speed Craft in addition to the Certificate issued under 1.8.

1.11 Equivalentents

1.11.1 Where this Code requires that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a craft, or that any particular provision shall be made, the Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in the craft, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by this Code.

1.11.2 Where compliance with any of the requirements of this Code would be impractical for the particular designs of the craft, the Administration may substitute those with alternative requirements provided that equivalent safety is achieved. The Administration which allows any such substitution shall communicate to the Organization Particulars of these substitutions and the reasons therefor, which the Organization shall circulate to its Member Governments for their information.

1.12 Information to be made available

1.12.1 The Administration shall ensure that the management of the company operating the craft has provided the craft with adequate information and guidance in the form of manuals to enable the craft to be operated and maintained safely. These manuals shall include a route operational manual, craft operating manual, maintenance manual and servicing schedule. Such information shall be updated as necessary.

1.12.2 The manuals shall contain at least the information specified in chapter 18, and shall be in a language understood by the crew. Where this language is not English, a translation into English shall be provided of at least the route operational manual and the craft operating manual.

1.13 Further developments

1.13.1 It is recognized that there is much ongoing research and development in the design of high-speed craft and that new types may emerge which have different geometry to that envisaged during the formulation of this Code. It is important that this Code does not restrict this progress and the development of new designs.

1.13.2 A design may be produced which cannot comply with the provisions of this Code. In such a case the Administration shall determine the extent to which the provisions of the Code are applicable to the design and, if necessary, develop additional or alternative requirements to provide an equivalent level of safety for the craft.

* Suggested by the Secretariat in line with paragraph 1.8.3.

1.13.3 The foregoing shall be considered by the Administration when assessing the granting of equivalents under the Code.

1.14 Circulation of safety information

1.14.1 In the event that an Administration has cause to investigate an accident involving a craft to which this Code applies, that Administration shall provide a copy of the official report to the Organization, which will invite Member States to note the existence of the report and to obtain a copy.

1.14.2 In the event that operational experience reveals structural or equipment failures affecting the safety of a design, craft owners shall inform the Administration.

1.15 Review of the Code

1.15.1 The Code shall be reviewed by the Organization at intervals preferably not exceeding four years to consider revision of existing requirements to take account of new developments in design and technology.

1.15.2 Where a new development in design and technology has been found acceptable to an Administration, that Administration may submit particulars of such development to the Organization for consideration for incorporation into the Code during periodical review.

CHAPTER 2

BUOYANCY, STABILITY AND SUBDIVISION

PART A - GENERAL

2.1 General

2.1.1 A craft shall be provided with:

- .1 stability characteristics and stabilization systems adequate for safety when the craft is operated in the non-displacement mode and during the transitional mode;
- .2 buoyancy and stability characteristics adequate for safety where the craft is operated in the displacement mode, both in the intact condition and the damaged condition; and
- .3 stability characteristics in the non-displacement and transitional modes adequate to transfer the craft safely to displacement mode in case of any system malfunction.

2.1.2 Account shall be taken of the effect of icing in the stability calculations. An example of established practice for ice accretion allowances is given in annex 5 for the guidance of the Administration.

2.1.3 For the purpose of this and other chapters, unless expressly defined otherwise, the following definitions apply:

- .1 "Downflooding point" means any opening through which flooding of the spaces which comprise the reserve buoyancy could take place while the craft is in the intact or damaged condition, and inclines to an angle past the angle of equilibrium.
- .2 "Fully submerged foil" means a foil having no lift components piercing the surface of the water in the foil-borne mode.
- .3 "Monohull craft" means any craft which is not a multihull craft.
- .4 "Multihull craft" means a craft which in any normally achievable operating trim or heel angle, has a rigid hull structure which penetrates the surface of the sea over more than one discrete area.
- .5 "Permeability" of a space means the percentage of the volume of that space which can be occupied by water.
- .6 "Skirt" means a downwardly extending, flexible structure used to contain or divide an air cushion.

2.1.4 Other means of demonstrating compliance with the requirements of any part of this Chapter may be accepted, provided that the method chosen can be shown to provide an equivalent level of safety. Such methods may include:

- .1 mathematical simulation of dynamic behaviour;

- .2 scale model testing; and
- .3 full-scale trials.

2.1.5 Model or full-scale tests and/or calculations (as appropriate) shall also include consideration of the following known stability hazards to which high-speed craft are known to be liable, according to craft type:

- .1 directional instability, which is often coupled to roll and pitch instabilities;
- .2 broaching and bow diving in following seas at speeds near to wave speed, applicable to most types;
- .3 bow diving of planing monohulls and catamarans due to dynamic loss of longitudinal stability in relatively calm seas;
- .4 reduction in transverse stability with increasing speed of monohulls;
- .5 porpoising of planing monohulls, being coupled pitch and heave oscillations, which can become violent;
- .6 chine tripping, being a phenomenon of planing monohulls occurring when the immersion of a chine generates a strong capsizing moment;
- .7 plough-in of air-cushion vehicles, either longitudinal or transverse, as a result of bow or side skirt tuck-under or sudden collapse of skirt geometry, which, in extreme cases, can result in capsize;
- .8 pitch instability of SWATH (small waterplane area twin hull) craft due to the hydrodynamic moment developed as a result of the water flow over the submerged lower hulls
- .9 reduction in effective metacentric height (roll stiffness) of surface effect ship (SES) in high speed turns compared to that on a straight course, which can result in sudden increases in heel angle and/or coupled roll and pitch oscillations; and
- .10 resonant rolling of SES in beam seas, which, in extreme cases, can result in capsize.

2.1.6 Suitable calculations shall be carried out and/or tests conducted to demonstrate that, when operating within approved operational limitations, the craft will, after a disturbance causing roll, pitch, heave or heel due to turning or any combination thereof, return to the original attitude.

[2.2.1 Intact buoyancy

2.2.1.1 All craft shall have a sufficient reserve of buoyancy at the design waterline to meet the intact and damage stability requirements of this chapter. The Administration may require a larger reserve of buoyancy to permit the craft to operate in any of its intended modes. This reserve of buoyancy shall be calculated by including only those compartments that are:

- .1 watertight and situated below the datum, or

.2 watertight or weathertight and situated above the datum.

In considering the stability after damage, flooding shall be assumed to occur until limited by watertight boundaries in the equilibrium condition, and weathertight boundaries in intermediate stages of flooding and within the range of positive righting lever required to satisfy the residual stability requirements.

Craft built in conformity with the requirements of organizations recognised by the Administration, in accordance with regulation XI/1 of the Convention may be considered to possess adequate strength and integrity.

2.2.1.2 Arrangements shall be provided for checking the watertight or weathertight integrity of those compartments taken into account in 2.2.1.1, and the details incorporated in the Craft Operating Manual required by 18.2.1.]*

2.2.2 Openings in watertight divisions

2.2.2.1 The number of openings in watertight bulkheads shall be reduced to the minimum compatible with the design and proper working of the craft, and all such doors shall be closed prior to departure of the craft from the berth.

2.2.2.2 Doors in watertight bulkheads may be hinged or sliding. They shall be shown by suitable testing to be capable of maintaining the watertight integrity of the bulkhead. Such testing shall be carried out for both sides of the door and shall apply a pressure head 10% greater than that determined from the minimum permissible height of a downflooding opening. Testing may be carried out either before or after the door is fitted into the craft but, where shore testing is adopted, satisfactory installation in the craft shall be verified by inspection and hose testing.

2.2.2.3 Type approval may be accepted in lieu of testing individual doors, provided the approval process includes pressure testing to a head equal to, or greater, than the required head (refer to 2.2.2.2).

2.2.2.4 All watertight doors shall be capable of being operated when the craft is inclined up to 15°, and shall be fitted with means of indication in the operating compartment showing whether they are open or closed. All such doors shall be capable of being opened and closed locally from each side of the bulkhead.

2.2.2.5 Watertight doors shall remain closed when the craft is at sea, except that they may be opened for access. A notice shall be attached to each door to the effect that it is not to be left open.

2.2.2.6 Watertight doors shall be capable of being closed by remote control from the operating compartment in not less than 20 s and not more than 40 s, and shall be provided with an audible alarm, distinct from other alarms in the area, which will sound for at least 5 s but no more than 10 s before the doors begin to move whenever the door is closed remotely by power, and continue sounding until the door is completely closed. The power, control and indicators shall be operable in the event of main power failure, as required by regulation II-1/15.7.3 of the Convention. In passenger areas and areas where the ambient noise exceeds 85 dB(A) the audible alarm shall be supplemented by an intermittent visual signal at the door. If the Administration is satisfied that such doors are essential for the safe work of the craft, hinged watertight doors having only local control may be

* Subject to consideration and endorsement by SLF 43.

permitted for areas to which crew only have access, provided they are fitted with remote indicators as required by 2.2.2.4.

2.2.2.7 Where pipes, scuppers, electric cables, etc. are carried through watertight divisions, the arrangements for creating a watertight penetration shall be of a type which has been prototype tested under hydrostatic pressure equal to or greater than that required to be withstood for the actual location in the craft in which they are to be installed. The test pressure shall be maintained for at least 30 min and there must be no leakage through the penetration arrangement during this period. The test pressure head shall be 10% greater than that determined from the minimum permissible height of a downflooding opening. Watertight bulkhead penetrations which are effected by continuous welding do not require prototype testing. Valves on scuppers from weathertight compartments, included in the stability calculations, shall have arrangements for remote closing from the operating station.

2.2.2.8 Where a ventilation trunk forms part of a watertight boundary, the trunk shall be capable of withstanding the water pressure that may be present taking into account the maximum inclination angle allowable during all stages of flooding.

2.2.3 Inner bow doors

2.2.3.1 Where ro-ro craft are fitted with a bow loading openings, an inner bow door shall be fitted abaft such openings, to restrict the extent of flooding in the event of failure of the outer closure. This inner bow door, where fitted, shall be:

- .1 weathertight to the deck above, which deck shall itself be weathertight forward to the bow loading opening;
- .2 so arranged as to preclude the possibility of a bow loading door causing damage to it in the case of damage to, or detachment of, the bow loading door;
- .3 forward of all positions on the vehicle deck in which vehicles are intended to be carried; and
- .4 part of a boundary designed to prevent flooding into the remainder of the craft.

2.2.3.2 A craft shall be exempted from the requirement for such an inner bow door where one of the following applies:

- .1 the vehicle loading deck at the inner bow door position is above the design waterline by a height more than the significant wave height corresponding to the worst intended conditions;
- .2 it can be demonstrated using model tests or mathematical simulations that when the craft is proceeding at a range of speeds up to the maximum attainable speed in the loaded condition at all headings in long crested seas of the greatest significant wave height corresponding to the worst intended conditions, either:
 - .1 the bow loading door is not reached by waves; or
 - .2 having been tested with the bow loading door open to determine the maximum steady state volume of water which accumulates, it can be shown by static analysis that, with the same volume of water on the vehicle deck(s)

the residual stability requirements of 2.6.11 and 2.13 or 2.15 are satisfied. If the model tests or mathematical simulations are unable to show that the volume of water accumulated reaches a steady state, the craft shall be considered not to have satisfied the conditions of this exemption.

Where mathematical simulations are employed they shall already have been verified against full-scale or model testing;

- .3 bow loading openings lead to open ro-ro spaces provided with guard-rails or having freeing ports complying with 2.2.3.2.4 ;
- .4 the deck of the lowest ro-ro space above the design waterline is fitted on each side of the deck with freeing ports evenly distributed along the sides of the compartment. These shall either be proven to be acceptable using tests according to 2.2.3.2.2 above or comply with the following:

- .1 $A \geq 0.3 l$

where :

$A =$ the total area of freeing ports on each side of the deck in m²;
and

$l =$ the length of the compartment in m;

- .2 the craft shall maintain a residual freeboard to the deck of the ro-ro space of at least 1 m in the worst condition;
- .3 such freeing ports shall be located within the height of 0.6 m above the deck of the ro-ro space, and the lower edge of the ports shall be within 0.02 m above the deck of the ro-ro space; and
- .4 such freeing ports shall be fitted with closing devices or flaps to prevent water entering the deck of the ro-ro space whilst allowing water which may accumulate on the deck of the ro-ro space to drain.

2.2.4 Other provisions for ro-ro craft

2.2.4.1 All accesses in the ro-ro space that lead to spaces below the deck shall have a lowest point which is not less than the height required from the tests conducted according to 2.2.3.2.2 or 3 m above the design waterline.

2.2.4.2 Where vehicle ramps are installed to give access to spaces below the deck of the ro-ro space, their openings shall be capable of being closed weathertight to prevent ingress of water below.

2.2.4.3 Accesses in the ro-ro space that lead to spaces below the ro-ro deck and having a lowest point which is less than the height required from the tests conducted according to 2.2.3.2.2 or 3 m above the design waterline may be permitted provided they are watertight and are closed before the craft leaves the berth on any voyage and remain closed until the craft is at its next berth.

2.2.4.4 The accesses referred to in 2.2.4.2 and 2.2.4.3 above shall be fitted with alarm indicators in the operating compartment.

2.2.4.5 Special category spaces and ro-ro spaces shall be patrolled or monitored by effective means, such as television surveillance, so that any movement of vehicles in adverse weather conditions and unauthorised access by passengers thereto can be detected whilst the craft is underway (refer to 7.8.3.1).

2.2.5 Indicators and surveillance

2.2.5.1 Indicators

Indicators shall be provided in the operating compartment for all shell doors, loading doors and other closing appliances which, if left open or not properly secured, could lead to major flooding in the intact and damage conditions. The indicator system shall be designed on the fail-safe principle and shall show by visual alarms if the door is not fully closed or if any of the securing arrangements are not in place and fully locked, and by audible alarms if such door or closing appliance becomes open or the securing arrangements become unsecured. The indicator panel in the operating compartment shall be equipped with a mode selection function 'harbour/sea voyage' so arranged that an audible alarm is given in the operating compartment if the craft leaves harbour with the bow doors, inner doors, stern ramp or any other side shell doors not closed or any closing device not in the correct position. The power supply for the indicator systems shall be independent of the power supply for operating and securing the doors.

2.2.5.2 Television surveillance

Television surveillance and a water leakage detection system shall be arranged to provide an indication to the operating compartment and to the engine control station of any leakage through inner and outer bow doors, stern doors or any other shell doors which could lead to major flooding.

2.2.6 Integrity of superstructure

2.2.6.1 Where entry of water into structures above the datum would significantly influence the stability and buoyancy of the craft, such structures shall be:

- .1 of adequate strength to maintain the weathertight integrity and fitted with weathertight closing appliances; or
- .2 provided with adequate drainage arrangements; or
- .3 an equivalent combination of both measures.

2.2.6.2 Weathertight superstructures and deckhouses located above the datum shall in the outside boundaries have means of closing openings with sufficient strength such as to maintain weathertight integrity in all damage conditions where the space in question is not damaged. Furthermore, the means of closing shall be such as to maintain weathertight integrity in all operational conditions.

2.2.7 Doors, windows, etc., in boundaries of weathertight spaces

2.2.7.1 Doors, windows, etc., and any associated frames and mullions in weathertight superstructures and deckhouses shall be weathertight and shall not leak or fail at a uniformly applied pressure less

than that at which adjacent structure would experience permanent set or fail. Conformity with the requirements of organizations recognized by the Administration in accordance with regulation XI/1 of the Convention may be considered to possess adequate strength.

2.2.7.2 For doors in weathertight superstructures, hose tests shall be carried out with a water pressure from the outside in accordance with specifications at least equivalent to those acceptable to the Organization*.

2.2.7.3 The height above the deck of sills to doorways leading to exposed decks shall be as high above the deck as is reasonable and practicable, particularly those located in exposed positions. Such sill heights shall in general not be less than 100 mm for doors to weathertight spaces on decks above the datum, and 250 mm elsewhere. For craft of 30 m in length and under, sill heights may be reduced to the maximum which is consistent with the safe working of the craft.

2.2.7.4 Windows shall not be permitted in the boundaries of special category spaces or ro-ro spaces or below the datum. If required by restrictions in the Permit to Operate, forward facing windows, or windows which may be submerged at any stage of flooding shall be fitted with hinged or sliding storm shutters ready for immediate use.

2.2.7.5 Side scuttles to spaces below the datum shall be fitted with efficient hinged deadlights arranged inside so that they can be effectively closed and secured watertight.

2.2.7.6 No side scuttle shall be fitted in a position so that its sill is below a line drawn parallel to and one metre above the design waterline.

2.2.8 Hatchways and other openings

2.2.8.1 Hatchways closed by weathertight covers

The construction and the means for securing the weathertightness of cargo and other hatchways shall comply with the following:

- .1 coaming heights shall in general not be less than 100 mm for hatches to weathertight spaces on decks above the datum, and 250 mm elsewhere. For craft of 30 m in length and under, coaming heights may be reduced to the maximum which is consistent with the safe working of the craft;
- .2 the height of these coamings may be reduced, or the coamings omitted entirely, on condition that the Administration is satisfied that the safety of the ship is not thereby impaired in any sea conditions up to the worst intended conditions. Where coamings are provided, they shall be of substantial construction; and
- .3 the arrangements for securing and maintaining weathertightness shall ensure that the tightness can be maintained in any sea conditions up to the worst intended conditions.

* Refer to ISO 6042 - Ships and Marine Technology - Weathertight single-leaf steel doors, or a similar standard.

2.2.8.2 Machinery space openings

2.2.8.2.1 Machinery space openings shall be properly framed and efficiently enclosed by casings of ample strength and, where the casings are not protected by other structures, their strength shall be specially considered. Access openings in such casings shall be fitted with weathertight doors.

2.2.8.2.2 Heights of sills and coaming shall, in general, not be less than 100 mm for openings to weathertight spaces on decks above the datum, and 380 mm elsewhere. For craft of 30 m in length and under, these heights may be reduced to the maximum which is consistent with the safe working of the craft.

2.2.8.2.3 Machinery space ventilator openings shall comply with the requirements of 2.2.8.4.2.

2.2.8.3 Miscellaneous openings in exposed decks

2.2.8.3.1 Manholes and flush scuttles on the datum or within superstructures other than enclosed superstructures shall be closed by substantial covers capable of being made watertight. Unless secured by closely spaced bolts, the covers shall be permanently attached.

2.2.8.3.2 Service hatches to machinery, etc. may be arranged as flush hatches provided that the covers are secured by closely spaced bolts, are kept closed at sea, and are equipped with arrangements for portable guardrails.

2.2.8.3.3 Openings in exposed decks leading to spaces below the datum or enclosed superstructures other than hatchways, machinery space openings, manholes and flush scuttles shall be protected by an enclosed superstructure, or by a deckhouse or companionway of equivalent strength and weathertightness.

2.2.8.3.4 The height above the deck of sills to the doorways in companionways shall, in general, not be less than 100 mm for doors to weathertight spaces on decks above the datum, and 250 mm elsewhere. For craft of 30 m in length and under sill heights may be reduced to the maximum which is consistent with the safe working of the craft.

2.2.8.4 Ventilators

2.2.8.4.1 Ventilators to spaces below the datum or decks of enclosed superstructures shall have substantially constructed coamings efficiently connected to the deck. Coaming heights shall in general not be less than 100 mm for ventilators to weathertight spaces on decks above the datum, and 380 mm elsewhere. For craft of 30 m in length and under, coaming heights may be reduced to the maximum which is consistent with the safe working of the craft.

2.2.8.4.2 Ventilators the coamings of which extend to more than one metre above the deck or which are fitted to decks above the datum need not be fitted with closing arrangements unless they face forward or are specifically required by the Administration.

2.2.8.4.3 Except as provided in 2.2.8.4.2, ventilator openings shall be provided with efficient weathertight closing appliances.

2.2.8.4.4 Ventilator openings shall face aft or athwartships wherever practicable.

2.2.9 Scuppers, inlets and discharges

2.2.9.1 Discharges led through the shell either from spaces below the datum or from within superstructures and deckhouses fitted above the datum shall be fitted with efficient and accessible means for preventing water from passing inboard. Normally each separate discharge shall have one automatic non-return valve with a positive means of closing it from a position above the datum. Where, however, the vertical distance from the design waterline to the inboard end of the discharge pipe exceeds 0.01 L, the discharge may have two automatic non-return valves without positive means of closing, provided that the inboard valve is always accessible for examination under service conditions. Where that vertical distance exceeds 0.02 L, a single automatic non-return valve without positive means of closing may be accepted. The means for operating the positive action valve shall be readily accessible and provided with an indicator showing whether the valve is open or closed.

2.2.9.2 Valves on scuppers from weathertight compartments included in the stability calculations shall be operable from the operating compartment.

2.2.9.3 In manned machinery spaces, main and auxiliary sea inlets and discharges in connection with the operation of machinery may be controlled locally. Such controls shall be readily accessible and shall be provided with indicators showing whether the valves are open or closed. In unmanned machinery spaces, main and auxiliary sea inlets and discharges in connection with the operation of machinery shall be operable from the operating compartment.

2.2.9.4 Scuppers leading from superstructures or deckhouses not fitted with weathertight doors shall be led overboard.

2.2.9.5 All shell fittings and the valves required by this Code shall be of a suitable ductile material. Valves of ordinary cast iron or similar material shall not be acceptable.

2.2.10 Air pipes

2.2.10.1 Main storage tanks containing flammable liquids or tanks which can be pumped or filled from the sea shall have air pipes which do not terminate in enclosed spaces.

2.2.10.2 All air pipes extending to exposed decks shall have a height from the deck to the point where water may have access below of at least 300 mm where the deck is less than 0.05L above the design waterline, and 150 mm on all other decks.

2.2.10.3 Air pipes may discharge through the side of the superstructure provided that this is at a height of at least 0.02L above any waterline when the intact craft is heeled to an angle of 15°, or 0.02L above the highest waterline at all stages of flooding as determined by the damaged stability calculations, whichever is higher.

2.2.10.4 All air pipes shall be equipped with weathertight closing devices that close automatically.

2.2.11 Freeing ports

2.2.11.1 Where bulwarks on weather decks form wells, ample provision shall be made for rapidly freeing the decks of water and for draining them. The minimum freeing port area (A) on each side of the craft for each well on the weather deck of the main hull(s) shall be:

.1 where the length of bulwark (l) in the well is 20 m or less:

$$A = 0.7 + 0.035 l \text{ (m}^2\text{); and}$$

.2 where l exceeds 20 m:

$$A = 0.07 l \text{ (m}^2\text{),}$$

and, in no case, l need be taken as greater than $0.7 L$.

If the bulwark is more than 1.2 m in average height, the required area shall be increased by 0.004 square metres per metre of length of well for each 0.1 metre difference in height. If the bulwark is less than 0.9 m in average height, the required area shall be decreased by 0.004 square metres per metre of length of well for each 0.1 metre difference in height.

2.2.11.2 Such freeing ports shall be located within the height of 0.6 m above the deck and the lower edge shall be within 0.02 m above the deck.

2.2.11.3 All such openings in the bulwarks shall be protected by rails or bars spaced approximately 230 mm apart. If shutters are fitted to freeing ports, ample clearance shall be provided to prevent jamming. Hinges shall have pins or bearings of non-corrodible material. If shutters are fitted with securing appliances, these appliances shall be of approved construction.

2.2.11.4 Craft, having superstructures which are open in front or both ends, shall comply with the provisions of 2.2.11.1.

2.2.11.5 In craft, having superstructures which are open at the aft end, the minimum freeing port area shall be:

$$A = 0.3 b \text{ (m}^2\text{)}$$

where:

b = the breadth of the craft at the exposed deck (m).

2.2.11.6 Ro-ro craft fitted with bow loading openings leading to open vehicle spaces shall comply with the provisions of 2.2.3.

2.3 Intact stability in the displacement mode

2.3.1 Hydrofoil craft fitted with surface-piercing foils and/or fully submerged foils shall have sufficient stability under all permitted cases of loading to comply with the relevant provisions of annex 6 and specifically maintain a heel angle of less than 10° when subjected to the greater of the heeling moments in 1.1.2 and 1.1.4 of that annex.

2.3.2 Subject to 2.3.4, multihull craft other than hydrofoil craft shall meet the relevant requirements of annex 7 in all permitted cases of loading.

2.3.3 Subject to 2.3.4, monohull craft other than hydrofoil craft shall meet the relevant requirements of annex 8 in all permitted conditions of loading.

2.3.4 Where the characteristics of multihull craft are inappropriate for application of annex 7 or the characteristics of monohull craft are inappropriate for application of annex 8, the Administration may accept alternative criteria equivalent to those stipulated, as appropriate to the type of craft and area of operation. The requirements of annexes 7 and 8 may be applied as indicated in the table below.

Table showing application of annexes 7 and 8 to monohull and multihull craft

| GM _T | $\frac{B_{WL} \cdot A_{WP}}{\nabla}$ | |
|-----------------|--------------------------------------|--------------------|
| | ≤ 7 | > 7 |
| ≤ 3.0 | annex 8 | annex 8 or annex 7 |
| > 3.0 | annex 8 or annex 7 | annex 7 |

where:

B_{WL} = maximum waterline beam at the design waterline (m); for multihull, this shall be taken to the outside of sidehulls

A_{WP} = waterplane area at the design waterline (m²)

∇ = volume of displacement at the design waterline (m³)

GM_T = transverse metacentric height in the loading condition corresponding to the design waterline, corrected for free surface effects (m)

2.4 Intact stability in the non-displacement mode

2.4.1 The requirements of this section and section 2.12 shall be applied on the assumption that any stabilisation systems fitted are fully operational.

2.4.2 The roll and pitch stability on the first and/or any other craft of a series shall be qualitatively assessed during operational safety trials as required by chapter 18 and annex 9. The results of such trials may indicate the need to impose operational limitations.

2.4.3 Where craft are fitted with surface-piercing structure or appendages, precautions shall be taken against dangerous attitudes or inclinations and loss of stability subsequent to a collision with a submerged or floating object.

2.4.4 In designs where periodic use of cushion deformation is employed as a means of assisting craft control, or periodic use of cushion air exhausting to atmosphere for purposes of craft manoeuvring, the effects upon cushion-borne stability shall be determined, and the limitations on the use by virtue of craft speed or attitude shall be established.

2.4.5 In the case of an air cushion vehicle fitted with flexible skirts, it shall be demonstrated that the skirts remain stable under operational conditions.

2.5 Intact stability in the transitional mode

2.5.1 Under weather conditions up to the worst intended conditions, the time to pass from the displacement mode to the non-displacement mode and vice versa shall be minimised unless it is demonstrated that no substantial reduction of stability occurs during this transition.

2.5.2 Hydrofoil craft shall comply with the relevant provisions of annex 6.

2.6 Buoyancy and stability in the displacement mode following damage

2.6.1 The requirements of this section apply to all permitted conditions of loading.

2.6.2 For the purpose of making damage stability calculations, the volume and surface permeabilities shall be, in general, as follows:

| Spaces | Permeability |
|---------------------------------|--------------|
| Appropriated to cargo or stores | 60 |
| Occupied by accommodation | 95 |
| Occupied by machinery | 85 |
| Intended for liquids | 0 or 95* |
| Appropriated for cargo vehicles | 90 |
| Void spaces | 95 |

* whichever results in the more severe requirements

2.6.3 Notwithstanding 2.6.2, permeability determined by direct calculation shall be used where a more onerous condition results, and may be used where a less onerous condition results from that provided according to 2.6.2.

2.6.4 The Administration may permit the use of low-density foam or other media to provide buoyancy in void spaces, provided that satisfactory evidence is provided that any such proposed medium is the most suitable alternative and is:

- .1 of closed-cell form if foam, or otherwise impervious to water absorption;
- .2 structurally stable under service conditions;
- .3 chemically inert in relation to structural materials with which it is in contact or other substances with which the medium is likely to be in contact (reference is made to 7.4.3.7); and
- .4 properly secured in place and easily removable for inspection of the void spaces.

2.6.5 The Administration may permit void bottom spaces to be fitted within the watertight envelope of the hull without the provision of a bilge system or air pipes provided that:

- .1 the structure is capable of withstanding the pressure head after any of the damages required by this section;

- .2 when carrying out a damage stability calculation in accordance with the requirements of this section, any void space adjacent to the damaged zone shall be included in the calculation and the criteria in 2.6, 2.13 and 2.15 complied with;
- .3 the means by which water which has leaked into the void space is to be removed shall be included in the craft operating manual required by chapter 18; and
- .4 adequate ventilation is provided for inspection of the space under consideration as required by 2.2.1.2.

2.6.6 Any damage of a lesser extent than that postulated in 2.6.7 to 2.6.10, as applicable, which would result in a more severe condition shall also be investigated. The shape of the damage shall be assumed to be a parallelepiped.

2.6.7 Extent of side damage

The following side damages shall be assumed anywhere on the periphery of the craft:

- .1 the longitudinal extent of damage shall be $0.75 \nabla^{1/3}$, or $(3 \text{ m} + 0.225 \nabla^{1/3})$, or 11 m, whichever is the least;
- .2 the transverse extent of penetration into the craft shall be $0.2 \nabla^{1/3}$. However, where the craft is fitted with inflated skirts or with non-buoyant side structures, the transverse extent of penetration shall be at least 0.12 of the width of the main buoyancy hull or tank structure; and
- .3 the vertical extent of damage shall be taken for the full vertical extent of the craft,

where:

∇ = volume of displacement corresponding to the design waterline (m^3).

[2.6.8 Extent of bottom damage in areas vulnerable to raking damage *

2.6.8.1 Application

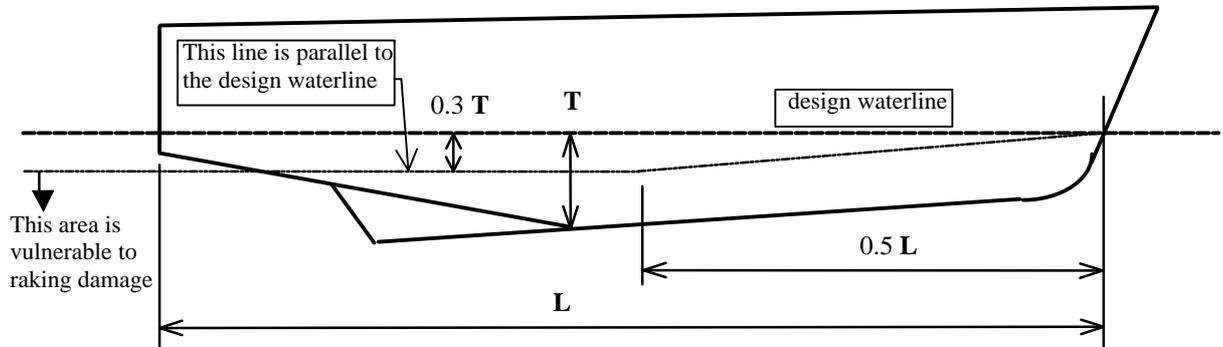
- .1 Any part of the surface of the hull(s) is considered to be vulnerable to raking damage if:
 - .1 is in contact with the water at operational speed in smooth water, and
 - .2 it also lies below two planes which are perpendicular to the craft centreline plane and at heights as shown in figure 2.6.8.1.

For multihulls, individual hulls shall be considered separately.

- .2 Raking damage shall be assumed to occur along any fore-and-aft line on the surface of the hull(s) between the keel and the upper limit defined in the figure below; and

* Subject to consideration and endorsement by SLF 43.

.3 Damage shall not be applied at the same time as that defined in 2.6.7 or 2.6.9.



where: **T** = maximum draught of the hull (each hull considered individually in the case of multihulls) to the design waterline, excluding any non-buoyant structure

Figure 2.6.8.1

2.6.8.2 Extent

2.6.8.2.1 Two different longitudinal extents shall be considered separately:

- .1 55% of the length L , measured from the most forward point of the underwater buoyant volume of each hull; and
- .2 a percentage of the length L , applied anywhere in the length of the craft, equal to 35% for craft where $L = 50\text{m}$ and over and equal to $(L/2 + 10)\%$ for craft where L is less than 50m.

2.6.8.2.2 Except as provided below, the penetration normal to the shell shall be $0.04\sqrt[3]{\nabla}$ or 0.5 m, whichever is the lesser, in association with a girth along the shell equal to $0.1\sqrt[3]{\nabla}$, where ∇ is the volume of displacement corresponding to the design waterline (m^3). However this penetration or girth shall under no circumstances extend above the vertical extent of the vulnerable area as specified in 2.6.8.1.1.]

2.6.9 Extent of bottom damage in areas not vulnerable to raking damage

2.6.9.1 Application

This applies to all parts of the hull(s) which are not defined as vulnerable to raking damage in 2.6.8.1. Damage shall not be applied at the same time as that defined in 2.6.8.

2.6.9.2 Extent

The following extent of damage shall be assumed:

- .1 the length of damage in the fore-and-aft direction shall be $0.75 \nabla^{1/3}$, or $(3 \text{ m} + 0.225 \nabla^{1/3})$, or 11 m whichever is the least;
- .2 the athwartships girth of damage shall be $0.2 \nabla^{1/3}$; and
- .3 the depth of penetration normal to the shell shall be $0.02 \nabla^{1/3}$,

where:

∇ = volume of displacement corresponding to the design waterline (m^3).

2.6.10 In applying 2.6.8 and 2.6.9 to multihull craft, an obstruction at or below the design waterline of up to 7 m width shall be considered in determining the number of hulls damaged at any one time. The requirement of 2.6.6 shall also be applied.

2.6.11 Following any of the postulated damages detailed in 2.6.6 to 2.6.10, the craft in still water shall have sufficient buoyancy and positive stability to simultaneously ensure that:

- .1 for all craft other than amphibious air-cushion vehicles, after flooding has ceased and a state of equilibrium has been reached, the final waterline is below the level of any opening through which further flooding could take place by at least 50% of the significant wave height corresponding to the worst intended conditions;
- .2 for amphibious air-cushion vehicles, after flooding has ceased and a state of equilibrium has been reached, the final waterline is below the level of any opening through which further flooding could take place by at least 25% of the significant wave height corresponding to the worst intended conditions;
- .3 there is a positive freeboard from the damage waterline to survival craft embarkation positions;
- .4 essential emergency equipment, emergency radios, power supplies and public address systems needed for organizing the evacuation remain accessible and operational;
- .5 the residual stability of craft meets the appropriate criteria as laid out in annexes 7 and 8 according to table 2.3.4. Within the range of positive stability governed by the criteria of annexes 7 or 8, no unprotected opening shall be submerged.

2.6.12 Downflooding openings referred to in 2.6.11.1 and 2.6.11.2 shall include doors and hatches which are used for damage control or evacuation procedures, but may exclude those which are closed by means of weathertight doors and hatch covers and not used for damage control or evacuation procedures.

2.7 Inclining and stability information

2.7.1 Every craft, on completion of build, shall be inclined and the elements of its stability determined. When an accurate inclining is not practical, the lightweight displacement and centre of gravity shall be determined by a lightweight survey and accurate calculation.

2.7.2 The master shall be supplied by the owner with reliable information relating to the stability of the craft in accordance with the following provisions of this paragraph. The information relating to stability shall, before issued to the master, be submitted to the Administration for approval, together with a copy thereof for their retention, and shall incorporate such additions and amendments as the Administration may in any particular case require.

2.7.3 Where any alterations are made to a craft so as significantly to affect the stability information supplied to the master, amended stability information shall be provided. If necessary the craft shall be re-inclined.

2.7.4 A report of each inclining or lightweight survey carried out in accordance with this chapter and of the calculation therefrom of the lightweight condition particulars shall be submitted to the Administration for approval, together with a copy for their retention. The approved report shall be placed on board the craft by the owner in the custody of the master and shall incorporate such additions and amendments as the Administration may in any particular case require. The amended lightweight condition particulars so obtained from time to time shall be used by the master in substitution for such previously approved particulars when calculating the craft's stability.

2.7.5 Following any inclining or lightweight survey, the master shall be supplied with amended stability information if the Administration so requires. The information so supplied shall be submitted to the Administration for approval, together with a copy thereof for their retention, and shall incorporate such additions and amendments as the Administration may in any particular case require.

2.7.6 Stability information demonstrating compliance with this chapter shall be furnished in the form of a stability information book which shall be kept on board the craft at all times in the custody of the master. The information shall include particulars appropriate to the craft and shall reflect the craft loading conditions and mode of operation. Any enclosed superstructures or deck-houses included in the cross curves of stability and the critical downflooding points and angles shall be identified. At the operating station there shall be plans showing clearly for each deck and hold the boundaries of the watertight compartments, the openings therein with their means of closure and position of any controls thereof.

2.7.7 Every craft shall have scales of draughts marked clearly at the bow and stern. In the case where the draught marks are not located where they are easily readable, or operational constraints for a particular trade make it difficult to read the draught marks, then the craft shall also be fitted with a reliable draught-indicating system by which the bow and stern draughts can be determined.

2.7.8 The owner or builder, as appropriate, shall ensure that the positions of the draught marks are accurately determined and that the marks are located on the hull in a permanent manner. Accuracy of the draught marks shall be demonstrated to the Administration prior to the inclining experiment.

2.8 Loading and stability assessment

On completion of loading of the craft and prior to its departure on a voyage, the master shall determine the trim and stability of the craft and also ascertain and record that the craft is in compliance with stability criteria of the relevant requirements. The Administration may accept the use of an electronic loading and stability computer or equivalent means for this purpose.

2.9 Marking and recording of the design waterline

2.9.1 The design waterline shall be clearly and permanently marked on the craft's outer sides by the load line mark described below. This and the reference line described in 2.9.2.2 below shall be recorded in the High-Speed Craft Safety Certificate. For craft where this is not practical, e.g. amphibious air-cushion vehicles fitted with peripheral skirts, defined deck reference points shall be provided, from which the freeboard can be measured, and hence the draughts obtained.

2.9.2 Load line mark

2.9.2.1 The load line mark shall consist of a ring with an outside diameter of 300 mm and width of 25 mm which is intersected by a horizontal line of length 450 mm and having a breadth of 25 mm, the upper edge of which passes through the centre of the ring. The centre of the ring shall be placed at the longitudinal centre of flotation in the displacement mode and at a height corresponding to the design waterline.

2.9.2.2 To assist in verifying the position of the load line mark, a reference line shall be marked on the hull at the longitudinal centre of flotation by a horizontal bar having a length of 300 mm and a breadth of 25 mm and having the upper edge corresponding to the reference line.

2.9.2.3 Where practicable, the reference line should be related to the uppermost deck at side. Where it is not possible, the position of the reference line should be defined from the underside of keel at the longitudinal centre of flotation.

2.9.2.4 The mark of the Authority by whom the load lines are assigned may be indicated alongside the load line ring above the horizontal line which passes through the centre of the ring, or above and below it. This mark shall consist of not more than four initials to identify the Authority's name, each measuring approximately 115 mm in height, and 75 mm in width.

2.9.2.5 The ring, lines and letters shall be painted in white or yellow on a dark ground or in black on a light ground, and permanently marked. The marks shall be plainly visible.

2.9.3 Verification

The High-Speed Craft Safety Certificate shall not be delivered until the Administration has verified that the marks are correctly and permanently indicated on the sides of the craft.

PART B - REQUIREMENTS FOR PASSENGER CRAFT

2.10 General

2.10.1 Where compliance with this chapter requires consideration of the effects of passenger weight, the following information shall be used:

- .1 The distribution of passengers is 4 persons per square metre.
- .2 Each passenger has a mass of 75 kg.
- .3 Vertical centre of gravity of seated passengers is 0.3 m above seat.
- .4 Vertical centre of gravity of standing passengers is 1.0 m above deck.
- .5 Passengers and luggage shall be considered to be in the space normally at their disposal.
- .6 Passengers shall be distributed on available deck areas towards one side of the craft on the decks where assembly stations are located and in such a way that they produce the most adverse heeling moment.

2.11 Intact stability in the displacement mode

The craft shall have sufficient intact stability that, when in still water conditions, the inclination of the craft from the horizontal would not exceed 10° (under all permitted cases of loading and uncontrolled passenger movements as may occur).

2.12 Intact stability in the non-displacement mode

2.12.1 The total heel angle in still water due to the effect of passenger movements or due to beam wind pressure as per 1.1.4 of annex 6 shall not to exceed 10°. Passenger movement need not be considered where passengers are required to be seated whenever the craft is operating in the non-displacement mode.

2.12.2 In all loading conditions, the outward heel due to turning shall not exceed 8°, and the total heel due to beam wind pressure as per 1.1.4 of annex 6 and due to turning shall not exceed 12° outward.

2.13 Buoyancy and stability in the displacement mode following damage^[*]

2.13.1 Following any of the postulated damages detailed in 2.6.6 to 2.6.10, in addition to satisfying the requirements of 2.6.11 and 2.6.12, the craft in still water shall have sufficient buoyancy and positive stability to simultaneously ensure that:

- .1 the angle of inclination of the craft from the horizontal does not normally exceed 10° in any direction. However, where this is clearly impractical, angles of inclination up to 15° immediately after damage but reducing to 10° within 15 min shall be permitted provided that efficient non-slip deck surfaces and suitable holding points, e.g., holes, bars, etc., are provided; and
- .2 any flooding of passenger compartments or escape routes which might occur will not significantly impede the evacuation of passengers.

[2.13.2 In addition to the requirements in 2.13.1, Category B craft shall also satisfy the following criteria after sustaining raking damage of 100% of length L, having the girth and penetration given in 2.6.8.2.2, to any part of the surface of the hull(s) defined in 2.6.8.1:

- .1 The angle of inclination of the craft from the horizontal shall not exceed 20° in the equilibrium condition;
- .2 the range of positive righting lever shall be at least 15° in the equilibrium condition;
- .3 the positive area under the righting lever curve shall be at least 0.015 m-rad in the equilibrium condition;
- .4 the requirements of 2.6.11.3 and 2.13.1.2 are satisfied; and
- .5 in intermediate stages of flooding, the maximum righting lever shall be at least 0.05 m and the range of positive righting lever shall be at least 7°.

In complying with the above, the righting lever curve shall be terminated at the angle of downflooding, and only one free surface need be assumed.]**

[* In accordance with resolution 14 of the 1995 SOLAS Conference regarding ro-ro passenger ships, two or more Contracting Governments may conclude agreements modifying the requirements of this clause. However, in interpreting this resolution for craft certificated under chapter X of the Convention:

- .1 the stability standards for multihulls and monohulls, when taking account of the effect of water on deck, shall be those of chapter 2 of, and annexes 7 and 8 to, this Code; and
- .2 the side damage extent shall be calculated according to 2.6.7 of this Code.]

(This footnote should be deleted, subject to endorsement by SLF 43.)

** Subject to consideration and endorsement by SLF 43.

2.14 Inclining and stability information

2.14.1 At periodical intervals not exceeding 5 years, a lightweight survey shall be carried out on all passenger craft to verify any changes in lightweight displacement and longitudinal centre of gravity. The passenger craft shall be re-inclined whenever, in comparison with the approved stability information, a deviation from the lightweight displacement exceeding 2%, or a deviation of the longitudinal centre of gravity exceeding 1% of L is found or anticipated.

2.14.2 A report of each inclining or lightweight survey carried out in accordance with paragraph 2.7.1 and of the calculation therefrom of the lightweight condition particulars shall be submitted to the Administration for approval, together with a copy for their retention. The approved report shall be placed on board the craft by the owner in the custody of the master and shall incorporate such additions and amendments as the Administration may in any particular case require. The amended lightweight condition particulars so obtained from time to time shall be used by the master in substitution for such previously approved particulars when calculating the craft's stability.

2.14.3 Following any inclining or lightweight survey, the master shall be supplied with amended stability information if the Administration so requires. The information so supplied shall be submitted to the Administration for approval, together with a copy thereof for their retention, and shall incorporate such additions and amendments as the Administration may in any particular case require.

PART C - REQUIREMENTS FOR CARGO CRAFT

2.15 Buoyancy and stability in the displacement mode following damage

Following any of the postulated damages detailed in 2.6.6 to 2.6.10, in addition to satisfying the requirements of 2.6.11 and 2.6.12, the craft in still water shall have sufficient buoyancy and positive stability to simultaneously ensure that the angle of inclination of the craft from the horizontal does not normally exceed 15° in any direction. However, where this is clearly impractical, angles of inclination up to 20° immediately after damage but reducing to 15° within 15 minutes may be permitted provided that efficient non-slip deck surfaces and suitable holding points are provided.

2.16 Inclining

Where it is satisfied by lightweight survey, weighing or other demonstration that the lightweight of a craft is closely similar to that of another craft of the series to which 2.7.1 has been applied, the Administration may waive the requirement of 2.7.1 for craft to be inclined. In this regard, a craft which lies within the parameters of 2.14.1, when compared with a craft of the series which has been inclined, shall be regarded as being closely similar to that craft.

CHAPTER 3

STRUCTURES

3.1 General

This chapter covers those elements of hull and superstructure which provide longitudinal and other primary and local strength of the craft as a whole and also other important components such as foils and skirts which are directly associated with the hull and superstructure.

3.2 Materials

Materials used for the hull and superstructure and the other features referred to in 3.1 shall be adequate for the intended use of the craft.

3.3 Structural strength

The structure shall be capable of withstanding the static and dynamic loads which can act on the craft under all operating conditions in which the craft is permitted to operate, without such loading resulting in inadmissible deformation and loss of watertightness or interfering with the safe operation of the craft.

3.4 Cyclic loads

Cyclic loads, including those from vibrations which can occur on the craft, shall not:

- .1 impair the integrity of structure during the anticipated service life of the craft or the service life agreed with the Administration;
- .2 hinder normal functioning of machinery and equipment; and
- .3 impair the ability of the crew to carry out its duties.

3.5 Design criteria

The Administration shall be satisfied that the choice of design conditions, design loads and accepted safety factors corresponds to the intended operating conditions for which certification is sought.

3.6 Trials

If the Administration consider it necessary, it shall require full-scale trials to be undertaken in which loadings are determined. Cognisance shall be taken of the results where these indicate that loading assumptions of structural calculations have been inadequate.

CHAPTER 4

ACCOMMODATION AND ESCAPE MEASURES

4.1 General

4.1.1 Public spaces and crew accommodation shall be designed and arranged so as to protect the occupants from unfavourable environmental conditions and to minimize the risk of injury to occupants during normal and emergency conditions.

4.1.2 Spaces accessible to passengers shall not 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.

4.1.3 Public spaces shall not contain operating controls unless the operating controls are so protected and located that their operation by a crew member shall not be impeded by passengers during normal and emergency conditions.

4.1.4 Windows in passenger and crew accommodation shall be of adequate strength and suitable for the worst intended conditions specified in the Permit to Operate and be made of material which will not break into dangerous fragments if fractured.

4.1.5 The public spaces, crew accommodation and the equipment therein shall be designed so that each person making proper use of these facilities will not suffer injury during craft's normal and emergency start, stop and manoeuvring in normal cruise and in failure or maloperation conditions.

4.2 Public address and information system

4.2.1 A general emergency alarm system shall be provided. The alarm shall be audible throughout all the public spaces, corridors and stairways, crew accommodation and normal crew working spaces and open decks, and the sound pressure level shall be at least 10 dB(A) above ambient noise levels under way in normal cruise operation. The alarm shall continue to function after it has been triggered until it is normally turned off or is temporarily interrupted by a message on the public address system.

4.2.2 There shall be a public address system covering all areas where passengers and crew have access, escape routes, and places of embarkation into survival craft. The system shall be such that flooding or fire in any compartment does not render other parts of the system inoperable. The public address system and its performance standards shall be approved by the Administration having regard to the recommendations adopted by the Organization*.

4.2.3 All passenger craft shall be equipped with illuminated or luminous notices or video information system(s) visible to all sitting passengers, in order to notify them of safety measures.

4.2.4 The master shall, by means of the public address system and the visual information system, be able to request passengers "please be seated" when found to be appropriate to safeguard passengers and always when the safety level 1 according to table 1 of annex 3 is exceeded.

* Refer to the Recommendations on performance standards for public address systems on passenger ships, including cabling (MSC/Circ.808) and the Code on Alarms and Indicators, 1995 (resolution A.830(18)).

4.3 Design acceleration levels

4.3.1 For passenger craft, superimposed vertical accelerations above 1.0 g at longitudinal centre of gravity shall be avoided unless special precautions are taken with respect to passenger safety.

4.3.2 Passenger craft shall be designed for the collision design acceleration g_{coll} with respect to the safety in, and escape from, the public spaces, crew accommodation and escape routes, including in way of life-saving appliances and emergency source of power. The size and type of craft together with speed, displacement and building material shall be taken into consideration when the collision load is determined. The collision design condition shall be based on head-on impact at a defined collision speed.

4.3.3 Mounting of large masses such as main engines, auxiliary engines, lift fans, transmissions and electrical equipment shall be proved by calculation to withstand, without fracturing, the design acceleration given in table 4.3.3.

Table 4.3.3 - Design acceleration as multiples of g

| Types of craft Direction | All HSC except amphibious ACVs | Amphibious ACVs |
|-----------------------------|-----------------------------------|-----------------|
| Forward direction | g_{coll} | 6 |
| After direction | 2 or g_{coll} if less | 3 |
| Transverse direction | 2 or g_{coll} if less | 3 |
| Vertical direction | 2 or g_{coll} if less | 3 |

where:

g_{coll} = the collision design acceleration expressed as a multiple of the acceleration due to gravity (9.806 m/s²)

4.3.4 Collision design acceleration g_{coll} (for craft other than amphibious ACVs where $g_{coll} = 6$) shall be calculated as follows:

$$g_{coll} = 1.2 \left(\frac{P}{g \cdot \Delta} \right), \text{ but not to be taken greater than } 12,$$

where the load P shall be taken as the lesser of P_1 and P_2 , where:

$$P_1 = 460 (M.C_L)^{2/3} (E.C_H)^{1/3}$$

$$P_2 = 9000.M.C_L (C_H D)^{1/2}$$

where the hull material factor M shall be taken as:

$$M = 1.3 \quad \text{for high tensile steel}$$

$$M = 1.0 \quad \text{for aluminium alloy}$$

$$M = 0.95 \quad \text{for mild steel}$$

$$M = 0.8 \quad \text{for fibre-reinforced plastics,}$$

where the length factor C_L of the craft is:

$$C_L = \frac{(165 + L)}{245} \left(\frac{L}{80}\right)^{0.4}$$

where the height factor $C_H = (80 - L)/45$ but not greater than 0.75 or less than 0.3,

where the kinetic energy of the craft at speed V_{imp} is:

$$E = 0.5 \Delta \cdot V_{\text{imp}}^2$$

where the main particulars of the craft are:

$$L = \text{craft length as defined in chapter 1 (m)}$$

$$D = \text{depth of the craft from the underside of keel to the top of the effective hull girder (m)}$$

$$\Delta = \text{craft displacement, being the mean of the lightweight and maximum operational weight (t)}$$

$$V_{\text{imp}} = \text{estimated impact speed (m/s) = two-thirds of operational speed as defined in chapter 1}$$

$$g = \text{acceleration due to gravity} = 9.806 \text{ m/s}^2.$$

For hydrofoils, the collision design acceleration, g_{coll} shall be taken as the greater of either the g_{coll} as calculated above or:

$$g_{\text{coll}} = F/(g \cdot \Delta)$$

where:

$$F = \text{failure load of bow foil assembly applied at the operational waterline (kN).}$$

4.3.5 As an alternative to the requirements of 4.3.4, the collision design acceleration g_{coll} may be determined by carrying out a collision load analysis of the craft on a vertical rock having a maximum height of 2 m above the waterline and using the same assumption for displacement Δ and impact speed V_{imp} as described in 4.3.4. This evaluation may be carried out as part of the safety analysis. If the collision design accelerations are determined by both 4.3.4 and the collision load analysis, the lower resulting value may be used as the collision design acceleration.

4.3.6 Compliance with the provisions of 4.1.5 and 4.3.1 shall be shown for the actual type of craft, as described in annex 9.

4.3.7 Limiting sea states for operation of the craft shall be given in normal operation condition and in the worst intended conditions, at operational speed and at reduced speed as necessary.

4.4 Accommodation design

4.4.1 The public spaces, control stations and crew accommodation of high-speed craft shall be located and designed to protect passengers and crew in the design collision condition. In this respect, these spaces shall not be located forward of a transverse plane (see figure 4.4.1) such that:

$$A_{\text{bow}} = 0.0035 A m f V, \text{ but never less than } 0.04 A,$$

where:

A_{bow} = the plan projected area of craft energy absorbing structure forward of the transverse plane (m^2)

A = total plan projected area of craft (m^2)

m = material factor = $\frac{0.95}{M}$

M = appropriate hull material factor as given in 4.3.4

Where materials are mixed, the material factor shall be taken as a weighted mean, weighted according to the mass of material in the area defined by A_{bow} .

f = framing factor as follows:

- longitudinal deck and shell stiffening = 0.8
- mixed longitudinal and transverse = 0.9
- transverse deck and shell stiffening = 1.0

V = operational speed (m/s).

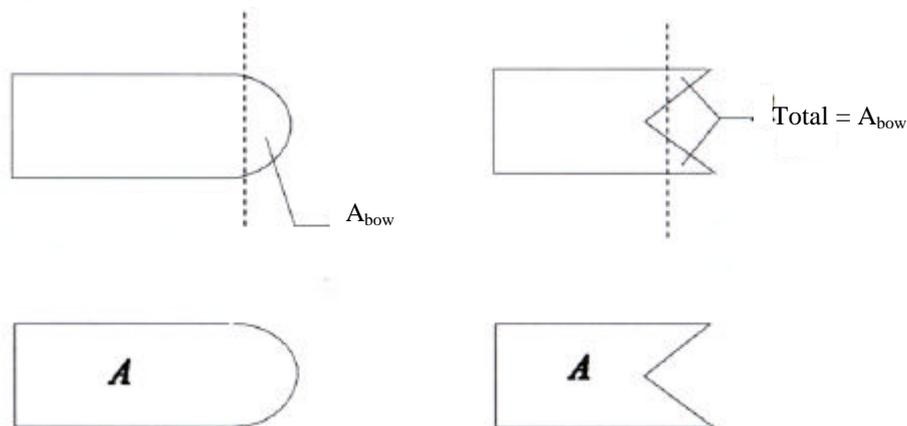


Figure 4.4.1: Plan view of two different craft styles

4.4.2 The public spaces and crew accommodation shall be designed according to the guidelines given in table 4.4.2 and to performance requirements given in annex 10, or by other methods which have been proven to give equal protective qualities.

4.4.3 Equipment and baggage in public spaces and in the operator's compartment shall be positioned and secured so that they remain in the stowed position when exposed to the collision design acceleration according to 4.3.4, 4.3.5 and table 4.3.3.

4.4.4 Seats, life-saving appliances and items of substantial mass and their supporting structure shall not deform or dislodge under any loads up to those specified in 4.3.4, 4.3.5 and table 4.3.3 in any manner that would impede subsequent rapid evacuation of passengers.

4.4.5 There shall be adequate handholds on both sides of any passage to enable passengers to steady themselves while moving about.

Table 4.4.2 - Overview general design guidelines *

| Design level 1: g_{coll} less than 3 | |
|----------------------------------------------------------|----------------------------------------------------------------------------------------|
| 1 | Seat/seat belts |
| 1.1 | Low or high seatback |
| 1.2 | No restrictions on seating direction |
| 1.3 | Sofas allowed |
| 1.4 | No seat belts requirement |
| 2 | Tables in general allowed |
| 3 | Padding of projecting objects |
| 4 | Kiosks, bars, etc., no special restrictions |
| 5 | Baggage, no special requirements |
| 6 | Large masses, restraintment and positioning |
| Design level 2: $g_{coll} = 3$ to 12 | |
| 1 | Seat/seat belts |
| 1.1 | High seatback with protective deformation and padding |
| 1.2 | Forward or backward seating direction |
| 1.3 | No sofas allowed as seat |
| 1.4 | Lap belt in seats when no protective structure forward |
| 2 | Tables with protective features allowed. Dynamic testing |
| 3 | Padding of projecting objects |
| 4 | Kiosks, bars, etc., on aft side of bulkheads, or other specially approved arrangements |
| 5 | Baggage placed with protection forward |
| 6 | Large masses, restraintment and positioning |

* Other arrangements may be employed if an equivalent level of safety is achieved

4.5 Seating construction

4.5.1 A seat shall be provided for each passenger and crew member for which the craft is certified to carry. Such seats shall be arranged in enclosed spaces.

4.5.2 Seats fitted in addition to those required under 4.5.1 and which are not permitted to be used in hazardous navigational situations or potentially dangerous weather or sea conditions need not comply with 4.5 or 4.6. Such seats shall be secured according to 4.4.4 and clearly identified as not being able to be used in hazardous situations.

4.5.3 The installation of seats shall be such as to allow adequate access to any part of the accommodation space. In particular, they shall not obstruct access to, or use of, any essential emergency equipment or means of escape.

4.5.4 Seats and their attachments, and the structure in the proximity of the seats, shall be of a form and design, and so arranged, such as to minimize the possibility of injury and to avoid trapping of the passengers after the assumed damage in the collision design condition according to 4.4.1. Dangerous projections and hard edges shall be eliminated or padded.

4.5.5 Seats, seat belts, seat arrangements and adjacent parts such as tables shall be designed for the actual collision design acceleration as specified in 4.3.4.

4.5.6 All seats, their supports and their deck attachments shall have good energy-absorbing characteristics and shall meet the requirements of annex 10.

4.6 Safety belts

4.6.1 One-hand-release safety belts of three-point type or with shoulder harness shall be provided for all seats from which the craft may be operated for all craft with the g_{coll} acceleration from the collision design acceleration exceeding 3g, as prescribed in 4.3.4.

4.6.2 Safety belts shall be provided on passenger seats and crew seats, if necessary, to obtain the protective performance measures described in annex 10.

4.7 Exits and means of escape

4.7.1 In order to ensure immediate assistance from the crew in an emergency situation, the crew accommodation, including any cabins, shall be located with due regard to easy, safe and quick access to the public spaces from inside the craft. For the same reason, easy, safe and quick access from the operating compartment to the public spaces shall be provided.

4.7.2 The design of the craft shall be such that all occupants may safely evacuate the craft into survival craft under all emergency conditions, by day or by night. The positions of all exits which may be used in an emergency, and of all life-saving appliances, the practicability of the evacuation procedure, and the evacuation time to evacuate all passengers and crew shall be demonstrated.

4.7.3 Public spaces, evacuation routes, exits, lifejacket stowage, survival craft stowage, and the embarkation stations shall be clearly and permanently marked and illuminated as required in chapter 12.

4.7.4 Each enclosed public space and similar permanently enclosed space allocated to passengers or crew shall be provided with at least two exits as widely separated as practical. All exits shall clearly indicate the directions to the evacuation station and safe areas. On category A craft and cargo craft, at least one exit shall give access to the evacuation station serving the persons in the enclosed space considered, and all other exits shall give access to a position on the open deck from which access to an evacuation station is provided. On category B craft, exits shall provide access to the alternative safe area required by 7.11.1; external routes may be accepted providing that the requirements of 4.7.3 and 4.7.11 are complied with.

4.7.5 Subdivision of public spaces to provide refuge in case of fire may be required in compliance with 7.4.4.1 and 7.11.1.

4.7.6 Exit doors shall be capable of being readily operated from inside and outside the craft in daylight and in darkness. The means of operation shall be obvious, rapid and of adequate strength. Doors along escape routes should, wherever appropriate, open in the direction of escape flow from the space served.

4.7.7 The closing, latching and locking arrangements for exits shall be such that it is readily apparent to the appropriate crew member when the doors are closed and in a safe operational condition, either in direct view or by an indicator. The design of external doors shall be such as to minimize the possibility of jamming by ice or debris.

4.7.8 The craft shall have a sufficient number of exits which are suitable to facilitate the quick and unimpeded escape of persons wearing approved lifejackets in emergency conditions, such as collision damage or fire.

4.7.9 Sufficient space for a crew member shall be provided adjacent to exits for ensuring the rapid evacuation of passengers.

4.7.10 All exits, together with their means of opening, shall be adequately marked for the guidance of passengers. Adequate marking shall also be provided for the guidance of rescue personnel outside the craft.

4.7.11 Footholds, ladders, etc., provided to give access from the inside to exits shall be of rigid construction and permanently fixed in position. Permanent handholds shall be provided whenever necessary to assist persons using exits, and shall be suitable for conditions when the craft has developed any possible angles of list or trim.

4.7.12 At least two unobstructed evacuation paths shall be available for the use of each person. Evacuation paths shall be disposed such that adequate evacuation facilities will be available in the event of any likely damage or emergency conditions, and evacuation paths shall have adequate lighting supplied from the main and emergency sources of power.

4.7.13 The width of corridors, doorways and stairways which form part of the evacuation paths shall be not less than 900 mm for passenger craft and 700 mm for cargo craft. This width may be reduced to 600 mm for corridors, doorways and stairways serving spaces where persons are not normally employed. There shall be no protrusions in evacuation paths which could cause injury, ensnare clothing, damage lifejackets or restrict evacuation of disabled persons.

4.7.14 Adequate notices shall be provided to direct passengers to exits.

4.7.15 Provision shall be made on board for embarkation stations to be properly equipped for evacuation of passengers into life-saving appliances. Such provision shall include handholds, anti-skid treatment of the embarkation deck, and adequate space which is clear of cleats, bollards and similar fittings.

4.7.16 Main propulsion machinery spaces and ro-ro spaces shall be provided with two means of escape leading to a position outside the spaces from which a safe route to the evacuation stations is available. One means of escape from the main propulsion machinery spaces shall avoid direct access to any ro-ro space. Main propulsion machinery spaces having a length of less than 5 m and not being routinely entered or continuously manned, may be provided with a single means of escape.

4.8 Evacuation time

4.8.1 The provisions for evacuation shall be designed such that the craft can be evacuated under controlled conditions in a time of one third of the structural fire protection time (SFP) provided in 7.4.2 for areas of major fire hazard areas after subtracting a period of 7 min for initial detection and extinguishing action.

$$\text{Evacuation time} = \frac{(\text{SFP} - 7)}{3} \text{ (min)}$$

where:

SFP = structural fire protection time (min)

4.8.2 An evacuation procedure, including an evacuation analysis carried out taking into account the guidelines developed by the Organization* shall be developed for the information of the Administration in connection with the approval of fire insulation plans and for assisting the owners and builders in planning the evacuation demonstration required in 4.8.3. The evacuation procedures shall include:

- .1 the emergency announcement made by the master;
- .2 contact with base port;
- .3 the donning of lifejackets;
- .4 manning of survival craft and emergency stations;
- .5 the shutting down of machinery and oil fuel supply lines;
- .6 the order to evacuate;
- .7 the deployment of survival craft and marine escape systems and rescue boats;
- .8 the bowing in of survival craft;

* Refer to the Guidelines to be developed by the Organization.

- .9 the supervision of passengers;
- .10 the orderly evacuation of passengers under supervision;
- .11 crew checking that all passengers have left the craft;
- .12 the evacuation of crew;
- .13 releasing the survival craft from the craft; and
- .14 the marshalling of survival craft by the rescue boat, where provided.

4.8.3 Achievement of the required evacuation time (as ascertained in accordance with 4.8.1) shall be verified by a practical demonstration conducted under controlled conditions in the presence of the Administration, and shall be fully documented and verified for passenger craft by the Administration.

4.8.4 Evacuation demonstrations shall be carried out with due concern for the problems of mass movement or panic acceleration likely to arise in an emergency situation when rapid evacuation is necessary. The evacuation demonstrations shall be dry shod with the survival craft initially in their stowed positions and be conducted as follows:

- .1 The evacuation time on a category A craft shall be the time elapsed from the moment the first abandon craft announcement is given, with any passengers distributed in a normal voyage configuration, until the last person has embarked in a survival craft, and shall include the time for passengers and crew to don lifejackets.
- .2 The evacuation time on a category B craft and cargo craft shall be the time elapsed from the moment the order to abandon the craft is given until the last person has embarked in a survival craft. Passengers and crew may be wearing lifejackets and prepared for evacuation, and they may be distributed among assembly stations.
- .3 For all craft the evacuation time shall include the time necessary to launch, inflate and secure the survival craft alongside ready for embarkation.

4.8.5 The evacuation time shall be verified by an evacuation demonstration which shall be performed using the survival craft and exits on one side, for which the evacuation analysis indicates the greatest evacuation time, with the passengers and crew allocated to them.

4.8.6 On craft where a half trial is impracticable, the Administration may consider a partial evacuation trial using a route which the evacuation analysis shows to be the most critical.

4.8.7 The demonstration shall be carried out in controlled conditions in the following manner in compliance with the evacuation plan.

- .1 The demonstration shall commence with the craft afloat in harbour, in reasonably calm conditions, with all machinery and equipment operating in the normal seagoing condition.
- .2 All exits and doors inside the craft shall be in the same position as they are under normal seagoing condition.

- .3 Safety belts, if required, shall be fastened.
- .4 The evacuation routes for all passengers and crew shall be such that no person need enter the water during the evacuation.

4.8.8 For passenger craft, a representative composition of persons with normal health, height and weight shall be used in the demonstration, and shall consist of different sexes and ages so far as it is practicable and reasonable.

4.8.9 The persons, other than the crew selected for the demonstration, shall not have been specially drilled for such a demonstration.

4.8.10 An emergency evacuation demonstration shall be carried out for all new designs of high-speed craft and for other craft where evacuation arrangements differ substantially from those previously tested.

4.8.11 The specific evacuation procedure followed during the craft's initial demonstration on which certification is based shall be included in the craft operating manual together with the other evacuation procedures contained in 4.8.2. During the demonstration, video recordings shall be made, both inside and outside the craft, which shall form an integral part of the training manual required by 18.2.

4.9 Baggage, stores, shops and cargo compartments

4.9.1 Provision shall be made to prevent shifting of baggage, stores and cargo compartment contents, having due regard to occupied compartments and accelerations likely to arise. If safeguarding by positioning is not practicable, adequate means of restraint for baggage, stores and cargo shall be provided. Shelves and overhead shelves for storage of carry-on baggage in public spaces shall be provided with adequate means to prevent the luggage from falling out in any conditions that may occur.

4.9.2 Controls, electric equipment, high-temperature parts, pipelines or other items, the damage or failure of which could affect the safe operation of the craft or which may require access by crew members during a voyage, shall not be located in baggage, store and cargo compartments unless such items are adequately protected so that they cannot be damaged or, where applicable, operated inadvertently by loading, by unloading or by movement of the contents of the compartment.

4.9.3 Loading limits, if necessary, shall be durably marked in those compartments.

4.9.4 Having regard to the purpose of the craft, the closures of the exterior openings of the luggage and cargo compartments as well as special-category spaces shall be appropriately weathertight.

4.10 Noise levels

4.10.1 The noise level in public spaces and crew accommodation shall be kept as low as possible to enable the public address system to be heard, and shall not in general exceed 75 dB(A).

4.10.2 The maximum noise level in the operating compartment shall not in general exceed 65 dB(A) to facilitate communication within the compartment and external radiocommunications.

4.11 Protection of the crew and passengers

4.11.1 Efficient guard rails or bulwarks shall be fitted on all exposed parts of decks to which crew or passengers have access. Alternative arrangements such as safety harnesses and jack-stays may be accepted if they provide an equivalent level of safety. The height of the bulwarks or guard rails shall be at least 1 m from the deck, provided that where this height would interfere with the normal operation of the craft, a lesser height may be approved.

4.11.2 The opening below the lowest course of the guard rails shall not exceed 230 mm. The other courses shall be not more than 380 mm apart. In the case of craft with rounded gunwales the guard rail supports shall be placed on the flat of the deck.

4.11.3 Satisfactory means (in the form of guard rails, life lines, gangways or underdeck passages, etc.) shall be provided for the protection of the crew in getting to and from their quarters, the machinery space and all other parts used in the necessary work of the craft.

4.11.4 Deck cargo carried on any craft shall be so stowed that any opening which is in way of the cargo and which gives access to and from the crew's quarters, the machinery space and all other parts used in the necessary work of the craft, can be properly closed and secured against the admission of water. Effective protection for the crew in the form of guard rails or life lines shall be provided above the deck cargo if there is no convenient passage on or below the deck of the craft.

CHAPTER 5

DIRECTIONAL CONTROL SYSTEMS

5.1 General

5.1.1 Craft shall be provided with means for directional control of adequate strength and suitable design to enable the craft's heading and direction of travel to be effectively controlled to the maximum extent possible in the prevailing conditions and craft speed without undue physical effort at all speeds and in all conditions for which the craft is to be certificated. The performance shall be verified in accordance with annex 9.

5.1.2 Directional control may be achieved by means of air or water rudders, foils, flaps, steerable propellers or jets, yaw control ports or side thrusters, differential propulsive thrust, variable geometry of the craft or its lift-system components or by a combination of these devices.

5.1.3 For the purpose of this chapter, a directional control system includes any steering device or devices, any mechanical linkages and all power or manual devices, controls and actuating systems.

5.1.4 Attention is drawn to the possibility of interaction between directional control systems and stabilisation systems. Where such interaction occurs or where dual-purpose components are fitted, the requirements of 12.5 and Chapters 16 and 17 are also to be complied with, as applicable.

5.2 Reliability

5.2.1 The probability of total failure of all directional control systems shall be extremely remote when the craft is operating normally, i.e., excluding emergency situations such as grounding, collision or a major fire.

5.2.2 A design incorporating a power drive or an actuation system employing powered components for normal directional control shall provide a secondary means of actuating the device unless an alternative system is provided.

5.2.3 The secondary means of actuating the directional control device may be manually driven when the Administration is satisfied that this is adequate, bearing in mind the craft's size and design and any limitations of speed or other parameters that may be necessary.

5.2.4 The directional control systems shall be constructed so that a single failure in one drive or system, as appropriate, will not render any other one inoperable or unable to bring the craft to a safe situation. The Administration may allow a short period of time to permit the connection of a secondary control device when the design of the craft is such that such delay will not, in their opinion, hazard the craft.

5.2.5 A failure mode and effect analysis shall include the directional control system.

5.2.6 If necessary to bring the craft to a safe condition, power drives for directional control devices, including those required to direct thrust forward or astern, shall become operative automatically, and respond correctly, within 5 s of power or other failure. Back-up electrical systems may be required

for the starting-up time of an auxiliary diesel according to 12.2 or an emergency diesel generator according to 12.3.6.

5.2.7 Directional control devices involving variable geometry of the craft or its lift system components shall, so far as is practicable, be so constructed that any failure of the drive linkage or actuating system will not significantly hazard the craft.

5.3 Demonstrations

5.3.1 The limits of safe use of any of the control system devices, shall be based on demonstrations and a verification process in accordance with annex 9.

5.3.2 Demonstration in accordance with annex 9 shall determine any adverse effects upon safe operation of the craft in the event of an uncontrollable total deflection of any one control device. Any limitation on the operation of the craft as may be necessary to ensure that the redundancy or safeguards in the systems provide equivalent safety shall be included in the craft operating manual.

5.4 Control position

5.4.1 All directional control systems shall normally be operated from the craft's operating station.

5.4.2 If directional control systems can also be operated from other positions, then two-way communication shall be arranged between the operating station and these other positions.

5.4.3 Adequate indications shall be provided at the operating station and these other positions to provide the person controlling the craft with verification of the correct response of the directional control device to this demand, and also to indicate any abnormal responses or malfunction. The indications of steering response or rudder angle indicator shall be independent of the system for directional control. The logic of such feedback and indications shall be consistent with the other alarms and indications so that in an emergency operators are unlikely to be confused.

CHAPTER 6

ANCHORING, TOWING AND BERTHING

6.1 General

6.1.1 A primary assumption made in this chapter is that high-speed craft will only need an anchor for emergency purposes.

6.1.2 The arrangements for anchoring, towing and berthing and the local craft structure, the design of the anchor, towing and berthing arrangements and the local craft structure shall be such that risks to persons carrying out anchoring, towing or berthing procedures are kept to a minimum.

6.1.3 All anchoring equipment, towing bits, mooring bollards, fairleads, cleats and eyebolts shall be so constructed and attached to the hull that, in use up to design loads, the watertight integrity of the craft will not be impaired. Design loads and any directional limitations assumed shall be listed in the craft operating manual.

6.2 Anchoring

6.2.1 High-speed craft shall be provided with at least one anchor with its associated cable or cable and warp and means of recovery. Every craft shall be provided with adequate and safe means for releasing the anchor and its cable and warp.

6.2.2 Good engineering practice shall be followed in the design of any enclosed space containing the anchor-recovery equipment to ensure that persons using the equipment are not put at risk. Particular care shall be taken with the means of access to such spaces, the walkways, the illumination and protection from the cable and the recovery machinery.

6.2.3 Adequate arrangements shall be provided for two-way voice communication between the operating compartment and persons engaged in dropping, weighing or releasing the anchor.

6.2.4 The anchoring arrangements shall be such that any surfaces against which the cable may chafe (for example, hawse pipes and hull obstructions) are designed to prevent the cable from being damaged and fouled. Adequate arrangements shall be provided to secure the anchor under all operational conditions.

6.2.5 The craft shall be protected so as to minimize the possibility of the anchor and cable damaging the structure during normal operation.

6.3 Towing

6.3.1 Adequate arrangements shall be provided to enable the craft to be towed in the worst intended conditions. Where towage is to be from more than one point, a suitable bridle shall be provided.

6.3.2 The towing arrangements shall be such that any surface against which the towing cable may chafe (for example, fairleads) is of sufficient radius to prevent the cable being damaged when under load.

6.3.3 The maximum permissible speed at which the craft may be towed shall be included in the operating manual.

6.4 Berthing

6.4.1 Where necessary, suitable fairleads, bitts and mooring ropes shall be provided.

6.4.2 Adequate storage space for mooring lines shall be provided such that they are readily available and secured against the high relative wind speeds and accelerations which may be experienced.

CHAPTER 7

FIRE SAFETY

PART A - GENERAL

7.1 General Requirements

7.1.1 The following basic principles underlie the provisions in this chapter and are embodied therein as appropriate, having regard to the category of craft and the potential fire hazard involved:

- .1 maintenance of the main functions and safety systems of the craft, including propulsion and control, fire-detection, alarms and extinguishing capability of unaffected spaces, after fire in any one compartment on board;
- .2 division of the public spaces for category B craft, in such a way that the occupants of any compartment can escape to an alternative safe area or compartment in case of fire;
- .3 subdivision of the craft by fire-resisting boundaries;
- .4 restricted use of combustible materials and materials generating smoke and toxic gases in a fire;
- .5 detection, containment and extinction of any fire in the space of origin;
- .6 protection of means of escape and access for fire fighting; and
- .7 immediate availability of fire-extinguishing appliances.

7.1.2 The requirements in this chapter are based in the following conditions:

- .1 Where a fire is detected, the crew immediately puts into action the fire-fighting procedures, informs the base port of the accident and prepares for the escape of passengers to alternative safe area or compartment, or, if necessary, for the evacuation of passengers.
- .2 The use of fuel with a flashpoint below 43°C is not recommended. However, fuel with a lower flashpoint, but not lower than 35°C, may be used in gas turbines only subject to compliance with the provisions specified in 7.5.1 to 7.5.6.
- .3 The repair and maintenance of the craft is carried out in accordance with the requirements given in chapters 18 and 19 of this Code.
- .4 Enclosed spaces having reduced lighting, such as cinemas, discothèques, and similar spaces are not permitted.
- .5 Passenger access to special category spaces and open ro-ro spaces is prohibited during the voyage except when accompanied by a crew member responsible for fire safety. Only authorised crew members shall be permitted to enter cargo spaces at sea.

7.2 Definitions

7.2.1 "Fire-resisting divisions" are those divisions formed by bulkheads and decks which comply with the following:

- .1 They shall be constructed of non-combustible or fire-restricting materials which by insulation or inherent fire-resisting properties satisfy the requirements of 7.2.1.2 to 7.2.1.6.
- .2 They shall be suitably stiffened.
- .3 They shall be so constructed as to be capable of preventing the passage of smoke and flame up to the end of the appropriate fire protection time.
- .4 Where required they shall maintain load-carrying capabilities up to the end of the appropriate fire protection time.
- .5 They shall have thermal properties such that the average temperature on the unexposed side will not rise more than 140°C above the original temperature, nor will the temperature, at any one point, including any joint, rise more than 180°C above the original temperature during the appropriate fire protection time.
- .6 A test of a prototype bulkhead or deck in accordance with the Fire Test Procedures Code shall be required to ensure that it meets the above requirements.

7.2.2 "Fire-restricting materials" are those materials which have properties complying with the Fire Test Procedures Code.

7.2.3 "Non-combustible material" is a material which neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to approximately 750°C, this being determined in accordance with the Fire Test Procedures Code.

7.2.4 "A standard fire test" is one in which specimens of the relevant bulkheads, decks or other constructions are exposed in a test furnace by a specified test method in accordance with the Fire Test Procedures Code.

7.2.5 Where the words "steel or other equivalent material" occur, "equivalent material" means any non-combustible material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test (e.g., aluminium alloy with appropriate insulation).

7.2.6 "Low flame-spread" means that the surface thus described will adequately restrict the spread of flame, this being determined in accordance with the Fire Test Procedures Code.

7.2.7 "Smoke-tight" or "capable of preventing the passage of smoke" means that a division made of non-combustible or fire-restricting materials is capable of preventing the passage of smoke.

7.3 Classification of space use

7.3.1 For the purposes of classification of space use in accordance with fire hazard risks, the following grouping shall apply:

- .1 "Areas of major fire hazard", referred to in Tables 7.4-1 and 7.4-2 by A, include the following spaces:
 - machinery spaces
 - ro-ro spaces
 - spaces containing dangerous goods
 - special category spaces
 - store-rooms containing flammable liquids
 - galleys
 - sales shops having a deck area of 50 m² or greater and containing flammable liquids for sale
 - trunks in direct communication with the above spaces.
- .2 "Areas of moderate fire hazard", referred to in Tables 7.4-1 and 7.4-2 by B, include the following spaces:
 - auxiliary machinery spaces, as defined in 1.4.4
 - bond stores containing packaged beverages with alcohol content not exceeding 24% by volume
 - crew accommodation containing sleeping berths
 - service spaces
 - sales shops having a deck area of less than 50 m² containing a limited amount of flammable liquids for sale and where no dedicated store is provided separately
 - sales shops having a deck area of 50 m² or greater not containing flammable liquids
 - trunks in direct communication with the above spaces.
- .3 "Areas of minor fire hazard", referred to in Tables 7.4-1 and 7.4-2 by C, include the following spaces:
 - auxiliary machinery spaces, as defined in 1.4.5
 - cargo spaces

- fuel tank compartments
 - public spaces
 - tanks, voids and areas of little or no fire risk
 - refreshment kiosks
 - sales shops other than those specified in 7.3.1.1 and 7.3.1.2
 - corridors in passenger areas and stairway enclosures
 - crew accommodation other than that mentioned in 7.3.1.2
 - trunks in direct communication with the above spaces.
- .4 "Control stations", referred to in Tables 7.4-1 and 7.4-2 by D, as defined in 1.4.15
- .5 "Evacuation Stations and external escape routes", referred to in Tables 7.4-1 and 7.4-2 by E, include the following areas:
- external stairs and open decks used for escape routes
 - assembly stations, internal and external
 - open deck spaces and enclosed promenades forming lifeboat and liferaft embarkation and lowering stations
 - the craft's side to the waterline in the lightest seagoing condition, superstructure and deckhouse sides situated below and adjacent to the liferaft's and evacuation slide's embarkation areas.
- .6 "Open Spaces" referred to in Tables 7.4-1 and 7.4-2 by F, include the following areas:
- open spaces locations other than evacuation stations and external escape routes and control stations.

7.3.2 In approving structural fire protection details, the Administration shall have regard to the risk of heat transmission at intersections and terminal points of required thermal barriers.

Table 7.4-1

Structural fire protection times for separating bulkheads
and decks of passenger craft

| | A | B | C | D | E | F |
|--------------------------------------------|-----------|---------|-----------|------------|---------|-------------|
| Areas of major fire hazard A | 60 1,2 | 60 1 | 60 1,8 | 60 1 | 60 1 | 60 1,7,9 |
| Areas of moderate fire hazard B | | 30 2 | 30 8 | 60 3,4 | 30 3 | 3 |
| Areas of minor fire hazard C | | | 3 | 30 8,10 | 3 | 3 |
| Control stations D | | | | 3,4 | 3,4 | 3 |
| Evacuation stations and escape routes E | | | | | 3 | 3 |
| Open spaces F | | | | | | - |

Table 7.4-2

Structural fire protection times for separating bulkheads
and decks of cargo craft

| | A | B | C | D | E | F |
|--------------------------------------------|-----------|-----------|-----------|-----------|---------|-------------|
| Areas of major fire hazard A | 60 1,2 | 60 1,2 | 60 1,8 | 60 1 | 60 1 | 60 1,7,9 |
| Areas of moderate fire hazard B | | 2,6 | 6 | 60 3,4 | 6 3 | 3 |
| Areas of minor fire hazard C | | | 3 | 30 8 | 3 3 | 3 |
| Control stations D | | | | 3,4 | 3,4 | 3 |
| Evacuation stations and escape routes E | | | | | 3 | 3 |
| Open spaces F | | | | | | - |

NOTES:

The figures on either side of the diagonal line represent the required structural fire protection time for the protection system on the relevant side of the division. When steel construction is used and two different structural fire protection times are required for a division in the table, only the greater one need be applied.

- ¹ The upper side of the decks of special category spaces, ro-ro spaces and open ro-ro spaces need not be insulated.
- ² Where adjacent spaces are in the same alphabetical category and a note 2 appears, a bulkhead or deck between such spaces need not be fitted if deemed unnecessary by the Administration. For example, a bulkhead need not be required between two store-rooms. A bulkhead, is however, required between a machinery space and a special category space even through both spaces are in the same category.
- ³ No structural fire protection requirements; however, a smoke-tight division made of non-combustible or fire restricting material is required.
- ⁴ Control stations which are also auxiliary machinery spaces shall be provided with 30 min structural fire protection.

- ⁵ There are no special requirements for material or integrity of boundaries where only a dash appears in the tables.
- ⁶ The fire protection time is 0 min and the time for prevention of passage of smoke and flame is 30 min as determined by the first 30 min of the standard fire test.
- ⁷ Fire resisting divisions need not comply with 7.2.1.5.
- ⁸ When steel construction is used, fire resisting divisions adjacent to void spaces need not comply with 7.2.1.5.
- ⁹ The fire protection time may be reduced to 0 min for those parts of open ro-ro spaces which are not essential parts of the craft's main load bearing structure, where passengers have no access to them and the crew need not have access to them during any emergency.
- ¹⁰ On category A craft, this value may be reduced to 0 min where the craft is provided with only a single public space (excluding lavatories) protected by a sprinkler system and adjacent to the operating compartment.

7.4 Structural fire protection

7.4.1 Main structure

7.4.1.1 The requirements below apply to all craft irrespective of construction material. The structural fire protection times for separating bulkheads and decks shall be in accordance with tables 7.4-1 and 7.4.-2, and the structural fire protection times are all based on providing protection for a period of 60 min as referred to in 4.8.1. If any other lesser structural fire protection time is determined for category A craft and cargo craft by 4.8.1, then the times given below in 7.4.2.2 and 7.4.2.3 may be amended pro rata. In no case shall the structural fire protection time be less than 30 min.

7.4.1.2 In using Tables 7.4-1 and 7.4-2, it shall be noted that the title of each category is intended to be typical rather than restricted. For determining the appropriate fire integrity standards to be applied to boundaries between adjacent spaces, where there is doubt as to their classification for the purpose of this section, they shall be treated as spaces within the relevant category having the most stringent boundary requirement.

7.4.1.3 The hull, superstructure, structural bulkheads, decks, deckhouses and pillars shall be constructed of approved non-combustible materials having adequate structural properties. The use of other fire-restricting materials may be permitted provided the requirements of this chapter are complied with and the materials are in compliance with the Fire Test Procedures Code.

7.4.2 Fire-resisting divisions

7.4.2.1 Areas of major and moderate fire hazard shall be enclosed by fire-resisting divisions complying with the requirements of 7.2.1 except where the omission of any such division would not affect the safety of the craft. These requirements need not apply to those parts of the structure in contact with water at the lightweight condition, but due regard shall be given to the effect of temperature of hull in contact with water and heat transfer from any uninsulated structure in contact with water to insulated structure above the water.

7.4.2.2 Fire-resisting bulkheads and decks shall be constructed to resist exposure to the standard fire test for a period of 30 min for areas of moderate fire hazard and 60 minutes for areas of major fire hazard except as provided in 7.4.1.1.

7.4.2.3 Main load-carrying structures within areas of major fire hazard and areas of moderate fire hazard and structures supporting control stations shall be arranged to distribute load such that there will be no collapse of the construction of the hull and superstructure when it is exposed to fire for the appropriate fire protection time. The load-carrying structure shall also comply with the requirements of 7.4.2.4 and 7.4.2.5.

7.4.2.4 If the structures specified in 7.4.2.3 are made of aluminium alloy their installation shall be such that the temperature of the core does not rise more than 200°C above the ambient temperature in accordance with the times in 7.4.1.1 and 7.4.2.2.

7.4.2.5 If the structures specified in 7.4.2.3 are made of combustible material, their insulation shall be such that their temperatures will not rise to a level where deterioration of the construction will occur during the exposure to the standard fire test in accordance with the Fire Test Procedures Code to such an extent that the load-carrying capability, in accordance with the times in 7.4.1.1 and 7.4.2.3, will be impaired.

7.4.2.6 The construction of all doors, and door frames in fire-resisting divisions, with the means of securing them when closed, shall provide resistance to fire as well as to the passage of smoke and flame equivalent to that of the bulkheads in which they are situated. Watertight doors of steel need not be insulated. Also, where a fire-resisting division is penetrated by pipes, ducts, electrical cables etc., arrangements shall be made to ensure that the fire-resisting integrity of the division is not impaired, and necessary testing shall be carried out in accordance with the Fire Test Procedures Code.

7.4.3 Restricted use of combustible materials

7.4.3.1 All separating divisions, ceilings or linings if not a fire resisting division, shall be of non-combustible or fire restricting materials. Draught stops shall be of non-combustible or fire-restricting material.

7.4.3.2 Where insulation is installed in areas in which it could come into contact with any flammable fluids or their vapours, its surface shall be impermeable to such flammable fluids of vapours.

7.4.3.3 Furniture and furnishings in public spaces and crew accommodation shall comply with the following standards:

- .1 all case furniture is constructed entirely of approved non-combustible or fire-restricting materials, except that a combustible veneer with a calorific value not exceeding 45 MJ/m² may be used on the exposed surface of such articles;
- .2 all other furniture such as chairs, sofas and tables, is constructed with frames of non-combustible or fire-restricting materials;
- .3 all draperies, curtains and other suspended textile materials have qualities of resistance to the propagation of flame, this being determined in accordance with the Fire Test Procedures Code;

- .4 all upholstered furniture has qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code;
- .5 all bedding components have qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code; and
- .6 all deck finish materials comply with the Fire Test Procedures Code.

7.4.3.4 The following surfaces shall, as a minimum standard, be constructed of materials having low flame-spread characteristics:

- .1 exposed surfaces in corridors and stairway enclosures, and of bulkheads (including windows), wall and ceiling linings in all public spaces, crew accommodation, service spaces, control stations and internal assembly and evacuation stations;
- .2 surfaces in concealed or inaccessible spaces in corridors and stairway enclosures, public spaces, crew accommodation, service spaces, control stations and internal assembly and evacuation stations.

7.4.3.5 Any thermal and acoustic insulation shall be of non-combustible or of fire-restricting material. Vapour barriers and adhesives used in conjunction with insulation, as well as insulation of pipe fittings for cold service systems need not be non-combustible or fire-restricting, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have low flame spread characteristics.

7.4.3.6 Exposed surfaces in corridors and stairway enclosures, and of bulkheads (including windows), wall and ceiling linings, in all public spaces, crew accommodation, service spaces, control stations and internal assembly and evacuation stations shall be constructed of materials which, when exposed to fire, are not capable of producing excessive quantities of smoke or toxic products, this being determined in accordance with the Fire Test Procedures Code.

7.4.3.7 Void compartments, where low-density combustible materials are used to provide buoyancy, shall be protected from adjacent fire hazard areas by fire-resisting divisions, in accordance with Tables 7.4-1 and 7.4-2. Also, the space and closures to it shall be gastight but it shall be ventilated to atmosphere.

7.4.3.8 In compartments where smoking is allowed, suitable non-combustible ash containers shall be provided. In compartments where smoking is not allowed, adequate notices shall be displayed.

7.4.3.9 The exhaust gas pipes shall be arranged so that the risk of fire is kept to a minimum. To this effect, the exhaust system shall be insulated and all compartments and structures which are contiguous with the exhaust system, or those which may be affected by increased temperatures caused by waste gases in normal operation or in an emergency, shall be constructed of non-combustible material or be shielded and insulated with non-combustible material to protect from high temperatures.

7.4.3.10 The design and arrangement of the exhaust manifolds or pipes shall be such as to ensure the safe discharge of exhaust gases.

7.4.4 Arrangement

7.4.4.1 Internal stairways connecting only two decks need only be enclosed at one deck by means of divisions and self-closing doors having the structural fire protection time as required by tables 7.4-1 and 7.4-2 for divisions separating those areas which each stairway serves. Stairways may be fitted in the open in a public space, provided they lie wholly within such public space.

7.4.4.2 Lift trunks shall be so fitted as to prevent the passage of smoke and flame from one deck to another and shall be provided with means of closing so as to permit the control of draught and smoke.

7.4.4.3 In public spaces, crew accommodation, service spaces, control stations, corridors and stairways, air spaces enclosed behind ceilings, panelling or linings shall be suitably divided by close-fitting draught stops not more than 14 m apart. On category A craft provided with only a single public space, draught stops need not be provided in such public space.

7.5 Fuel and other flammable fluid tanks and systems

7.5.1 Tanks containing fuel and other flammable fluids shall be separated from passenger, crew, and baggage compartments by vapour-proof enclosures or cofferdams which are suitably ventilated and drained.

7.5.2 Fuel oil tanks shall not be located in, be formed by any part of the structural boundary of, areas of major fire hazard. However, flammable fluids of a flashpoint not less than 60°C may be located within such areas provided the tanks are made of steel or other equivalent material.

7.5.3 Every fuel oil pipe which, if damaged, would allow oil to escape from a storage, settling or daily service tank shall be fitted with a cock or valve directly on the tank capable of being closed from a position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated.

7.5.4 Pipes, valves and couplings conveying flammable fluids shall be of steel or such alternative material satisfactory to a standard*, in respect of strength and fire integrity having regard to the service pressure and the spaces in which they are installed. Wherever practicable, the use of flexible pipes shall be avoided.

7.5.5 Pipes, valves and couplings conveying flammable fluids shall be arranged as far from hot surfaces or air intakes of engine installations, electrical appliances and other potential sources of ignition as is practicable and be located or shielded so that the likelihood of fluid leakage coming into contact with such sources of ignition is kept to a minimum.

7.5.6 Fuel with a flash point below 35° shall not be used. In every craft in which fuel with a flashpoint below 43°C is used, the arrangements for the storage, distribution and utilization of the fuel shall be such that, having regard to the hazard of fire and explosion which the use of such fuel may entail, the safety of the craft and of persons on board is preserved. The arrangements shall comply, in addition to the requirements of 7.5.1 to 7.5.5, with the following provisions:

* Refer to the Guidelines for the Application of Plastic Pipes on Ships, adopted by the Organization by resolution A.753(18).

- .1 tanks for the storage of such fuel shall be located outside any machinery space and at a distance of not less than 760 mm inboard from the shell side and bottom plating, and from decks and bulkheads;
- .2 arrangements shall be made to prevent overpressure in any fuel tank or in any part of the oil fuel system, including the filling pipes. Any relief valves and air or overflow pipes shall discharge to a position which, in the opinion of the Administration, is safe;
- .3 the spaces in which fuel tanks are located shall be mechanically ventilated, using exhaust fans providing not less than six air changes per hour. The fans shall be such as to avoid the possibility of ignition of flammable gas-air mixtures. Suitable wire mesh guards shall be fitted over inlet and outlet ventilation openings. The outlets for such exhausts shall be discharged to a position which, in the opinion of the Administration is safe. 'No Smoking' signs shall be posted at the entrance to such spaces;
- .4 earthed electrical distribution systems shall not be used, with the exception of earthed intrinsically safe circuits;
- .5 suitable certified safe type* electrical equipment be used in all spaces where fuel leakage could occur, including the ventilation system. Only electrical equipment and fittings essential for operational purposes shall be fitted in such spaces;
- .6 a fixed vapour-detection system shall be installed in each space through which fuel lines pass, with alarms provided at the continuously manned control station;
- .7 every fuel tanks shall, where necessary, be provided with "savealls" or gutters which would catch any fuel which may leak from such tank;
- .8 safe and efficient means of ascertaining the amount of fuel contained in any tank shall be provided. Sounding pipes shall not terminate in any space where the risk of ignition of spillage from the sounding pipe might arise. In particular, they shall not terminate in passenger or crew spaces. The use of cylindrical gauge glasses is prohibited, except for cargo craft where the use of oil-level gauges with flat glasses and self-closing valves between the gauges and fuel tanks may be permitted by the Administration. Other means of ascertaining the amount of fuel contained in any tank may be permitted if such means do not require penetration below the top of the tank, and providing their failure or overfilling of the tank will not permit the release of fuel;
- .9 during bunkering operations, no passenger shall be on board the craft or in the vicinity of the bunkering station, and adequate 'No Smoking' and 'No Naked Lights' signs shall be posted. Vessel-to-shore fuel connections shall be of closed type and suitably grounded during bunkering operations;
- .10 the provision of fire detection and extinguishing systems in spaces where non-integral fuel tanks are located shall be in accordance with paragraphs 7.7.1 to 7.7.3; and

* Refer to the Recommendations published by the International Electrotechnical Commission and, in particular, publication 60092 - Electrical Installations in Ships.

- .11 refuelling of the craft shall be done at the approved refuelling facilities, detailed in the route operational manual, at which the following fire appliances are provided:
 - .11.1 a suitable foam applicator system consisting of monitors and foam-making branch pipes capable of delivering foam solution at a rate of not less than 500 l/m for not less than 10 min;
 - .11.2 dry powder extinguishers of total capacity not less than 50 kg; and
 - .11.3 carbon dioxide extinguishers of total capacity not less than 16 kg.

7.6 Ventilation

7.6.1 The main inlets and outlets of all ventilation systems shall be capable of being closed from outside the spaces being ventilated. In addition, such openings to areas of major fire hazard shall be capable of being closed from a continuously manned control station.

7.6.2 All ventilation fans shall be capable of being stopped from outside the spaces which they serve, and from outside the spaces in which they are installed. Ventilation fans serving areas of major fire hazard shall be capable of being operated from a continuously manned control station. The means provided for stopping the power ventilation to the machinery space shall be separated from the means provided for stopping ventilation of other spaces.

7.6.3 Areas of major fire hazard and spaces serving as assembly stations shall have independent ventilation systems and ventilation ducts. Ventilation ducts for areas of major fire hazard shall not pass through other spaces, unless they are contained within a trunk or in an extended machinery space or casing insulated in accordance with Tables 7.4-1 and 7.4-2; ventilation ducts of other spaces shall not pass through areas of major fire hazard. Ventilation outlets from areas of major fire hazard shall not terminate within a distance of 1 m from any control station, evacuation station or external escape route. In addition, exhaust ducts from galley ranges shall be fitted with:

- .1 a grease trap readily removable for cleaning unless an alternative approved grease removal system is fitted;
- .2 a fire damper located in the lower end of the duct which is automatically and remotely operated, and in addition a remotely operated fire damper located in the upper end of the duct;
- .3 a fixed means for extinguishing a fire within the duct;
- .4 remote control arrangements for shutting off the exhaust fans and supply fans, for operating the fire dampers mentioned in .2 and for operating the fire-extinguishing system, which shall be placed in a position close to the entrance to the galley. Where a multi-branch system is installed, means shall be provided to close all branches exhausting through the same main duct before an extinguishing medium is released into the system; and
- .5 suitably located hatches for inspection and cleaning.

7.6.4 Where a ventilation duct passes through a fire-resisting division, a fail safe automatic closing fire damper shall be fitted adjacent to the division. The duct between the division and the damper shall be of steel or other equivalent material and insulated to the same standard as required for the fire resisting division. The fire damper may be omitted where ducts pass through spaces surrounded by fire-resisting divisions without serving those spaces providing that the duct has the same structural fire protection time as the divisions it penetrates. Where a ventilation duct passes through a smoke-tight division, a smoke damper shall be fitted at the penetration unless the duct which passes through the space does not serve that space.

7.6.5 Where ventilation systems penetrate decks, the arrangements shall be such that the effectiveness of the deck in resisting fire is not thereby impaired and precautions shall be taken to reduce the likelihood of smoke and hot gases passing from one between-deck space to another through the system.

7.6.6 All dampers fitted on fire-resisting or smoke-tight divisions shall also be capable of being manually closed from each side of the division in which they are fitted, except for those dampers fitted on ducts serving spaces not normally manned such as stores and toilets that may be manually operated only from outside the served spaces. All dampers shall also be capable of being remotely closed from the continuously manned control station.

7.6.7 Ducts shall be made of non-combustible or fire restricting material. Short ducts, however, may be of combustible materials subject to the following conditions:

- .1 their cross-section does not exceed 0.02 m²;
- .2 their length does not exceed 2 m;
- .3 they may only be used at the terminal end of the ventilation system;
- .4 they shall not be situated less than 600 mm from an opening in a fire-resisting or fire-restricting division; and
- .5 their surfaces have low flame spread characteristics.

7.7 Fire detection and extinguishing systems

7.7.1 Fire detection systems

Areas of major and moderate fire hazard and other enclosed spaces not regularly occupied within public spaces and crew accommodation, such as toilets, stairway enclosures, corridors and escape routes shall be provided with an approved automatic smoke detection system and manually operated call points complying with the requirements of 7.7.1.1 and 7.7.1.3 to indicate at the control station the location of outbreak of a fire in all normal operating conditions of the installations. Detectors operated by heat instead of smoke may be installed in galleys. Main propulsion machinery room(s) shall in addition have detectors sensing other than smoke and be supervised by TV cameras monitored from the operating compartment. Manually operated call points shall be installed throughout the public spaces, crew accommodation, corridors and stairway enclosures, service spaces and where necessary control stations. One manually operated call point shall be located at each exit from these spaces and from areas of major fire hazard.

7.7.1.1 General requirements

- .1 Any required fixed fire-detection and fire alarm system with manually operated call points shall be capable of immediate operation at all times.
- .2 Power supplies and electric circuits necessary for the operation of the system shall be monitored for loss of power or fault conditions as appropriate. Occurrence of a fault condition shall initiate a visual and audible fault signal at the control panel which shall be distinct from a fire signal.
- .3 There shall be not less than two sources of power supply for the electrical equipment used in the operation of the fixed fire-detection and fire alarm system, one of which shall be an emergency source. The supply shall be provided by separate feeders reserved solely for that purpose. Such feeders shall run to an automatic change-over switch situated in or adjacent to the control panel for the fire-detection system.
- .4 Detectors and manually operated call points shall be grouped into sections. The activation of any detector or manually operated call point shall initiate a visual and audible fire signal at the control panel and indicating units. If the signals have not received attention within two minutes an audible alarm shall be automatically sounded throughout the crew accommodation and service spaces, control stations and machinery spaces. There shall be no time delay for the audible alarms in crew accommodation areas when all the control stations are unattended. The alarm sounder system need not be an integral part of the detection system.
- .5 The control panel shall be located in the operating compartment or in the main fire control station.
- .6 Indicating units shall, as a minimum, denote the section in which a detector or manually operated call point has operated. At least one unit shall be so located that it is easily accessible to responsible members of the crew at all times, when at sea or in port, except when the craft is out of service. One indicating unit shall be located in the operating compartment if the control panel is located in the space other than the operating compartment.
- .7 Clear information shall be displayed on or adjacent to each indicating unit about the spaces covered and the location of the sections.
- .8 Where the fire-detection system does not include means of remotely identifying each detector individually, no section covering more than one deck within public spaces, crew accommodation, corridors, service spaces and control stations shall normally be permitted except a section which covers an enclosed stairway. In order to avoid delay in identifying the source of fire, the number of enclosed spaces included in each section shall be limited as determined by the Administration. In no case shall more than 50 enclosed spaces be permitted in any section. If the detection system is fitted with remotely and individually identifiable fire detectors, the sections may cover several decks and serve any number of enclosed spaces.

- .9 In passenger craft, if there is no fire-detection system capable of remotely and individually identifying each detector, a section of detectors shall not serve spaces on both sides of the craft nor on more than one deck and neither shall it be situated in more than one zone according to 7.11.1 except that the Administration, if it is satisfied that the protection of the craft against fire will not thereby be reduced, may permit such a section of detectors to serve both sides of the craft and more than one deck. In passenger craft fitted with individually identifiable fire detectors, a section may serve spaces on both sides of the craft and on several decks.
- .10 A section of fire detectors which covers a control station, a service space, a public space, crew accommodation, corridor or stairway enclosure shall not include a machinery space of major fire hazard.
- .11 Detectors shall be operated by heat, smoke or other products of combustion, flame, or any combination of these factors. Detectors operated by other factors indicative of incipient fires may be considered by the Administration provided that they are no less sensitive than such detectors. Flame detectors shall only be used in addition to smoke or heat detectors.
- .12 Suitable instructions and component spares for testing and maintenance shall be provided.
- .13 The function of the detection system shall be periodically tested by means of equipment producing hot air at the appropriate temperature, or smoke or aerosol particles having the appropriate range of density or particle size, or other phenomena associated with incipient fires to which the detector is designed to respond. All detectors shall be of a type such that they can be tested for correct operation and restored to normal surveillance without the renewal of any component.
- .14 The fire-detection system shall not be used for any other purpose, except that closing of fire doors and similar functions may be permitted at the control panel.
- .15 Fire-detection systems with a zone address identification capability shall be so arranged that:
 - .1 a loop cannot be damaged at more than one point by a fire;
 - .2 means are provided to ensure that any fault (e.g., power break; short circuit; earth) occurring in the loop shall render the whole loop ineffective;
 - .3 all arrangements are made to enable the initial configuration of the system to be restored in the event of failure (electrical, electronic, informatic); and
 - .4 the first initiated fire alarm shall not prevent any other detector to initiate further fire alarms.

7.7.1.2 Installation requirements

- .1 In addition to 7.7.1, manually operated call points shall be readily accessible in the corridors of each deck such that no part of the corridor is more than 20 m from a manually operated call point.

- .2 Where a fixed fire-detection and fire alarm system is required for the protection of spaces other than stairways, corridors and escape routes, at least one detector complying with 7.7.1.1.11 shall be installed in each such space.
- .3 Detectors shall be located for optimum performance. Positions near beams and ventilation ducts or other positions where patterns of air flow could adversely affect performance and positions where impact or physical damage is likely shall be avoided. In general, detectors which are located on the overhead shall be a minimum distance of 0.5 m away from bulkheads.
- .4 The maximum spacing of detectors shall be in accordance with the table below:

| Type of detector | Maximum floor area per detector | Maximum distance apart between centres | Maximum distance away from bulkheads |
|------------------|---------------------------------|----------------------------------------|--------------------------------------|
| Heat | 37 m ² | 9 m | 4.5 m |
| Smoke | 74 m ² | 11 m | 5.5 m |

The Administration may require or permit other spacings based upon test data which demonstrate the characteristics of the detectors.

- .5 Electrical wiring which forms parts of the system shall be so arranged as to avoid machinery spaces of major fire hazard, and other enclosed spaces of major fire hazard except, where it is necessary, to provide for fire detection or fire alarm in such spaces or to connect to the appropriate power supply.

7.7.1.3 Design requirements

- .1 The system and equipment shall be suitably designed to withstand supply voltage variation and transients, ambient temperature changes, vibration, humidity, shock, impact and corrosion normally encountered in ships.
- .2 Smoke detectors shall be certified to operate before the smoke density exceeds 12.5 % obscuration per metre, but not until the smoke density exceeds 2 % obscuration per metre. Smoke detectors to be installed in other spaces shall operate within sensitivity limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or over-sensitivity.
- .3 Heat detectors shall be certified to operate before the temperature exceeds 78°C but not until the temperature exceeds 54°C, when the temperature is raised to those limits at a rate less than 1°C per minute. At higher rates of temperature rise, the heat detector shall operate within temperature limits having regard to the avoidance to detector insensitivity or over-sensitivity.
- .4 At the discretion of the Administration, the permissible temperature of operation of heat detectors may be increased to 30°C above the maximum deckhead temperature in drying rooms and similar spaces of a normal high ambient temperature.

- .5 Flame detectors corresponding to 7.7.1.1.11 shall have a sensitivity sufficient to determine flame against an illuminated space background and a false signal identification system.

7.7.2 Fire detection for periodically unattended machinery spaces

A fixed fire-detection and fire alarm system for periodically unattended machinery spaces shall comply with the following requirements:

- .1 The fire-detection system shall be so designed and the detectors so positioned as to detect rapidly the onset of fire in any part of those spaces and under any normal conditions of operation of the machinery and variations of ventilation as required by the possible range of ambient temperatures. Except in spaces of restricted height and where their use is specially appropriate, detection systems using only thermal detectors shall not be permitted. The detection system shall initiate audible and visual alarms distinct in both respects from the alarms of any other system not indicating fire, in sufficient places to ensure that the alarms are heard and observed on the navigating bridge and by a responsible engineer officer. When the operating compartment is unmanned the alarm shall sound in a place where a responsible member of the crew is on duty.
- .2 After installation, the system shall be tested under varying conditions of engine operation and ventilation.

7.7.3 Fixed fire-extinguishing systems

7.7.3.1 Areas of major fire hazard shall be protected by an approved fixed fire-extinguishing system operable from the control position which is adequate for the fire hazard that may exist. The system shall comply with 7.7.3.2 and 7.7.3.3 or with alternative arrangements approved by the Administration taking into account the recommendations and guidelines developed by the Organization* and be capable of local manual control and remote control from the continuously manned control stations.

* Reference is made to MSC/Circ. 668 - Alternative arrangements for halon fire-extinguishing systems in machinery spaces and pump-rooms, and amendments thereto contained in MSC/Circ.728 - Revised test method for equivalent water-based fire extinguishing systems for machinery spaces of category A and cargo pump-rooms contained in MSC/Circ.668; and to MSC/Circ.848 - Revised Guidelines for the approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces and cargo pump-rooms.

7.7.3.2 General requirements

- .1 In all craft where gas is used as the extinguishing medium, the quantity of gas shall be sufficient to provide two independent discharges. The second discharge into the space shall only be activated manually from a position outside the space being protected. Where the space has a local fire-suppression system installed, based on the guidelines developed by the Organization*, to protect fuel oil, lubricating oil and hydraulic oil located near exhaust manifolds, turbo chargers or similar heated surfaces on main and auxiliary internal combustion engines, a second discharge need not be required.
- .2 The use of a fire-extinguishing medium which, in the opinion of the Administration, either by itself or under expected conditions of use will adversely affect the earth's ozone layer and/or gives off toxic gases in such quantities as to endanger persons shall not be permitted.
- .3 The necessary pipes for conveying fire-extinguishing medium into protected spaces shall be provided with control valves so marked as to indicate clearly the spaces to which the pipes are led. Non-return valves shall be installed in discharge lines between cylinders and manifolds. Suitable provision shall be made to prevent inadvertent admission of the medium to any space.
- .4 The piping for the distribution of fire-extinguishing medium shall be arranged and discharge nozzles so positioned that a uniform distribution of medium is obtained.
- .5 Means shall be provided to close all openings which may admit air to, or allow gas to escape from, a protected space.
- .6 Where the volume of free air contained in air receivers in any space is such that, if released in such space in the event of fire, such release of air within that space would seriously affect the efficiency of the fixed fire-extinguishing system, the Administration shall require the provision of an additional quantity of fire-extinguishing medium.
- .7 Means shall be provided for automatically giving audible warning of the release of fire-extinguishing medium into any space in which personnel normally work or to which they have access. The alarm shall operate for a suitable period before the medium is released, but not less than 20 s. Visible alarm shall be arranged in addition to the audible alarm.
- .8 The means of control of any fixed gas fire-extinguishing system shall be readily accessible and simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in a protected space. At each location there shall be clear instructions relating to the operation of the system, having regard to the safety of personnel.

* Refer to the Guidelines for the approval of water-based local application of fixed fire-suppression systems, to be developed by the Organization.

- .9 Automatic release of fire-extinguishing medium shall not be permitted.
- .10 Where the quantity of extinguishing medium is required to protect more than one space, the quantity of medium available need not be more than the largest quantity required for any one space so protected.
- .11 Pressure containers required for the storage of fire-extinguishing medium shall be located outside protected spaces in accordance with 7.7.3.2.14. Pressure containers may be located inside the space to be protected if in the event of accidental release persons will not be endangered.
- .12 Means shall be provided for the crew to safely check the quantity of medium in the containers.
- .13 Containers for the storage of fire-extinguishing medium and associated pressure components shall be designed having regard to their locations and maximum ambient temperatures expected in service.
- .14 When the fire-extinguishing medium is stored outside a protected space, it shall be stored in a room which shall be situated in a safe and readily accessible position and shall be effectively ventilated. Any entrance to such a storage room shall preferably be from the open deck and in any case shall be independent of the protected space. Access doors shall open outwards, and bulkheads and decks including doors and other means of closing any opening therein, which form the boundaries between such rooms and adjoining enclosed spaces, shall be gas tight. Such storage rooms shall be treated as control rooms.
- .15 Spare parts for the system shall be stored on board or at a base port.
- .16 If the release of a fire extinguishing medium produces significant over or under pressurisation in the protected space, means shall be provided to limit the induced pressures to acceptable limits to avoid structural damage.

7.7.3.3 Carbon dioxide systems

- .1 For cargo spaces, the quantity of carbon dioxide available shall, unless otherwise provided, be sufficient to give a minimum volume of free gas equal to 30 % of the gross volume of the largest cargo space so protected in the craft.
- .2 For machinery spaces, the quantity of carbon dioxide carried shall be sufficient to give a minimum volume of free gas equal to the larger of the following volumes, either:
 - .2.1 40 % of the gross volume of the largest machinery space so protected, the volume to exclude that part of the casing above the level at which the horizontal area of the casing is 40 % or less of the horizontal area of the space concerned taken midway between the tank top and the lowest part of the casing; or
 - .2.2 35 % of the gross volume of the largest machinery space protected, including the casing;

provided that the above-mentioned percentages may be reduced to 35 % and 30 % respectively for cargo craft of less than 2,000 gross tonnage; provided also that if two or more machinery spaces are not entirely separate they shall be considered as forming one space.

- .3 For the purpose of this paragraph the volume of free carbon dioxide shall be calculated at 0.56 m³/kg.
- .4 For machinery spaces, the fixed piping system shall be such that 85 % of the gas can be discharged into the space within 2 min.
- .5 Two separate controls shall be provided for releasing carbon dioxide into a protected space and to ensure the activation of the alarm. One control shall be used to discharge the gas from its storage containers. A second control shall be used for opening the valve of the piping which conveys the gas into the protected spaces.
- .6 The two controls shall be located inside a release box clearly identified for the particular space. If the box containing the controls is to be locked, a key to the box shall be in a break-glass type enclosure conspicuously located adjacent to the box.

7.7.4 Portable fire extinguishers

Control stations, public spaces, crew accommodation, corridors and service spaces shall be provided with portable fire extinguishers of approved type and design. At least five portable extinguishers shall be provided, and so positioned, as to be readily available for immediate use. In addition, at least one extinguisher suitable for machinery space fires shall be positioned outside each machinery space entrance.

7.7.5 Fire pumps, fire mains, hydrants and hoses

Fire pumps, and appropriate associated equipment, or alternative effective fire-extinguishing systems shall be fitted as follows:

- .1 At least two independently driven pumps shall be arranged. Each pump shall have at least two-thirds the capacity of a bilge pump as determined by 10.3.5 and 10.3.6 but not less than 25 m³/h. Each fire pump shall be able to deliver sufficient quantity and pressure of water to simultaneously operate the hydrants as required by .4.
- .2 The arrangement of the pumps shall be such that in the event of a fire in any one compartment, all the fire pumps will not be put out of action.
- .3 Isolating valves to separate the section of the fire main within the machinery space containing the main fire pump or pumps from the rest of the fire main shall be fitted in an easily accessible and tenable position outside the machinery spaces. The fire main shall be so arranged that when the isolating valves are shut all the hydrants on the craft, except those in the machinery space referred to above, can be supplied with water by a fire pump not located in this machinery space through pipes which do not enter this space. The spindles of manually operated valves shall be easily accessible and all valves shall be clearly marked.

- .4 Hydrants shall be so arranged so that any location on the craft can be reached by the water jets from two fire hoses from two different hydrants, one of the jets being from a single length of hose. Ro-ro spaces hydrants shall be located so that any location within the space can be reached by two water jets from two different hydrants, each jet being supplied from a single length of hose.
- .5 Each fire hose shall be of non-perishable material and have a maximum length approved by the Administration. Fire hoses, together with any necessary fittings and tools, shall be kept ready for use in conspicuous positions near the hydrants. All fire hoses in interior locations shall be connected to the hydrants at all times. One fire hose shall be provided for each hydrant as required by .4.
- .6 Each fire hose shall be provided with a nozzle of an approved dual purpose type (i.e. spray/jet type) incorporating a shutoff.

7.7.6 Protection of deep-fat cooking equipment

Where deep-fat cooking equipment is installed, all such installations shall be fitted with:

- .1 an automatic or manual fixed extinguishing system tested to an appropriate standard acceptable to the Organization*;
- .2 a primary and back up thermostat with an alarm to alert the operator in the event of failure of either thermostat;
- .3 arrangements for automatically shutting off the electrical power to the deep-fat cooking equipment upon activation of the extinguishing system;
- .4 an alarm for indicating operation of the extinguishing system in the galley where the equipment is installed; and
- .5 controls for manual operation of the extinguishing system which are clearly labelled for ready use by the crew.

7.8 Protection of special category spaces and ro-ro spaces

7.8.1 Structural protection

7.8.1.1 Boundaries of special category spaces shall be insulated in accordance with Tables 7.4-1 and 7.4-2. The standing deck of a special category space or a ro-ro space need only be insulated on the underside if required.

7.8.1.2 Indicators shall be provided on the navigating bridge which shall indicate when any door leading to or from the special category space or ro-ro space is closed.

7.8.1.3 Fire doors in boundaries of special category spaces leading to spaces below the vehicle deck shall be arranged with coamings of a height of at least 100 mm.

* Refer to ISO 15371 - Ships and marine technology - Fire-extinguishing systems for protection of galley deep-fat cooking equipment - Fire tests.

7.8.2 Fixed fire-extinguishing system

Each special category space and ro-ro space shall be fitted with an approved fixed pressure water-spraying system for manual operation which shall protect all parts of any deck and vehicle platform in such space, provided that the Administration may permit the use of any other fixed fire-extinguishing system that has been shown by full-scale test in conditions simulating a flowing petrol fire in the space to be not less effective in controlling fires likely to occur in such a space.

7.8.3 Patrols and detection

7.8.3.1 A continuous fire patrol shall be maintained in special category spaces and ro-ro spaces unless a fixed fire detection and fire alarm system, complying with the requirements of 7.7.1, and a television surveillance system are provided. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The spacing and location of detectors shall be tested taking into account the effects of ventilation and other relevant factors.

7.8.3.2 Manually operated call points shall be provided as necessary throughout the special category spaces and ro-ro spaces and one shall be placed close to each exit from such spaces. Manually operated call points shall be spaced so that no part of the space shall be more than 20 m from a manually operated call point.

7.8.4 Fire-extinguishing equipment

7.8.4.1 There shall be provided in each special category space and ro-ro space:

- .1 at least three water fog applicators;
- .2 one portable foam applicator unit consisting of an air foam nozzle of an inductor type capable of being connected to the fire main by a fire hose, together with a portable tank containing 20 l of foam-making liquid and one spare tank. The nozzle shall be capable of producing effective foam suitable for extinguishing an oil fire of at least 1.5 m³/min. At least two portable foam applicator units shall be available in the craft for use in such space; and
- .3 portable fire extinguishers of approved type and design shall be located so that no point in the space is more than approximately 15 m walking distance from an extinguisher, provided that at least one portable extinguisher is located at each access to such space.

7.8.5 Ventilation system

7.8.5.1 There shall be provided an effective power ventilation system for the special category spaces and ro-ro spaces sufficient to give at least 10 air changes per hour while navigating and 20 air changes per hour at the quayside during vehicle loading and unloading operations. The system for such spaces shall be entirely separated from other ventilation systems and shall be operating at all times when vehicles are in such spaces. Ventilation ducts serving special category spaces and ro-ro spaces capable of being effectively sealed shall be separated for each such space. The system shall be capable of being controlled from a position outside such spaces.

7.8.5.2 The ventilation shall be such as to prevent air stratification and the formation of air pockets.

7.8.5.3 Means shall be provided to indicate in the operating compartment any loss or reduction of the required ventilating capacity.

7.8.5.4 Arrangements shall be provided to permit a rapid shutdown and effective closure of the ventilation system in case of fire, taking into account the weather and sea conditions.

7.8.5.5 Ventilation ducts, including dampers, shall be made of steel or other equivalent material. Ducts lying inside the served space may be made of non-combustible or fire-restricting material.

7.8.6 Scuppers, bilge pumping and drainage

7.8.6.1 In view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks consequent to the operation of the fixed pressure water-spraying system, scuppers shall be fitted so as to ensure that such water is rapidly discharged directly overboard. Alternatively, pumping and drainage facility shall be provided additional to the requirements of chapter 10. When it is required to maintain watertight or weathertight integrity, as appropriate, the scuppers shall be arranged so that they can be operated from outside the space protected.

7.8.7 Precautions against ignition of flammable vapours or liquids

7.8.7.1 On any deck or platform, if fitted, on which vehicles are carried and on which explosive vapours might be expected to accumulate, except platforms with openings of sufficient size permitting penetration of petrol gases downwards, equipment which may constitute a source of ignition of flammable vapours and, in particular, electrical equipment and wiring, shall be installed at least 450 mm above the deck or platform. Electrical equipment installed at more than 450 mm above the deck or platform shall be of a type so enclosed and protected as to prevent the escape of sparks. However, if the installation of electrical equipment and wiring at less than 450 mm above the deck or platform is necessary for the safe operation of the craft, such electrical equipment and wiring may be installed provided that it is of a type approved for use in an explosive mixture of petrol and air.

7.8.7.2 Electrical equipment and wiring, if installed in an exhaust ventilation duct, shall be of a type approved for use in explosive mixtures of petrol and air and the outlet from any exhaust duct shall be sited in a safe position, having regard to other possible sources of ignition.

7.8.7.3 If pumping and drainage arrangements are provided, it shall be ensured that:

- .1 water contaminated with petrol or other flammable substances is not drained to machinery spaces or other spaces where sources of ignition may be present; and
- .2 electrical equipment fitted in tanks or other components of the drainage system shall be of a type suitable for use in explosive petrol/air mixtures.

7.8.8 Open ro-ro spaces

7.8.8.1 Open ro-ro spaces shall comply with the requirements set out in paragraphs 7.8.1.1, 7.8.2, 7.8.3, 7.8.4 and 7.8.6.

7.8.8.2 For those parts of a ro-ro space which are completely open from above, the requirements set out in paragraphs 7.8.2, 7.8.3.1 and 7.8.6 need not be complied with. However, a continuous fire patrol or a television surveillance system shall be maintained.

7.9 Miscellaneous

7.9.1 There shall be permanently exhibited, for the guidance of the master and officers of the craft, fire control plans showing clearly for each deck the following positions: the control stations, the sections of the craft which are enclosed by fire-resisting divisions together with particulars of the fire alarms, fire detection systems, the sprinkler installations, the fixed and portable fire-extinguishing appliances, the means of access to the various compartments and decks in the craft, the ventilating system (including particulars of the master fan controls, the positions of dampers and identification numbers of the ventilating fans serving each section of the craft), the location of the international shore connection, if fitted, and the position of all means of control referred to in 7.5.3, 7.6.2, 7.7.1 and 7.7.3.1. The text of such plans* shall be in the official language of the flag state. However, if the language is neither English nor French, a translation into one of those languages shall be included.

7.9.2 A duplicate set of fire control plans or a booklet containing such plans shall be permanently stored in a prominently marked weathertight enclosure outside the deckhouse for the assistance of shore-side fire-fighting personnel.

7.9.3 Openings in fire resisting divisions

7.9.3.1 Except for any hatches between cargo, special category, ro-ro, store, and baggage spaces and between such spaces and the weather decks, all openings shall be provided with permanently attached means of closing which shall be at least as effective for resisting fires as the divisions in which they are fitted.

7.9.3.2 It shall be possible for each door to be opened and closed from each side of the bulkhead by one person only.

7.9.3.3 Fire doors bounding areas of major fire hazard and stairway enclosures shall satisfy the following requirements:

- .1 The doors shall be self-closing and be capable of closing with an angle of inclination of up to 3.5° opposing closure. The approximate time of closure for hinged fire doors shall be no more than 40 s and no less than 10 s from the beginning of their movement with the craft in the upright position. The approximate uniform rate of closure for sliding fire doors shall be of no more than 0.2 m/s and no less than 0.1 m/s with the craft in the upright position.
- .2 Remote released sliding or power-operated doors shall be equipped with an alarm that sounds at least 5 s but no more than 10 s after the door is released from the continuously manned control station and before the door begins to move and continue sounding until the door is completely closed. Doors designed to reopen upon contacting an object in their paths shall re-open no more than 1 m from the point of contact.
- .3 All doors shall be capable of remote release from a continuously manned central control station, either simultaneously or in groups, and shall be capable of release also individually from a position at both sides of the door. Indication shall be provided at

* Refer to Graphical Symbols for Fire Control Plans, adopted by the Organization by resolution A.654(16).

the fire door indicator panel in the continuously manned control station whether each of the remote released doors is closed. The release mechanism shall be so designed that the door will automatically close in the event of disruption of the control system or main source of electrical power. Release switches shall have an on-off function to prevent automatic resetting of the system. Hold-back hooks not subject to continuously manned control station release shall be prohibited.

- .4 A door closed remotely from the continuously manned control station shall be capable of being re-opened at both sides of the door by local control. After such local opening, the door shall automatically close again.
- .5 Local power accumulators for power-operated doors shall be provided in the immediate vicinity of the doors to enable the doors to be operated after disruption of the control system or main source of electric power at least ten times (fully opened and closed) using the local controls.
- .6 Disruption at one door of the control system or main source of electric power shall not impair the safe functioning of the other doors.
- .7 Double-leaf doors equipped with a latch necessary to their fire integrity shall have a latch that is automatically activated by the operation of the doors when released by the system.
- .8 Doors giving direct access to special category spaces which are power-operated and automatically closed need not be equipped with alarms and remote-release mechanisms required in .2 and .3.
- .9 The components of the local control system shall be accessible for maintenance and adjusting.
- .10 Power operated doors shall be provided with a control system of an approved type which shall be able to operate in case of fire, this being determined in accordance with the Fire Test Procedures Code. This system shall satisfy the following requirements:
 - .1 the control system shall be able to operate at a temperature of at least 200°C for at least 60 min, served by the power supply;
 - .2 the power supply for all other doors not subject to fire shall not be impaired; and
 - .3 at temperatures exceeding 200°C the control system shall be automatically isolated from the power supply and shall be capable of keeping the door closed up to at least 945°C.

7.9.3.4 The requirements for integrity of fire-resisting divisions of the outer boundaries facing open spaces of a craft shall not apply to glass partitions, windows and side scuttles. Similarly, the requirements for integrity of fire-resisting divisions facing open spaces shall not apply to exterior doors in superstructures and deck houses.

7.9.3.5 Doors in smoke-tight divisions shall be self-closing. Doors which are normally kept open shall close automatically or by remote control from a continuously manned control station.

7.10 Firefighter's outfits

7.10.1 All craft other than category A passenger craft shall carry at least two firefighter's outfits complying with the requirements of 7.10.3.

7.10.1.1 In addition, there shall be provided in category B passenger craft for every 80 m, or part thereof, of the aggregate of the length of all passenger spaces and service spaces on the deck which carries such spaces or, if there is more than one such deck, on the deck which has the largest aggregate of such length, two firefighter's outfits and two sets of personal equipment, each comprising the items stipulated in 7.10.3.1.1 to 7.10.3.1.3;

7.10.1.2 In category B passenger craft, for each pair of breathing apparatuses there shall be provided one water fog applicator, which shall be stored adjacent to such apparatus.

7.10.1.3 The Administration may require additional sets of personal equipment and breathing apparatus, having due regard to the size and type of the craft.

7.10.2 The firefighter's outfits or sets of personal equipment shall be so stored as to be easily accessible and ready for use and, where more than one firefighter's outfit or more than one set of personal equipment is carried, they shall be stored in widely separated positions.

7.10.3 A firefighter's outfit shall consist of:

- .1 Personal equipment comprising:
 - .1.1 protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam or gases. The outer surface shall be water-resistant;
 - .1.2 boots and gloves of rubber or other electrically non-conductive material;
 - .1.3 a rigid helmet providing effective protection against impact;
 - .1.4 an electric safety lamp (hand lantern) of an approved type with a minimum burning period of 3 h; and
 - .1.5 an axe.
- .2 A breathing apparatus of an approved type which may be either:
 - .2.1 a smoke helmet or smoke mast, which shall be provided with a suitable air pump and a length of air hose sufficient to reach from the open deck, well clear of hatch or doorway, to any part of the holds or machinery spaces. If, in order to comply with this subparagraph, an air hose exceeding 36 m in length would be necessary, a self-contained breathing apparatus shall be substituted or provided in addition, as determined by the Administration; or
 - .2.2 a self-contained compressed-air-operated breathing apparatus, the volume of air contained in the cylinders of which shall be at least 1,200 l, or other self-contained breathing apparatus, which shall be capable of functioning for at

least 30 min. A number of spare charges, suitable for use with the apparatus provided, shall be available on board.

- .3 For each breathing apparatus a fireproof lifeline of sufficient length and strength shall be provided capable of being attached by means of a snaphook to the harness of the apparatus or to a separate belt in order to prevent the breathing apparatus becoming detached when the lifeline is operated.

PART B - REQUIREMENTS FOR PASSENGER CRAFT

7.11 Arrangement

7.11.1 For category B craft, the public spaces shall be divided into zones according to the following:

- .1 The craft shall be divided into at least two zones. The mean length of each zone shall not exceed 40 m.
- .2 For the occupants of each zone there shall be an alternative safe area to which it is possible to escape in case of fire. The alternative safe area shall be separated from other passenger zones by smoke-tight divisions of non-combustible materials or fire-restricting materials extending from deck to deck. The alternative safe area can be another passenger zone. Alternative safe areas shall be dimensioned on the basis of one person per seat and 0.35 m² per person of the net remaining area, based on the maximum number of persons they are called to accommodate in an emergency.
- .3 The alternative safe area shall, as far as practicable, be located adjacent to the passenger zone it is intended to serve. There shall be at least two exits from each passenger zone, located as far away from each other as possible, leading to the alternative safe area. Escape routes shall be provided to enable all passengers and crew to be safely evacuated from the alternative safe area.

7.11.2 Category A craft need not be divided into zones.

7.11.3 Control stations, stowage positions of life-saving appliances, escape routes and places of embarkation into survival craft shall not, as far as practicable, be located adjacent to any areas of major or moderate fire hazard.

7.12 Ventilation

Each safe zone in the public spaces shall be served by a ventilation system independent of the ventilation system of any other zone. The ventilation fans of each zone in the public spaces shall also be capable of being independently controlled from a continuously manned control station.

7.13 Fixed sprinkler system

7.13.1 Public spaces and service spaces, crew accommodation areas where sleeping berths are provided, storage rooms other than those containing flammable liquids, and similar spaces shall be

protected by a fixed sprinkler system based on the standards developed by the Organization*. Manually operated sprinkler systems shall be divided into sections of appropriate size and the valves for each section, start of sprinkler pump(s) and alarms shall be capable of being operated from two spaces separated as widely as possible, one of which shall be a continuously manned control station. In category B craft, no section of the system shall serve more than one of the zones required in 7.11.

7.13.2 Plans of the system shall be displayed at each operating station. Suitable arrangements shall be made for the drainage of water discharged when the system is activated.

7.13.3 Category A craft need not comply with the requirements of 7.13.1 and 7.13.2 providing that:

- smoking is not permitted;
- sales shops, galleys, service spaces, ro-ro spaces and cargo spaces are not fitted;
- the maximum number of passengers carried does not exceed 200; and
- the voyage duration at operational speed from departure port to destination when fully laden does not exceed 2 h.

PART C - REQUIREMENTS FOR CARGO CRAFT

7.14 Control stations

Control stations, life-saving appliances stowage positions, escape routes and places of embarkation into survival craft shall be located adjacent to crew accommodation areas.

7.15 Cargo spaces

Cargo spaces, except open deck areas or refrigerated holds, shall be provided with an approved automatic smoke-detection system complying with 7.7.1 to indicate at the control station the location of outbreak of a fire in all normal operating conditions of the installations and shall be protected by an approved fixed quick-acting fire-extinguishing system complying with 7.7.3.2 operable from the control station.

7.16 Fixed sprinkler system

7.16.1 Crew accommodation where sleeping berths are provided, having a total deck area greater than 50 m² (including corridors serving such accommodation), shall be protected by a fixed sprinkler system based on the standards developed by the Organization*.

7.16.2 Plans of the system shall be displayed at each operating station. Suitable arrangements shall be made for the drainage of water discharged when the system is activated.

* Refer to the Standards for fixed sprinkler systems for high speed craft, adopted by the Organization by resolution MSC.44(65), as may be amended.

PART D - REQUIREMENTS FOR CRAFT AND CARGO SPACES INTENDED
FOR THE CARRIAGE OF DANGEROUS GOODS*

7.17 General

7.17.1 In addition to complying with the requirements of paragraph 7.15 for cargo craft and with the requirements of paragraph 7.8 for both passenger and cargo craft as appropriate, craft types and cargo spaces referred to in 7.17.2 intended for the carriage of dangerous goods shall comply with the requirements of this paragraph, as appropriate, except when carrying dangerous goods in limited quantities**, unless such requirements have already been met by compliance with the requirements elsewhere in this chapter. The types of craft and modes of carriage of dangerous goods are referred to in 7.17.2 and in Table 7.17-1, where the numbers appearing in 7.17.2 are referred to in the top line. Cargo craft of less than 500 gross tonnage constructed on or after [date of entry into force] shall comply with this paragraph, but the Administration of the State whose flag the craft is entitled to fly may, in consultation with the port State, reduce the requirements and such reduced requirements shall be recorded in the document of compliance referred to in 7.17.4.

7.17.2 Application of Tables 7.17-1 and 7.17-2

The following craft types and cargo spaces shall govern the application of Tables 7.17-1 and 7.17-2:

- .1 craft and cargo spaces not specifically designed for the carriage of freight containers but intended for the carriage of dangerous goods in packaged form including goods in freight containers and portable tanks;
- .2 purpose-built container craft and cargo spaces intended for the carriage of dangerous goods in freight containers and portable tanks;
- .3 craft and ro-ro spaces intended for the carriage of dangerous goods; and
- .4 craft and cargo spaces intended for the carriage of solid dangerous goods in bulk.

7.17.3 Requirements

Unless otherwise specified the following requirements shall govern the application of Tables 7.17-1, 7.17-2 and 7.17-3 to both "on deck" and "under deck" stowage of dangerous goods. The numbers of the following sub-sections are indicated in the first column of the above-mentioned Tables.

* Refer to the "International Maritime Dangerous Goods Code" (IMDG Code), adopted by the Organization by resolution A.716(17), as amended, and the "Code of Safe Practice for Solid Bulk Cargoes", adopted by resolution A.434(XI), as amended.

** Reference is made to chapter 3.4 of the International Maritime Dangerous Goods Code (IMDG Code) for the provisions on the carriage of "limited quantities".

TABLE 7.17-1

Application of the requirements of 7.17.3 to different modes of carriage of dangerous goods in craft and cargo spaces

| Section 7.17.2 / Section 7.17.3 | Weather decks .1 to .4 inclusive | 7.17.2.1 | 7.17.2.2 | 7.17.2.3 | | 7.17.2.4 |
|---------------------------------------|----------------------------------|---------------------------|------------------------|----------------|-------------------|-----------------------------------------------------------------------------------------------------|
| | | Not specifically designed | Container cargo spaces | Ro-ro spaces | Open ro-ro spaces | Solid dangerous goods in bulk |
| 7.17.3.1.1 | x | x | x | x | x | For application of requirements of Part D to different classes of dangerous goods, see Table 7.17-2 |
| 7.17.3.1.2 | x | x | x | x | x | |
| 7.17.3.1.3 | - | x | x | x | x | |
| 7.17.3.1.4 | - | x | x | x | x | |
| 7.17.3.2 | - | x | x | x | x | |
| 7.17.3.3 | - | x | x | x | - | |
| 7.17.3.4.1 | - | x | x ¹ | x | - | |
| 7.17.3.4.2 | - | x | x ¹ | x | - | |
| 7.17.3.5 | - | x | x | x | - | |
| 7.17.3.6.1 | x | x | x | x | x | |
| 7.17.3.6.2 | x | x | x | x | x | |
| 7.17.3.7 | x | x | - | - | x | |
| 7.17.3.8.1 | - | x | x | x | - | |
| 7.17.3.8.2 | - | - | - | x ² | x | |
| 7.17.3.9 | - | - | - | x | x | |
| 7.17.3.10 | x | - | - | x | x | |

NOTES:

1 For classes 4 and 5.1 not applicable to closed freight containers.

For classes 2, 3, 6.1 and 8 when carried in closed freight containers the ventilation rate may be reduced to not less than two air changes. For the purpose of this requirement a portable tank is a closed freight container.

2 Applies only to ro-ro spaces, not capable of being sealed.

x Wherever "x" appears in the Table it means that this requirement is applicable to all classes of dangerous goods as given in the appropriate line of Table 7.17-3, except as indicated by the notes.

TABLE 7.17-2

Application of the requirements of 7.17.3 to different classes of dangerous goods for craft and cargo spaces carrying solid dangerous goods in bulk

| Class Section | 4.1 | 4.2 | 4.3³ | 5.1 | 6.1 | 8 | 9 |
|--------------------------------|----------------|----------------|------------------------|------------------|------------|----------|------------------|
| 7.17.3.1.1 | X | X | - | X | - | - | X |
| 7.17.3.1.2 | X | X | - | X | - | - | X |
| 7.17.3.2 | X | X ⁴ | X | X ⁵ | - | - | X ⁵ |
| 7.17.3.4.1 | - | X ⁴ | X | - | - | - | - |
| 7.17.3.4.2 | X ⁶ | X ⁴ | X | X ^{4,6} | - | - | X ^{4,6} |
| 7.17.3.4.3 | X | X | X | X | X | X | X |
| 7.17.3.6 | X | X | X | X | X | X | X |

NOTES:

- 3 The hazards of substances in this Class which may be carried in bulk are such that special consideration must be given by the Administration to the construction and equipment of the ship involved in addition to meeting the requirements enumerated in this Table.
- 4 Only applicable to Seedcake containing solvent extractions, to Ammonium nitrate and to Ammonium nitrate fertilizers.
- 5 Only applicable to Ammonium nitrate and to Ammonium nitrate fertilizers. However, a degree of protection in accordance with standards contained in the "International Electrotechnical Commission, publication 79 - Electrical Apparatus for Explosive Gas Atmospheres", is sufficient.
- 6 Only suitable wire mesh guards are required.

TABLE 7.17-3

Application of the requirements of section 7.17.3 to different classes of dangerous goods except solid dangerous goods in bulk

| Class Section | 1.1- 1.6 ⁸ | 1.4S | 2.1 | 2.2 | 2.3 | 3.1 3.2 | 3.3 | 4.1 | 4.2 | 4.3 | 5.1 ⁹ | 5.2 | 6.1 liquids | 6.1 liquids £ 23°C | 6.1 liquids >23°C £ 61°C | 6.1 solids | 8 liquids | 8 liquids £ 23°C | 8 liquids >23°C £ 61°C | 8 solids | 9 |
|------------------|--------------------------|------|-----|-----|-----|------------|-----|----------------|----------------|-----|------------------|-----|----------------|--------------------------|-----------------------------------|----------------|--------------|------------------------|---------------------------------|-------------|-----------------|
| 7.17.3.1.1 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 7.17.3.1.2 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | - |
| 7.17.3.1.3 | X | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7.17.3.1.4 | X | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7.17.3.2 | X | - | X | - | - | X | - | - | - | - | - | - | - | X | - | - | - | X | - | - | - |
| 7.17.3.3 | X | X | X | X | X | X | X | X | X | X | X | - | X | X | X | X | X | X | X | X | X |
| 7.17.3.4.1 | - | - | X | - | X | X | - | X ⁷ | X ⁷ | X | X ⁷ | - | - | X | X | X ⁷ | - | X | X | - | X ⁷ |
| 7.17.3.4.2 | - | - | X | - | - | X | - | - | - | - | - | - | - | X | X | - | - | X | X | - | - |
| 7.17.3.5 | - | - | - | - | - | X | - | - | - | - | - | - | X | X | X | - | - | X | - | - | - |
| 7.17.3.6 | - | - | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X ¹⁰ |
| 7.17.3.7 | - | - | - | - | - | X | X | X | X | X | X | - | - | X | X | - | - | X | X | - | - |
| 7.17.3.8 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 7.17.3.9 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 7.17.3.10 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |

NOTES:

- 7 When "mechanically-ventilated spaces" are required by the "International Maritime Dangerous Goods Code" (IMDG Code), as amended.
- 8 Stow 3 m horizontally away from the machinery space boundaries in all cases.
- 9 Refer to the "International Maritime Dangerous Goods Code".
- 10 As appropriate to the goods being carried.

7.17.3.1 Water supplies

7.17.3.1.1 Arrangements shall be made to ensure immediate availability of a supply of water from the fire main at the required pressure either by permanent pressurization or by suitably placed remote starting arrangements for the fire pumps.

7.17.3.1.2 The quantity of water delivered shall be capable of supplying four nozzles of a size and at a pressure as specified in 7.7.8, capable of being trained on any part of the cargo space when empty. This amount of water may be applied by equivalent means to the satisfaction of the Administration.

7.17.3.1.3 Means of effectively cooling the designated under deck cargo-space by copious quantities of water, either by a fixed arrangement of spraying nozzles, or flooding the space with water, shall be provided. Hoses may be used for this purpose in small cargo spaces and in small areas of larger cargo-spaces at the discretion of the Administration. In any event the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. If this is not possible the adverse effect upon stability of the added weight and free surface of water shall be taken into account.

7.17.3.1.4 Provision to flood a designated under deck cargo-space with suitable specified media may be substituted for the requirements in .3 above.

7.17.3.2 Sources of ignition

Electrical equipment and wiring shall not be fitted in enclosed cargo spaces, unless it is essential for operational purposes. However, if electrical equipment is fitted in such spaces, it shall be of a certified safe type* for use in the dangerous environments to which it may be exposed unless it is possible to completely isolate the electrical system (by removal of links in the system, other than fuses). Cable penetrations of the decks and bulkheads shall be sealed against the passage of gas or vapour. Through runs of cables and cables within the cargo spaces shall be protected against damage from impact. Any other equipment which may constitute a source of ignition of flammable vapour shall not be permitted.

7.17.3.3 Detection system

Enclosed cargo spaces shall be provided with an approved automatic smoke detection system complying with 7.7.1 or with a detection system which, in the opinion of the Administration gives equivalent protection.

7.17.3.4 Ventilation

7.17.3.4.1 Adequate power ventilation shall be provided in enclosed spaces. The arrangement shall be such as to provide for at least six air changes per hour in the cargo space based on an empty space and for removal of vapours from the upper or lower parts of the space, as appropriate.

* Refer to IEC publication 92-506 Electrical installations in ships Part 506: Special features-Ships carrying specific dangerous goods and materials hazardous only in bulk and IEC 79-Electrical apparatus for explosive gas atmospheres.

7.17.3.4.2 The fans shall be such as to avoid the possibility of ignition of flammable gas air mixtures. Suitable wire mesh guards shall be fitted over inlet and outlet ventilation openings.

7.17.3.4.3 Natural ventilation shall be provided in enclosed spaces intended for the carriage of solid dangerous goods in bulk, where there is no provision for mechanical ventilation.

7.17.3.5 Bilge pumping

Where it is intended to carry flammable or toxic liquids in enclosed spaces, the bilge pumping system shall be designed to ensure against inadvertent pumping of such liquids through machinery space piping or pumps. Where large quantities of such liquids are carried, consideration shall be given to the provision of additional means of draining those spaces.

7.17.3.6 Personnel protection

7.17.3.6.1 Four sets of full protective clothing resistant to chemical attack shall be provided in addition to the firefighter's outfits required by 7.10. The protective clothing shall cover all skin, so that no part of the body is unprotected.

7.17.3.6.2 At least two self-contained breathing apparatuses additional to those required by 7.10 shall be provided.

7.17.3.7 Portable fire extinguishers

Portable fire extinguishers with a total capacity of at least 12 kg of dry powder or equivalent shall be provided for the cargo spaces. These extinguishers shall be in addition to any portable fire extinguishers required elsewhere in this chapter.

7.17.3.8 Fixed fire extinguishing system

7.17.3.8.1 Cargo spaces, except for open decks, shall be provided with an approved fixed fire extinguishing system complying with the provisions of 7.7.3 or with a fire extinguishing system which, in the opinion of the Administration, gives equivalent protection for the cargo carried*.

7.17.3.8.2 Each open ro-ro space having a deck above it and each ro-ro space not capable of being sealed shall be fitted with an approved fixed pressure water-spraying system for manual operation which shall protect all parts of any deck and vehicle platform in such space, except that the Administration may permit the use of any other fixed fire-extinguishing system that has been shown by full-scale test to be no less effective. In any event the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. If this is not possible the adverse effect upon stability of the added weight and free surface of water shall be taken into account to the extent deemed necessary by the Administration in its approval of the stability information.

* For cargoes for which a fixed gas fire extinguishing system is ineffective, refer to the List of cargoes in table 2 of MSC/Circ.671.

7.17.3.9 Separation between ro-ro spaces and open ro-ro spaces

A separation shall be provided between a ro-ro space and an adjacent open ro-ro space. The separation shall be such as to minimize the passage of dangerous vapours and liquids between such spaces. Alternatively, such separation need not be provided if both spaces fully comply with the requirements for ro-ro spaces in Part D.

7.17.3.10 Separation between ro-ro spaces and weather decks

A separation shall be provided between a ro-ro space and the adjacent weather deck. The separation shall be such as to minimize the passage of dangerous vapours and liquids between such spaces. Alternatively, a separation need not be provided if the ro-ro space fully complies with the requirements for ro-ro spaces in Part D. However, a separation is still required when dangerous goods carried shall be loaded on the weather deck only.

7.17.4 Document of compliance

The Administration shall provide the craft with an appropriate document as evidence of compliance of construction and equipment with the requirements of this Part D.

CHAPTER 8

LIFE-SAVING APPLIANCES AND ARRANGEMENTS

8.1 General and definitions

8.1.1 Life-saving appliances and arrangements shall enable abandonment of the craft in accordance with the requirements of 4.7 and 4.8.

8.1.2 Except where otherwise provided in this Code, the life-saving appliances and arrangements required by this chapter shall meet the detailed specifications set out in chapter III of the Convention and the LSA Code and be approved by the Administration.

8.1.3 Before giving approval to life-saving appliances and arrangements, the Administration shall ensure that such life-saving appliances and arrangements:

- .1 are tested to confirm that they comply with the requirements of this chapter, in accordance with the recommendations of the Organization^{*}; or
- .2 have successfully undergone, to the satisfaction of the Administration, tests which are substantially equivalent to those specified in those recommendations.

8.1.4 Before giving approval to novel life-saving appliances or arrangements, the Administration shall ensure that such appliances or arrangements:

- .1 provide safety standards at least equivalent to the requirements of this chapter and have been evaluated and tested in accordance with the recommendations of the Organization^{**}; or
- .2 have successfully undergone, to the satisfaction of the Administration, evaluation and tests which are substantially equivalent to those recommendations.

8.1.5 Before accepting life-saving appliances and arrangements that have not been previously approved by the Administration, the Administration shall be satisfied that life-saving appliances and arrangements comply with the requirements of this chapter.

8.1.6 Except where otherwise provided in this Code, life-saving appliances required by this chapter for which detailed specifications are not included in the LSA Code shall be to the satisfaction of the Administration.

* Refer to the Revised Recommendation on Testing of Life-Saving Appliances, adopted by the Organization by resolution MSC.81(70).

** Refer to the Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances and Arrangements, adopted by the Organization by resolution A.520(13).

8.1.7 The Administration shall require life-saving appliances to be subjected to such production tests as are necessary to ensure that the life-saving appliances are manufactured to the same standard as the approved prototype.

8.1.8 Procedures adopted by the Administration for approval shall also include the conditions whereby approval would continue or would be withdrawn.

8.1.9 The Administration shall determine the period of acceptability of life-saving appliances which are subject to deterioration with age. Such life-saving appliances shall be marked with a means for determining their age or the date by which they shall be replaced.

8.1.10 For the purposes of this chapter, unless expressly provided otherwise:

- .1 "Detection" is the determination of the location of survivors or survival craft.
- .2 "Embarkation ladder" is the ladder provided at survival craft embarkation stations to permit safe access to survival craft after launching.
- .3 "Embarkation station" is the place from which a survival craft is boarded. An embarkation station may also serve as an assembly station, provided there is sufficient room, and the assembly station activities can safely take place there.
- .4 "Float-free launching" is that method of launching a survival craft whereby the craft is automatically released from a sinking craft and is ready for use.
- .5 "Free-fall launching" is that method of launching a survival craft whereby the craft with its complement of persons and equipment on board is released and allowed to fall into the sea without any restraining apparatus.
- .6 "Immersion suit" is a protective suit which reduces the body heat-loss of a person wearing it in cold water.
- .7 "Inflatable appliance" is an appliance which depends upon non-rigid, gas-filled chambers for buoyancy and which is normally kept uninflated until ready for use.
- .8 "Inflated appliance" is an appliance which depends upon non-rigid, gas-filled chambers for buoyancy and which is normally kept inflated and ready for use at all times.
- .9 "Launching appliance or arrangement" is a means of transferring a survival craft or rescue boat from its stowed position safely to the water.
- .10 "Marine evacuation system (MES)" is an appliance designed to rapidly transfer a large number of persons from an embarkation station by means of a passage to a floating platform for subsequent embarkation into associated survival craft or directly into associated survival craft.

- .11 "Novel life-saving appliance or arrangement" is a life-saving appliance or arrangement which embodies new features not fully covered by the provisions of this chapter but which provides an equal or higher standard of safety.
- .12 "Rescue boat" is a boat designed to assist and rescue persons in distress and to marshal survival craft.
- .13 "Retrieval" is the safe recovery of survivors.
- .14 "Retro-reflective material" is a material which reflects in the opposite direction a beam of light directed on it.
- .15 "Survival craft" is a craft capable of sustaining the lives of persons in distress from the time of abandoning the craft.
- .16 "Thermal protective aid" is a bag or suit of waterproof material with low thermal conductance.

8.2 Communications

8.2.1 Craft shall be provided with the following radio life-saving appliances:

- .1 at least three two-way VHF radiotelephone apparatus shall be provided on every passenger high-speed craft and on every cargo high-speed craft of 500 gross tonnage and upwards. Such apparatus shall conform to performance standards not inferior to those adopted by the Organization* ;
- .2 at least one radar transponder shall be carried on each side of every passenger high-speed craft and of every cargo high-speed craft of 500 gross tonnage and upwards. Such radar transponders shall conform to performance standards not inferior to those adopted by the Organization**. The radar transponders shall be stowed in such locations that they can be rapidly placed in any one of the liferafts. Alternatively, one radar transponder shall be stowed in each survival craft.

8.2.2 Craft shall be provided with the following on-board communications and alarm systems:

- .1 an emergency means comprising either fixed or portable equipment or both for two-way communications between emergency control stations, assembly and embarkation stations and strategic positions on board;

* Refer to the Recommendation on Performance Standards for Survival Craft Portable Two-Way VHF Radiotelephone Apparatus, adopted by the Organization by resolution A.809(19).

** Refer to the Recommendation on Performance Standards for Survival Craft Radar Transponders for Use in Search and Rescue Operations, adopted by the Organization by resolution A.802(19).

- .2 a general emergency alarm system complying with the requirements of paragraph 7.2.1 of the LSA Code to be used for summoning passengers and crew to assembly stations and to initiate the actions included in the muster list. The system shall be supplemented by a public address system complying with the requirements of paragraph 7.2.2 of the LSA Code, or by other suitable means of communication. The systems shall be operable from the operating compartment.

8.2.3 Signalling equipment

8.2.3.1 All craft shall be provided with a portable daylight signalling lamp which is available for use in the operating compartment at all times and which is not dependent on the craft's main source of electrical power.

8.2.3.2 Craft shall be provided with not less than 12 rocket parachute flares, complying with the requirements of paragraph 3.1 of the LSA Code, stowed in or near the operating compartment.

8.3 Personal life-saving appliances

8.3.1 Where passengers or crew have access to exposed decks under normal operating conditions, at least one lifebuoy on each side of the craft capable of quick release from the control compartment and from a position at or near where it is stowed, shall be provided with a self-igniting light and a self-activating smoke signal. The positioning and securing arrangements of the self-activating smoke signal shall be such that it cannot be released or activated solely by the accelerations produced by collisions or groundings.

8.3.2 At least one lifebuoy shall be provided adjacent to each normal exit from the craft and on each open deck to which passengers and crew have access, subject to a minimum of two being installed.

8.3.3 Lifebuoys fitted adjacent to each normal exit from the craft shall be fitted with buoyant lines of at least 30 m in length.

8.3.4 Not less than half the total number of lifebuoys shall be fitted with self-igniting lights. However, the lifebuoys provided with self-igniting lights shall not include those provided with lines in accordance with 8.3.3.

8.3.5 A lifejacket complying with the requirements of paragraph 2.2.1 or 2.2.2 of the LSA Code be provided for every person on board the craft and, in addition:

- .1 a number of lifejackets suitable for children equal to at least 10% of the number of passengers on board shall be provided or such greater number as may be required to provide a lifejacket for each child;
- .2 every passenger craft shall carry lifejackets for not less than 5% of the total number of persons on board. These lifejackets shall be stowed in conspicuous places on deck or at assembly stations;

- .3 a sufficient number of lifejackets shall be carried for persons on watch and for use at remotely located survival craft and rescue boat stations; and
- .4 all lifejackets shall be fitted with a light, which complies with the requirements of paragraph 2.2.3 of the LSA Code.

8.3.6 Lifejackets shall be so placed as to be readily accessible and their positions shall be clearly indicated.

8.3.7 An immersion suit, of an appropriate size, complying with the requirements of paragraph 2.3 of the LSA Code shall be provided for every person assigned to crew the rescue boat.

8.3.8 An immersion suit or anti-exposure suit shall be provided for each member of the crew assigned, in the muster list, to duties in an MES party for embarking passengers into survival craft. These immersion suits or anti-exposure suits need not be required if the craft is constantly engaged on voyages in warm climates where, in the opinion of the Administration, such suits are unnecessary.

8.4 Muster list, emergency instructions and manuals

8.4.1 Clear instructions to be followed in the event of an emergency shall be provided for each person on board.*

8.4.2 Muster lists complying with the requirements of regulation III/37 of the Convention shall be exhibited in conspicuous places throughout the craft including the control compartment, engine-room and crew accommodation spaces.

8.4.3 Illustrations and instructions in appropriate languages shall be posted in public spaces and be conspicuously displayed at assembly stations, at other passenger spaces and near each seat to inform passengers of:

- .1 their assembly station;
- .2 the essential actions they must take in an emergency;
- .3 the method of donning lifejackets.

8.4.4 Every passenger craft shall have passenger assembly stations:

- .1 in the vicinity of, and which provide ready access for all the passengers to, the embarkation stations unless in the same location; and
- .2 which have ample room for the marshalling and instruction of passengers.

* Refer to the Guidelines for passenger safety instructions on ro-ro passenger ships (MSC/Circ.681).

8.4.5 A training manual complying with the requirements of 18.2.3 shall be provided in each crew messroom and recreation room.

8.5 Operating instructions

8.5.1 Poster or signs shall be provided on or in the vicinity of survival craft and their launching controls and shall:

- .1 illustrate the purpose of controls and the procedures for operating the appliance and give relevant instructions and warnings;
- .2 be easily seen under emergency lighting conditions;
- .3 use symbols in accordance with the recommendations of the Organization*.

8.6 Survival craft stowage

8.6.1 Survival craft shall be securely stowed outside and as close as possible to the passenger accommodation and embarkation stations. The stowage shall be such that each survival craft can be safely launched in a simple manner and remain secured to the craft during and subsequent to the launching procedure. The length of the securing lines and the arrangements of the bowsing lines shall be such as to maintain the survival craft suitably positioned for embarkation. The Administrations may permit the use of adjustable securing and/or bowsing lines at exits where more than one survival craft is used. The securing arrangements for all securing and bowsing lines shall be of sufficient strength to hold the survival craft in position during the evacuation process.

8.6.2 Survival craft shall be so stowed as to permit release from their securing arrangements at or near to their stowage position on the craft and from a position at or near to the operating compartment.

8.6.3 So far as is practicable, survival craft shall be distributed in such a manner that there is an equal capacity on both sides of the craft.

8.6.4 The launching procedure for inflatable liferafts shall, where practicable, initiate inflation. Where it is not practicable to provide automatic inflation of liferafts (for example, when the liferafts are associated with an MES), the arrangement shall be such that the craft can be evacuated within the time specified in 4.8.1.

8.6.5 Survival craft shall be capable of being launched and then boarded from the designated embarkation stations in all operational conditions and also in all conditions of flooding after receiving damage to the extent prescribed in chapter 2.

* Refer to Symbols related to Life-Saving Appliances and Arrangements, adopted by the Organization by resolution A.760(18), as amended by resolution MSC.82(70).

8.6.6 Survival craft launching stations shall be in such positions as to ensure safe launching having particular regard to clearance from the propeller or waterjet and steeply overhanging portions of the hull.

8.6.7 During preparation and launching, the survival craft and the area of water into which it is to be launched shall be adequately illuminated by the lighting supplied from the main and emergency sources of electrical power required by chapter 12.

8.6.8 Means shall be available to prevent any discharge of water on to survival craft when launched.

8.6.9 Each survival craft shall be stowed:

- .1 so that neither the survival craft nor its stowage arrangements will interfere with the operation of any other survival craft or rescue boat at any other launching station;
- .2 in a state of continuous readiness;
- .3 fully equipped; and
- .4 as far as practicable, in a secure and sheltered position and protected from damage by fire and explosion.

8.6.10 Every liferaft shall be stowed with its painter permanently attached to the craft and with a float free arrangement complying with the requirements of paragraph 4.1.6 of the LSA Code so that, as far as practicable, the liferaft floats free and, if inflatable, inflates automatically should the high speed craft sink.

8.6.11 Rescue boats shall be stowed:

- .1 in a state of continuous readiness for launching in not more than 5 min;
- .2 in a position suitable for launching and recovery; and
- .3 so that neither the rescue boat nor its stowage arrangements will interfere with the operation of survival craft at any other launching station.

8.6.12 Rescue boats and survival craft shall be secured and fastened to the deck so that they at least withstand the loads likely to arise due to a defined horizontal collision load for the actual craft and the vertical design load at the stowage position.

8.7 Survival craft and rescue boat embarkation and recovery arrangements

8.7.1 Embarkation stations shall be readily accessible from accommodation and work areas. If the designated assembly stations are other than the passenger spaces, the assembly stations shall be readily accessible from the passenger spaces, and the embarkation stations shall be readily accessible from the assembly stations.

8.7.2 Evacuation routes, exits and embarkation points shall comply with the requirements of 4.7.

8.7.3 Alleyways, stairways and exits giving access to the assembly and embarkation stations shall be adequately illuminated by lighting supplied from the main and emergency source of electrical power required by chapter 12.

8.7.4 Where davit-launched survival craft are not fitted, MES or equivalent means of evacuation shall be provided in order to avoid persons entering the water to board survival craft. Such MES or equivalent means of evacuation shall be so designed as to enable persons to board survival craft in all operational conditions and also in all conditions of flooding after receiving damage to the extent prescribed in chapter 2.

8.7.5 Subject to survival craft and rescue boat embarkation arrangements being effective within the environmental conditions in which the craft is permitted to operate and in all undamaged and prescribed damage conditions of trim and heel, where the freeboard between the intended embarkation position and the waterline is not more than 1.5 m, the Administration may accept a system where persons board liferafts directly.

8.7.6 Rescue boat embarkation arrangements shall be such that the rescue boat can be boarded and launched directly from the stowed position and recovered rapidly when loaded with its full complement of persons and equipment.

8.7.7 Launching systems for rescue boats on category B craft may be based on power supply from the craft's power supply under the following conditions:

- .1 the davit or crane shall be supplied with power from 2 sources in each independent engine room;
- .2 the davit or crane shall comply with the required launching, lowering and hoisting speeds when using only one power source; and
- .3 the davit or crane is not required to be activated from a position within the rescue boat.

8.7.8 On multihull craft with a small HL_1 angle of heel and trim, the design angles in paragraph 6.1 of the LSA Code may be changed from $20^\circ / 10^\circ$ to the maximum angles calculated in accordance with annex 7, including heeling lever HL_2 , HTL , HL_3 or HL_4 .

8.7.9 Rescue boat davits or cranes may be designed for launching and recovering the boat with 3 persons only on the condition that an additional boarding arrangement is available on each side complying with 8.7.5.

8.7.10 A safety knife shall be provided at each MES embarkation station.

8.8 Line-throwing appliance

A line-throwing appliance complying with the requirements of paragraph 7.1 of the LSA Code shall be provided.

8.9 Operational readiness, maintenance and inspections

8.9.1 Operational readiness

Before the craft leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use.

8.9.2 Maintenance

- .1 Instructions for on-board maintenance of life-saving appliances complying with the requirements of regulation III/36 of the Convention shall be provided and maintenance shall be carried out accordingly.
- .2 The Administration may accept, in lieu of the instructions required by .1, a shipboard planned maintenance programme which includes the requirements of regulation III/36 of the Convention.

8.9.3 Maintenance of falls

8.9.3.1 Falls used in launching shall be turned end for end at intervals of not more than 30 months and be renewed when necessary due to deterioration of the falls or at intervals of not more than five years, whichever is the earlier.

8.9.3.2 The Administration may accept in lieu of "end for ending" required in paragraph 8.9.3.1, periodic inspection of the falls and their renewal whenever necessary due to deterioration or at intervals of not more than four years, whichever is the earlier.

8.9.4 Spares and repair equipment

Spares and repair equipment shall be provided for life-saving appliances and their components which are subject to excessive wear or consumption and need to be replaced regularly.

8.9.5 Weekly inspection

The following tests and inspections shall be carried out weekly:

- .1 all survival craft, rescue boats and launching appliances shall be visually inspected to ensure that they are ready for use;
- .2 all engines in rescue boats shall be run ahead and astern for a total period of not less than 3 min provided the ambient temperature is above the minimum temperature required for starting and running the engine. During this period of time, it should be demonstrated that the gearbox and gearbox train are engaging satisfactorily. If the special characteristics of an outboard motor fitted to a rescue boat would not allow it to be run other than with its propeller submerged for a period of 3 min, it should be run for such period as prescribed in the manufacturer's handbook. In special cases the Administration may waive this requirement for ships constructed before 1 July 1986; and
- .3 the general emergency alarm system shall be tested.

8.9.6 Monthly inspections

Inspection of the life-saving appliances, including survival craft equipment shall be carried out monthly using the checklist required by regulation III/36.1 of the Convention to ensure that they are complete and in good order. A report of the inspection shall be entered in the log-book.

8.9.7 Servicing of inflatable liferafts, inflatable lifejackets, marine evacuation systems and inflated rescue boats

8.9.7.1 Every inflatable liferaft, inflatable lifejacket and MES shall be serviced:

- .1 at intervals not exceeding 12 months, provided where in any case this is impracticable, the Administration may extend this period by one month;
- .2 at an approved servicing station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel*.

8.9.8 Rotational deployment of marine evacuation systems

In addition to or in conjunction with the servicing intervals of marine evacuation systems required by paragraph 8.9.7.1, each marine evacuation system shall be deployed from the ship on a rotational basis at intervals to be agreed by the Administration provided that each system is to be deployed at least once every six years.

8.9.9 An Administration which approves new and novel inflatable liferaft arrangements pursuant to 8.1 may allow for extended service intervals under the following conditions:

8.9.9.1 The new and novel liferaft arrangement shall maintain the same standard, as required by testing procedure, throughout the extended service intervals.

8.9.9.2 The liferaft system shall be checked on board by certified personnel according to paragraph 8.9.7.1.

8.9.9.3 Service at intervals not exceeding five years shall be carried out in accordance with recommendations of the Organization

8.9.10 All repairs and maintenance of inflated rescue boats shall be carried out in accordance with the manufacturer's instructions. Emergency repairs may be carried out on board the craft, however, permanent repairs shall be effected at an approved servicing station.

8.9.11 An Administration which permits extension of liferaft service intervals in accordance with paragraph 8.9.9 shall notify the Organization of such action in accordance with regulation I/5(b) of the Convention.

* Refer to the Recommendation on Conditions for the Approval of Servicing Stations for Inflatable Liferafts, adopted by the Organization by resolution A.761(18), as amended by resolution MSC.55(66).

8.9.12 Periodic servicing of hydrostatic release units

Hydrostatic release units shall be serviced:

- .1 at intervals not exceeding 12 months, provided where in any case this is impracticable, the Administration may extend this period by one month;
- .2 at a servicing station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel.

8.9.13 Marking of stowage locations

Containers, brackets, racks and other similar stowage locations for life-saving equipment, shall be marked with symbols in accordance with the recommendations of the Organization, indicating the devices stowed in that location for that purpose. If more than one device is stowed in that location, the number of devices shall also be indicated.

8.9.14 Periodic servicing of launching appliances.

8.9.14.1 Launching appliances:

- .1 shall be serviced at recommended intervals in accordance with instructions for on-board maintenance as required by regulation III/36 of the Convention;
- .2 shall be subjected to a thorough examination at intervals not exceeding 5 years; and
- .3 shall upon completion of the examination in .2 be subjected to a dynamic test of the winch brake in accordance with paragraph 6.1.2.5.2 of the LSA Code.

8.10 Survival craft and rescue boats

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 in the event of any one survival craft being lost or rendered unserviceable, sufficient survival craft to accommodate the total number of persons the craft is certified to carry;
- .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 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:

- .5.1 the craft is arranged to allow a helpless person to be recovered from the water;
- .5.2 recovery of the helpless person can be observed from the navigating bridge; and
- .5.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions.
- .6 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:
 - .6.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or
 - .6.2 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
 - .6.3 the craft can be evacuated within the time specified in 4.8.

8.10.2 Where the Administration considers it appropriate, in view of the sheltered nature of the voyages and the suitable climatic conditions of the intended area of operations, the Administration may permit the use of open reversible inflatable liferafts complying with annex 11 on category A craft as an alternative to liferafts complying with paragraph 4.2 or 4.3 of the LSA Code.

8.11 Helicopter pick-up areas

8.11.1 Craft operating on voyages having a duration of 2 h or more between each port of call shall be provided with a helicopter pick-up area approved by the Administration having regard to the recommendations adopted by the Organization*.

* Refer to the Merchant ship search and rescue manual (MERSAR), adopted by the Organization by resolution A.229(VII), as amended.

CHAPTER 9

MACHINERY

PART A - GENERAL

9.1 General

9.1.1 The machinery, associated piping systems and fittings relating to main machinery and auxiliary power units shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. The design shall have regard to materials used in construction, the purpose for which the equipment is intended, the working conditions to which it will be subjected and the environmental conditions on board.

9.1.2 All surfaces with temperatures exceeding 220°C where impingement of flammable liquids may occur as a result of a system failure shall be insulated. The insulation shall be impervious to flammable liquids and vapours.

9.1.3 Special consideration shall be given to the reliability of single essential propulsion components and a separate source of propulsion power sufficient to give the craft a navigable speed, especially in the case of unconventional arrangements, may be required.

9.1.4 Means shall be provided whereby normal operation of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Special consideration shall be given to the malfunctioning of:

- .1 a generating set which serves as a main source of electrical power;
- .2 the fuel oil supply systems for engines;
- .3 the sources of lubricating oil pressure;
- .4 the sources of water pressure;
- .5 an air compressor and receiver for starting or control purposes;
- .6 the hydraulic, pneumatic or electrical means for control in main propulsion machinery, including controllable-pitch propellers.

However, having regard to overall safety considerations, a partial reduction in propulsion capability from normal operation may be accepted.

9.1.5 Means shall be provided to ensure that the machinery can be brought into operation from the dead craft condition without external aid.

9.1.6 All parts of machinery, hydraulic, pneumatic and other systems and their associated fittings which are under internal pressure shall be subjected to appropriate tests including a pressure test before being put into service for the first time.

9.1.7 Provision shall be made to facilitate cleaning, inspection and maintenance of main propulsion and auxiliary machinery including boilers and pressure vessels.

9.1.8 The reliability of machinery installed in the craft shall be adequate for its intended purpose.

9.1.9 The Administration may accept machinery which does not show detailed compliance with the Code where it has been used satisfactorily in a similar application, provided that it is satisfied:

- .1 that the design, construction, testing, installation and prescribed maintenance are together adequate for its use in a marine environment; and
- .2 that an equivalent level of safety will be achieved.

9.1.10 A failure mode and effect analysis shall include machinery systems and their associated controls.

9.1.11 Such information as is necessary to ensure that machinery can be installed correctly regarding such factors as operating conditions and limitations shall be made available by the manufacturers.

9.1.12 Main propulsion machinery and all auxiliary machinery essential to the propulsion and the safety of the craft shall, as fitted in the craft, be designed to operate when the craft is upright and when inclined at any angle of list up to and including 15° either way under static conditions and 22.5° under dynamic conditions (rolling) either way and simultaneously inclined by dynamically (pitching) 7.5° by bow or stern. The Administration may permit deviation from these angles, taking into consideration the type, size and service conditions of the craft.

9.1.13 All boilers, and pressure vessels and associated piping systems shall be of a design and construction adequate for the purpose intended and shall be so installed and protected as to minimise danger to persons on board. In particular, attention shall be paid to the materials used in the construction and the working pressures and temperatures at which the item will operate and the need to provide an adequate margin of safety over the stresses normally produced in service. Every boiler, pressure vessel and associated piping systems shall be fitted with adequate means to prevent over-pressures in service and be subjected to a hydraulic test before being put into service, and where appropriate at subsequent specified intervals, to a pressure suitably in excess of the working pressure.

9.1.14 Arrangements shall be provided to ensure that, in the event of failure in any liquid cooling system, it is rapidly detected and alarmed (visual and audible) and means instituted to minimise the effects of such failures on machinery serviced by the system.

9.2 Engine (general)

9.2.1 The engines shall be fitted with adequate safety monitoring and control devices in respect of speed, temperature, pressure and other operational functions. Control of the machinery shall be from the craft's operating compartment. Category B craft and cargo craft shall be provided with additional machinery controls in or close to the machinery space. The machinery installation shall be suitable for operation as in an unmanned machinery space^{*}, including automatic fire detection system, bilge alarm system, remote machinery instrumentation and alarm system. Where the space is continuously manned, this requirement may be varied in accordance with the requirements of the Administration.

9.2.2 The engines shall be protected against overspeed, loss of lubricating oil pressure, loss of cooling medium, high temperature, malfunction of moving parts and overload. Safety devices shall not cause complete engine shutdown without prior warning, except in cases where there is a risk of complete breakdown or explosion. Such safety devices shall be capable of being tested.

9.2.3 At least two independent means of stopping the engines quickly from the operating compartment under any operating conditions shall be available. Duplication of the actuator fitted to the engine shall not be required.

9.2.4 The major components of the engine shall have adequate strength to withstand the thermal and dynamic conditions of normal operation. The engine shall not be damaged by a limited operation at a speed or at temperatures exceeding the normal values but within the range of the protective devices.

9.2.5 The design of the engine shall be such as to minimise the risk of fire or explosion and to enable compliance with the fire precaution requirements of chapter 7.

9.2.6 Provision shall be made to drain all excess fuel and oil to a safe position so as to avoid a fire hazard.

9.2.7 Provision shall be made to ensure that, whenever practical, the failure of systems driven by the engine shall not unduly affect the integrity of the major components.

9.2.8 The ventilation arrangements in the machinery spaces shall be adequate under all envisaged operating conditions. Where appropriate, arrangements shall ensure that enclosed engine compartments are forcibly ventilated to the atmosphere before the engine can be started.

9.2.9 Any engines shall be so installed as to avoid excessive vibration within the craft.

9.3 Gas turbines

9.3.1 Gas turbines shall be designed to operate in the marine environment and shall be free from surge or dangerous instability throughout its operating range up to the maximum steady speed approved for use. The turbine installation shall be arranged to ensure that the turbine cannot be continuously operated within any speed range where excessive vibration, stalling, or surging may be encountered.

* Refer to part E of chapter II-1 of the Convention.

9.3.2 The gas turbines shall be designed and installed such that any reasonably probable shedding of compressor or turbine blades will not endanger the craft, other machinery, occupants of the craft or any other persons.

9.3.3 Requirements of 9.2.6 shall apply to gas turbines in respect of fuel which might reach the interior of the jet pipe or exhaust system after a false start or after stopping.

9.3.4 Turbines shall be safeguarded as far as practicable against the possibility of damage by ingestion of contaminants from the operating environment. Information regarding the recommended maximum concentration of contamination shall be made available. Provision shall be made for preventing the accumulation of salt deposits on the compressors and turbines and, if necessary, for preventing the air intake from icing.

9.3.5 In the event of a failure of a shaft or weak link, the broken end shall not hazard the occupants of the craft, either directly or by damaging the craft or its systems. Where necessary, guards may be fitted to achieve compliance with these requirements.

9.3.6 Each engine shall be provided with an emergency overspeed shutdown device connected, where possible, directly to each rotor shaft.

9.3.7 Where an acoustic enclosure is fitted which completely surrounds the gas generator and the high pressure oil pipes, a fire detection and extinguishing system shall be provided for the acoustic enclosure.

9.3.8 Details of the manufacturers' proposed automatic safety devices to guard against hazardous conditions arising in the event of malfunction in the turbine installation shall be provided together with the failure mode and effect analysis.

9.3.9 The manufacturers shall demonstrate the soundness of the casings. Intercoolers and heat exchangers shall be hydraulically tested on each side separately.

9.4 Diesel engines for main propulsion and essential auxiliaries

9.4.1 Any main diesel propulsion system shall have satisfactory torsional vibration and other vibrational characteristics verified by individual and combined torsional and other vibration analyses for the system and its components from power unit through to propulsor.

9.4.2 All external high-pressure fuel delivery lines between the high-pressure fuel pumps and fuel nozzles shall be protected with a jacketed tubing system capable of containing fuel from a high-pressure line failure. The jacketed tubing system shall include a means for collection of leakages and arrangements shall be provided for an alarm to be given of a fuel line failure.

9.4.3 Engines of a cylinder diameter of 200 mm or a crankcase volume of 0.6 m³ and above shall be provided with crankcase explosion relief valves of an approved type with sufficient relief area. The relief valves shall be arranged with means to ensure that discharge from them is directed so as to minimise the possibility of injury to personnel.

9.4.4 The lubrication system and arrangements shall be efficient at all running speeds, due consideration being given to the need to maintain suction and avoid the spillage of oil in all conditions of list and trim and degree of motion of the craft.

9.4.5 Arrangements shall be provided to ensure that visual and audible alarms are activated in the event of either lubricating oil pressure or lubricating oil level falling below a safe level, considering the rate of circulation of oil in the engine. Such events shall also cause automatic reduction of engine speed to a safe level, but automatic shutdown shall only be activated by conditions leading to a complete breakdown, fire or explosion.

9.4.6 Where diesel engines are arranged to be started, reversed or controlled by compressed air, the arrangement of the air compressor, air receiver and air starting system shall be such as to minimise the risk of fire or explosion.

9.5 Transmissions

9.5.1 The transmission shall be of adequate strength and stiffness to enable it to withstand the most adverse combination of the loads expected in service without exceeding acceptable stress levels for the material concerned.

9.5.2 The design of shafting, bearings and mounts shall be such that hazardous whirling and excessive vibration could not occur at any speed up to 105% of the shaft speed attained at the designed overspeed trip setting of the prime mover.

9.5.3 The strength and fabrication of the transmission shall be such that the probability of hazardous fatigue failure under the action of the repeated loads of variable magnitude expected in service is extremely remote throughout its operational life. Compliance shall be demonstrated by suitably conducted tests, and by designing for sufficiently low stress levels, combined with the use of fatigue resistant materials and suitable detail design. Torsional vibration or oscillation likely to cause failure may be acceptable if it occurs at transmission speeds which would not be used in normal craft operation, and it is recorded in the craft operating manual as a limitation.

9.5.4 Where a clutch is fitted in the transmission, normal engagement of the clutch shall not cause excessive stresses in the transmission or driven items. Inadvertent operation of any clutch shall not produce dangerously high stresses in the transmission or driven item.

9.5.5 Provision shall be made such that a failure in any part of the transmission, or of a driven component, will not cause damage which might hazard the craft or its occupants.

9.5.6 Where failure of lubricating fluid supply or loss of lubricating fluid pressure could lead to hazardous conditions, provision shall be made to enable such failure to be indicated to the operating crew in adequate time to enable them as far as practicable to take the appropriate action before the hazardous condition arises.

9.6 Propulsion and lift devices

9.6.1 The requirements of this section are based on the premise that:

- .1 Propulsion arrangements and lift arrangements may be provided by separate devices, or be integrated into a single propulsion and lift device. Propulsion devices may be air, or water propellers or water jets and the requirements apply to all types of craft.
- .2 Propulsion devices are those which directly provide the propulsive thrust and include machinery items and any associated ducts, vanes, scoops and nozzles, the primary function of which is to contribute to the propulsive thrust.
- .3 The lift devices, for the purposes of this section, are those items of machinery which directly raise the pressure of the air and move it for the primary purpose of providing lifting force for an air-cushion vehicle.

9.6.2 The propulsion and lift devices shall be of adequate strength and stiffness. The design data, calculations and trials, where necessary, shall establish the ability of the device to withstand the loads which can arise during the operations for which the craft is to be certificated, so that the possibility of catastrophic failure is extremely remote.

9.6.3 The design of propulsion and lift devices shall pay due regard to the effects of allowable corrosion, electrolytic action between different metals, erosion or cavitation which may result from operation in environments in which they are subjected to spray, debris, salt, sand, icing, etc.

9.6.4 The design data and testing of propulsion and lift devices shall pay due regard, as appropriate, to any pressure which could be developed as a result of a duct blockage, to steady and cyclic loadings, to loadings due to external forces and to the use of the devices in manoeuvring and reversing and to the axial location of rotating parts.

9.6.5 Appropriate arrangements shall be made to ensure that:

- .1 ingestion of debris or foreign matter is minimised;
- .2 the possibility of injury to personnel from shafting or rotating parts is minimised; and
- .3 where necessary, inspection and removal of debris can be carried out safely in service.

PART B - REQUIREMENTS FOR PASSENGER CRAFT

9.7 Independent means of propulsion for category B craft

Category B craft shall be provided with at least two independent means of propulsion so that the failure of one engine or its support systems would not cause the failure of the other engine or engine systems and with additional machinery controls in or close to the machinery space.

9.8 Means for return to a port of refuge for category B craft

Category B craft shall be capable of maintaining the essential machinery and control so that, in the event of a fire or other casualties in any one compartment on board, the craft can return to a port of refuge under its own power.

PART C - REQUIREMENTS FOR CARGO CRAFT

9.9 Essential machinery and control

Cargo craft shall be capable of maintaining the essential machinery and control in the event of a fire or other casualties in any one compartment on board. The craft need not be able to return to a place of refuge under its own power.

CHAPTER 10

AUXILIARY SYSTEMS

PART A - GENERAL

10.1 General

10.1.1 Fluid systems shall be constructed and arranged so as to assure a safe and adequate flow of fluid at a prescribed flow rate and pressure under all conditions of craft operation. The probability of a failure or a leakage in any one fluid system, causing damage to the electrical system, a fire or an explosion hazard shall be extremely remote. Attention shall be directed to the avoidance of impingement of flammable liquid on hot surfaces in the event of leakage or fracture of the pipe.

10.1.2 The maximum allowable working pressure in any part of the fluid system shall not be greater than the design pressure, having regard to the allowable stresses in the materials. Where the maximum allowable working pressure of a system component, such as a valve or a fitting, is less than that computed for the pipe or tubing, the system pressure shall be limited to the lowest of the component maximum allowable working pressures. Every system which may be exposed to pressures higher than the system's maximum allowable working pressure shall be safeguarded by appropriate relief devices.

10.1.3 Tanks and piping shall be pressure-tested to a pressure that will assure a safety margin in excess of the working pressure of the item. The test on any storage tank or reservoir shall take into account any possible static head in the overflow condition and the dynamic forces arising from craft motions.

10.1.4 Materials used in piping systems shall be compatible with the fluid conveyed and selected giving due regard to the risk of fire. Non-metallic piping material may be permitted in certain systems provided the integrity of the hull and watertight decks and bulkheads is maintained*.

10.2 Arrangement of oil fuel, lubricating oil and other flammable oil

10.2.1 The provisions of 7.1.2.2 apply to the use of oil as fuel.

10.2.2 Oil fuel, lubricating oil and other flammable oil lines shall be screened or otherwise suitably protected to avoid, as far as practicable, oil spray or oil leakages onto hot surfaces, into machinery air intakes or other sources of ignition. The number of joints in such piping systems shall be kept to a minimum. Flexible pipes carrying flammable liquids shall be of an approved type.**

* Refer to the Guidelines for the Application of Plastic Pipes on Ships, adopted by the Organization by resolution A.753(18).

** Refer to the Guidelines to Minimize Leakages from Flammable Liquid Systems for Improving Reliability and Reducing Risk of Fire (MSC/Circ.647).

10.2.3 Fuel oil, lubricating oils and other flammable oils shall not be carried forward of public spaces and crew accommodation.

Oil fuel arrangements

10.2.4 In a craft in which oil fuel is used, the arrangements for the storage, distribution and utilisation of the oil fuel shall be such as to ensure the safety of the craft and persons on board and shall at least comply with the following provisions.

10.2.4.1 As far as practicable, all parts of the oil fuel system containing heated oil under pressure exceeding 0.18 N/mm^2 shall not be placed in a concealed position such that defects and leakage cannot readily be observed. The machinery spaces in way of such parts of the oil fuel system shall be adequately illuminated.

10.2.4.2 The ventilation of machinery spaces shall be sufficient under all normal conditions to prevent accumulation of oil vapour.

10.2.4.3 Location of fuel tanks shall be in accordance with 7.5.2.

10.2.4.4 No oil fuel tank shall be situated where spillage or leakage therefrom can constitute a hazard by falling on heated surfaces. Reference is made to the fire safety requirements in 7.5.

10.2.4.5 Oil fuel pipes shall be fitted with cocks or valves in accordance with 7.5.3.

10.2.4.6 Every fuel tank shall, where necessary, be provided with savealls or gutters to catch any fuel which may leak from such tanks.

10.2.4.7 Safe and efficient means of ascertaining the amount of oil fuel contained in any oil fuel tank shall be provided.

10.2.4.7.1 Where sounding pipes are used, they shall not terminate in any space where the risk of ignition of spillage from the sounding pipe might arise. In particular, they shall not terminate in public spaces, crew accommodation or machinery spaces. Terminations shall be provided with a suitable means of closure and provision to prevent spillage during refuelling operations.

10.2.4.7.2 Other oil-level gauges may be used in place of sounding pipes. Such means are subject to the following conditions:

- .1 In passenger craft, such means shall not require penetration below the top of the tank and their failure or overfilling of the tanks will not permit release of fuel.
- .2 The use of cylindrical gauge glasses shall be prohibited. In cargo craft, the Administration may permit the use of oil-level gauges with flat glasses and self-closing valves between the gauges and fuel tanks. Such other means shall be acceptable to the Administration and shall be maintained in the proper condition to ensure their continued accurate functioning in service.

10.2.4.8 Provision shall be made to prevent overpressure in any oil tank or in any part of the fuel system, including the filling pipes. Any relief valves and air or overflow pipes shall discharge to a safe position and, for fuel of flashpoint less than 43°C, shall terminate with flame arresters in accordance with the standards developed by the Organization*.

10.2.4.9 Oil fuel pipes and their valves and fittings shall be of steel or other approved material, except that restricted use of flexible pipes shall be permissible in positions where the Administration is satisfied that they are necessary. Such flexible pipes and end attachments shall be approved fire-resisting materials of adequate strength and shall be constructed to the satisfaction of the Administration.

Lubricating oil arrangements

10.2.5 The arrangements for the storage, distribution and utilisation of oil used in pressure lubrication systems shall be such as to ensure the safety of the craft and persons on board. The arrangements made in machinery spaces and, whenever practicable, in auxiliary machinery spaces shall at least comply with the provisions of 10.2.4.1 and 10.2.4.4 to 10.2.4.8 except that:

- .1 this does not preclude the use of sight-flow glasses in lubricating systems provided they are shown by test to have a suitable degree of fire resistance; and
- .2 sounding pipes may be permitted in machinery spaces if fitted with appropriate means of closure; and
- .3 lubricating oil storage tanks with a capacity of less than 500 l may be permitted without remote operated valves as required in 10.2.4.5.

Arrangements for other flammable oils

10.2.6 The arrangements for storage, distribution and utilisation of other flammable oil employed under pressure in power transmission systems, control and activating systems and heating systems shall be such as to ensure the safety of the craft and persons on board. In locations where means of ignition are present, such arrangements shall at least comply with the provisions of 10.2.4.4 and 10.2.4.7 and with the provisions of 10.2.4.8 and 10.2.4.9 in respect of strength and construction.

Arrangement within machinery spaces

10.2.7 In addition to the requirements of 10.2.1 to 10.2.6, the oil fuel and lubricating oil systems shall comply with the following:

- .1 Where daily service fuel tanks are filled automatically or by remote control, means shall be provided to prevent overflow spillages.
- .2 Other equipment which treats flammable liquids automatically, such as oil fuel purifiers, which, whenever practicable, should be installed in a special space reserved for purifiers and their heaters, shall have arrangements to prevent overflow spillages.

* Refer to the Revised Standards for the Design, Testing and Locating of Devices to Prevent the Passage of Flame into Cargo Tanks in Tankers (MSC/Circ. 677 [as amended]).

- .3 Where daily service oil fuel tanks or settling tanks are fitted with heating arrangements, a high-temperature alarm shall be provided if the flashpoint of the oil can be reached due to failure of the thermostatic control.

10.3 Bilge pumping and drainage systems

10.3.1 Arrangements shall be made for draining any watertight compartment other than the compartments intended for permanent storage of liquid. Where, in relation to particular compartments, drainage is not considered necessary, drainage arrangements may be omitted, but it shall be demonstrated that the safety of the craft will not be impaired.

10.3.2 Bilge pumping arrangements shall be provided to allow every watertight compartment other than those intended for permanent storage of liquid to be drained. The capacity or position of any such compartment shall be such that flooding thereof could not affect the safety of the craft.

10.3.3 The bilge pumping system shall be capable of operation under all possible values of list and trim after the craft has sustained the postulated damage in 2.6.6 [to 2.6.10]*. The bilge pumping system shall be so designed as to prevent water flowing from one compartment to another. The necessary valves for controlling the bilge suctions shall be capable of being operated from above the datum. All distribution boxes and manually operated valves in connection with the bilge pumping arrangements shall be in positions which are accessible under ordinary circumstances. The spindles of manually operated valves shall be easily accessible and all valves shall be clearly marked.

10.3.4 The power operated self-priming bilge pumps may be used for other duties such as fire fighting or general service but not for pumping fuel or other flammable liquids.

10.3.5 Each power bilge pump shall be capable of pumping water through the required bilge pipe at a speed of not less than 2 m/s.

10.3.6 The diameter (d) of the bilge main shall be calculated according to the following formula, except that the actual internal diameter of the bilge main may be rounded off to the nearest size of a recognized standard:

$$d = 25 + 1.68(L(B + D))^{0.5}$$

where :

d is the internal diameter of the bilge main (mm);

L is the length of the craft (m) as defined in chapter 1;

B is, for monohull craft, the breadth of the craft (m) as defined in chapter 1 and, for multi-hull craft, the breadth of a hull at or below the design waterline (m); and

D is the moulded depth of the craft to the datum (m).

* Changes suggested by the Secretariat.

10.3.7 Internal diameters of suction branches shall meet the requirements of the Administration but shall not be less than 25 mm. Suction branches shall be fitted with effective strainers.

10.3.8 An emergency bilge suction shall be provided for each machinery space containing a propulsion prime mover. This suction shall be led to the largest available power pump other than a bilge pump, propulsion or oil pump. Emergency bilge suction shall be provided for craft with common bilge pumping systems according to 10.3.6 and for craft with individual bilge pumps according to 10.3.13.

10.3.9 The spindles of the sea inlet valves shall extend well above the machinery space floor plates.

10.3.10 All bilge suction piping up to the connection to the pumps shall be independent of other piping.

10.3.11 Spaces situated above the water level in the worst anticipated damage conditions may be drained directly overboard through scuppers fitted with nonreturn valves.

10.3.12 Any unattended space for which bilge pumping arrangements are required shall be provided with a bilge alarm.

10.3.13 For craft with individual bilge pumps, the total capacity Q of the bilge pumps for each hull shall not be less than 2.4 times the capacity of the pump defined in 10.3.5 and 10.3.6.

10.3.14 In bilge pumping arrangements where a bilge main is not provided, then, with the exception of the spaces forward of public spaces and crew accommodation, at least one fixed submersible pump shall be provided for each space. In addition, at least one portable pump shall be provided supplied from the emergency supply, if electric, for use on individual spaces. The capacity of each submersible pump Q_n shall not be less than:

$$Q_n = Q/(N - 1) \text{ tonnes/h with a minimum of 8 tonnes/h}$$

where :

N = number of submersible pumps

Q = total capacity as defined in 10.3.13.

10.3.15 Nonreturn valves shall be fitted in the following components:

- .1 bilge valve distribution manifolds;
- .2 bilge suction hose connections where fitted directly to the pump or to the main bilge suction pipe; and
- .3 direct bilge suction pipes and bilge pump connections to main bilge suction pipe.

10.4 Ballast systems

10.4.1 Water ballast shall not in general be carried in tanks intended for oil fuel. In craft in which it is not practicable to avoid putting water in oil fuel tanks, oily-water separating equipment shall be fitted, or other alternative means such as discharge to shore facilities shall be provided for disposing of the oily-water ballast. The provisions of this paragraph are without prejudice to the provisions of the International Convention for the Prevention of Pollution from Ships in force.

10.4.2 Where a fuel-transfer system is used for ballast purposes, the system shall be isolated from any water ballast system and meet the requirements for fuel systems and the International Convention for the Prevention of Pollution from Ships in force.

10.5 Cooling systems

The cooling arrangements provided shall be adequate to maintain all lubricating and hydraulic fluid temperatures within the manufacturers' recommended limits during all operations for which the craft is to be certificated.

10.6 Engine air intake systems

Arrangements shall provide sufficient air to the engine and shall give adequate protection against damage, as distinct from deterioration, due to ingress of foreign matter.

10.7 Ventilation systems

Machinery spaces shall be adequately ventilated so as to ensure that when machinery therein is operating at full power in all weather conditions, including heavy weather, an adequate supply of air is maintained to the spaces for the safety and comfort of personnel and the operation of the machinery. Auxiliary machinery spaces shall be adequately ventilated appropriate for the purpose of those spaces. The ventilation arrangements shall be adequate to ensure that the safe operation of the craft is not put at risk.

10.8 Exhaust systems

10.8.1 All engine exhaust systems shall be adequate to assure the correct functioning of the machinery and that safe operation of the craft is not put at risk.

10.8.2 Exhaust systems shall be so arranged as to minimise the intake of exhaust gases into manned spaces, air-conditioning systems, and engine intakes. Exhaust systems shall not discharge into air-cushion intakes.

10.8.3 Pipes through which exhaust gases are discharged through the hull in the vicinity of the waterline shall be fitted with erosion-/corrosion-resistant shut-off flaps or other devices on the shell or pipe end and acceptable arrangements made to prevent water flooding the space or entering the engine exhaust manifold.

10.8.4 Gas turbine engine exhausts shall be arranged so that hot exhaust gases are directed away from areas to which personnel have access, either on board the craft or in the vicinity of the craft when berthed.

PART B - REQUIREMENTS FOR PASSENGER CRAFT

10.9 Bilge pumping and drainage systems

10.9.1 For Category B craft at least three and for Category A craft at least two power bilge pumps shall be fitted connected to the bilge main, one of which may be driven by the propulsion machinery. Alternatively, the arrangement may be in accordance with the requirements of 10.3.14.

10.9.2 The arrangements shall be such that at least one power bilge pump shall be available for use in all flooding conditions which the craft is required to withstand as follows:

- .1 one of the required bilge pumps shall be an emergency pump of a reliable submersible type having an emergency source of power; or
- .2 the bilge pumps and their sources of power shall be so distributed throughout the length of the craft that at least one pump in an undamaged compartment will be available.

10.9.3 On multihull craft, each hull shall be provided with at least two bilge pumps.

10.9.4 Distribution boxes, cocks and valves in connection with the bilge pumping system shall be so arranged that, in the event of flooding, one of the bilge pumps may be operative in any compartment. In addition, damage to a pump or its pipe connecting to the bilge main shall not put the bilge system out of action. When, in addition to the main bilge pumping system, an emergency bilge pumping system is provided, it shall be independent of the main system and so arranged that a pump is capable of operating in any compartment under flooding conditions as specified in 10.3.3. In that case only the valves necessary for the operation of the emergency system need be capable of being operated from above the datum.

10.9.5 All cocks and valves referred to in 10.9.4 which can be operated from above the datum shall have their controls at their place of operation clearly marked and shall be provided with means to indicate whether they are open or closed.

PART C - REQUIREMENTS FOR CARGO CRAFT

10.10 Bilge pumping systems

10.10.1 At least two power pumps connected to the main bilge system shall be provided, one of which may be driven by the propulsion machinery. If the Administration is satisfied that the safety of the craft is not impaired, bilge pumping arrangements may be dispensed with in particular compartments. Alternatively, the arrangement may be in accordance with the requirements of 10.3.14.

10.10.2 On multihull craft each hull shall be provided with at least two power pumps, unless a bilge pump in one hull is capable of pumping bilge in the other hull. At least one pump in each hull shall be an independent power pump.

CHAPTER 11

REMOTE CONTROL, ALARM AND SAFETY SYSTEMS

11.1 Definitions

11.1.1 "Remote control systems" comprise all equipment necessary to operate units from a control position where the operator cannot directly observe the effect of his actions.

11.1.2 "Back-up control systems" comprise all equipment necessary to maintain control of essential functions required for the craft's safe operation when the main control systems have failed or malfunctioned.

11.2 General

11.2.1 Failure of any remote or automatic control systems shall initiate an audible and visual alarm and shall not prevent normal manual control.

11.2.2 Manoeuvring and emergency controls shall permit the operating crew to perform the duties for which they are responsible in correct manner without difficulty, fatigue or excessive concentration.

11.2.3 Where control of propulsion or manoeuvring is provided at stations adjacent to but outside the operating compartment, the transfer of control shall only be effected from the station which takes charge of control. Two-way voice communication shall be provided between all stations from which control functions may be exercised and between each such station and the look-out position. Failure of the operating control system or of transfer of control shall bring the craft to low speed without hazarding passengers or the craft.

11.2.4 For category B and cargo craft, remote control systems for propulsion machinery and directional control shall be equipped with back-up systems controllable from the operating compartment. For cargo craft, instead of a back-up system described above, a back-up system controllable from an engine control space such as an engine control room outside the operating compartment, is acceptable.

11.3 Emergency controls

11.3.1 In all craft, the station or stations in the operating compartment from which control of craft manoeuvring and/or of its main machinery is exercised shall be provided, within easy reach of the crew member at that station, with controls for use in an emergency to:

- .1 activate fixed fire-extinguishing systems;
- .2 close ventilation openings and stop ventilating machinery supplying spaces covered by fixed fire-extinguishing systems, if not incorporated in .1;
- .3 shut off fuel supplies to machinery in main and auxiliary machinery spaces;

- .4 disconnect all electrical power sources from the normal power distribution system (the operating control shall be guarded to reduce the risk of inadvertent or careless operation); and
- .5 stop main engine(s) and auxiliary machinery.

11.3.2 Where control of propulsion and manoeuvring is provided at stations outside the operating compartment, such stations shall have direct communication with the operating compartment which shall be a continuously manned control station.

11.3.3 In addition, for category B craft control of propulsion and manoeuvring as well as emergency functions referred to in 11.3.1 shall be provided in a station outside the operating compartment. Such stations shall have direct communication with the operating compartment which shall be a continuously manned control station.

11.4 Alarm system

11.4.1 Alarm systems shall be provided which announce at the craft's control position, by visual and audible means, malfunctions or unsafe conditions. Alarms shall be maintained until they are accepted and the visual indications of individual alarms shall remain until the fault has been corrected, when the alarm shall automatically reset to the normal operating condition. If an alarm has been accepted and a second fault occurs before the first is rectified, the audible and visual alarms shall operate again. Alarm systems shall incorporate a test facility.

11.4.1.1 Emergency alarms giving indication of conditions requiring immediate action shall be distinctive and in full view of crew members in the operating compartment, and shall be provided for the following:

- .1 activation of a fire-detection system;
- .2 total loss of normal electrical supply;
- .3 overspeed of main engines;
- .4 thermal runaway of any permanently installed nickel-cadmium battery.

11.4.1.2 Alarms with a visual display distinct from that of alarms referred to in 11.4.1.1 shall indicate conditions requiring action to prevent degradation to an unsafe condition. These shall be provided for at least the following:

- .1 exceeding the limiting value of any craft, machinery or system parameter other than engine overspeed;
- .2 failure of normal power supply to powered directional or trim control devices;

- .3 operation of any automatic bilge pump;
- .4 failure of compass system;
- .5 low level of a fuel tank contents;
- .6 fuel oil tank overflow;
- .7 extinction of side, masthead or stern navigation lights;
- .8 low level of contents of any fluid reservoir the contents of which are essential for normal craft operation;
- .9 failure of any connected electrical power source;
- .10 failure of any ventilation fan installed for ventilating spaces in which inflammable vapours may accumulate; and
- .11 diesel engine fuel line failure as required by 9.4.2.

11.4.1.3 All warnings required by 11.4.1.1 and 11.4.1.2 shall be provided at all stations at which control functions may be exercised.

11.4.2 The alarm system shall meet appropriate constructional and operational requirements for required alarms.*

11.4.3 Equipment monitoring the passenger, cargo and machinery spaces for fire and flooding shall, so far as is practicable, form an integrated sub-centre incorporating monitoring and activation control for all emergency situations. This sub-centre may require feedback instrumentation to indicate that actions initiated have been fully implemented.

11.5 Safety system

11.5.1 Where arrangements are fitted for overriding any automatic shutdown system for the main propulsion machinery in accordance with 9.2.2, they shall be such as to preclude inadvertent operation. When a shutdown system is activated, an audible and visual alarm shall be given at the control station and means shall be provided to override the automatic shutdown except in cases where there is a risk of complete breakdown or explosion.

* Refer to the Code on Alarms and Indicators, 1995, adopted by the Organization by resolution A.830(19).

CHAPTER 12

ELECTRICAL INSTALLATIONS

PART A - GENERAL

12.1 General

12.1.1 Electrical installations* shall be such that:

- .1 all electrical auxiliary services necessary for maintaining the craft in normal operation and habitable conditions will be ensured without recourse to the emergency source of electrical power;
- .2 electrical services essential for safety will be ensured under various emergency conditions; and
- .3 the safety of passengers, crew and craft from electrical hazards will be ensured.

The FMEA shall include the electrical system, taking into account the effects of electrical failure on the systems being supplied. In cases where faults can occur without being detected during routine checks on the installations, the analysis shall take into account the possibility of faults occurring simultaneously or consecutively.

12.1.2 The electrical system shall be designed and installed so that the probability of the craft being at risk of failure of a service is extremely remote.

12.1.3 Where loss of particular essential service would cause serious risk to the craft, the service shall be fed by at least two independent circuits fed in such a way that no single failure in the electrical supply or distribution systems would affect both supplies.

12.1.4 The securing arrangements for heavy items, i.e. accumulator batteries, shall, as far as practicable, prevent excessive movement during the accelerations due to grounding or collision.

12.1.5 Precautions shall be taken to minimise risk of supplies to essential and emergency services being interrupted by the inadvertent or accidental opening of switches or circuit-breakers.

12.2 Main source of electrical power

12.2.1 A main source of electrical power of sufficient capacity to supply all those services mentioned in 12.1.1 shall be provided. The main source of electrical power shall consist of at least two generating sets.

* Refer to the recommendations published by the International Electrotechnical Commission and, in particular, Publication 60092 - Electrical Installations in Ships.

12.2.2 The capacity of these generating sets shall be such that, in the event of any one generating set being stopped or failing, it will still be possible to supply those services necessary to provide the normal operational conditions of propulsion and safety. Minimum comfortable conditions of habitability shall also be ensured which include at least adequate services for cooking, heating, domestic refrigeration, mechanical ventilation, and sanitary and fresh water.

12.2.3 The arrangements of the craft's main source of electrical power shall be such that the services referred to in 12.1.1.1 can be maintained regardless of the speed and direction of the propulsion machinery or shafting.

12.2.4 In addition, the generating sets shall be such as to ensure that, with any one generator or its primary source of power out of operation, the remaining generating set shall be capable of providing the electrical services necessary to start the main propulsion plant from dead craft condition. The emergency source of electrical power may be used for the purpose of starting from a dead craft condition if its capability either alone or combined with that of any other source of electrical power is sufficient to provide at the same time those services required to be provided by 12.7.3.1 to 12.7.3.3 or 12.7.4.1 to 12.7.4.4 or 12.8.2.1 to 12.8.2.4.1, as appropriate.

12.2.5 Where transformers constitute an essential part of the electrical supply system required by this section, the system shall be so arranged as to ensure the same continuity of supply as is stated in 12.2.

12.2.6 A main electric lighting system which shall provide illumination throughout those parts of the craft normally accessible to and used by passengers and crew shall be supplied from the main source of electrical power.

12.2.7 The arrangement of the main electric lighting system shall be such that a fire or other casualty in spaces containing the emergency source of electrical power, associated transforming equipment, if any, the emergency switchboard and the emergency lighting switchboard will not render inoperative the main electric lighting systems required by 12.2.6.

12.2.8 The main switchboard shall be so placed relative to one main generating station that, as far as practicable, the integrity of the normal electrical supply may be affected only by a fire or other casualty in one space. An environmental enclosure for the main switchboard, such as may be provided by the machinery control room situated within the main boundaries of the space, shall not be considered as separating the switchboards from the generators.

12.2.9 The main busbars shall be subdivided into at least two parts which shall be connected by a circuit-breaker or other approved means. So far as is practicable, the connection of generating sets and any other duplicated equipment shall be equally divided between the parts. For category B craft, each part of the main busbars with its associated generators shall be arranged in separate compartments.

12.3 Emergency source of electrical power

12.3.1 A self-contained emergency source of electrical power shall be provided.

12.3.2 The emergency source of electrical power, associated transforming equipment, if any, transitional source of emergency electrical power, emergency switchboard and emergency lighting

switchboard shall be located above the waterline in the final condition of damage as referred to in chapter 2, operable in that condition and readily accessible.

12.3.3 The location of the emergency source of electrical power and associated transforming equipment, if any, the transitional source of emergency power, the emergency switchboard and the emergency electrical lighting switchboards in relation to the main source of electrical power, associated transforming equipment, if any, and the main switchboard shall be such as to ensure that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery space will not interfere with the supply, control, and distribution of emergency electrical power. As far as practicable, the space containing the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency electrical power and the emergency switchboard shall not be contiguous to the boundaries of the main machinery spaces or those spaces containing the main source of electrical power, associated transforming equipment, if any, or the main switchboard.

12.3.4 Provided that suitable measures are taken for safeguarding independent emergency operation under all circumstances, the emergency generator, if provided, may be used exceptionally, and for short periods, to supply non-emergency circuits.

12.3.5 Distribution systems shall be so arranged that the feeders from the main and emergency sources are separated both vertically and horizontally as widely as practicable.

12.3.6 The emergency source of electrical power may be either a generator or an accumulator battery, which shall comply with the following:

- .1 Where the emergency source of electrical power is a generator, it shall be:
 - .1.1 driven by a suitable prime mover with an independent supply of fuel having a flashpoint which meets the requirements of 7.1.2.2;
 - .1.2 started automatically upon failure of the electrical supply from the main source of electrical power and shall be automatically connected to the emergency switchboard. Those services referred to in 12.7.5 or 12.8.3 shall then be transferred to the emergency generating set. The automatic starting system and the characteristic of the prime mover shall be such as to permit the emergency generator to carry its full rated load as quickly as is safe and practicable, subject to a maximum of 45 seconds; and
 - .1.3 provided with a transitional source of emergency electrical power according to 12.7.5 or 12.8.3.
- .2 Where the emergency source of electrical power is an accumulator battery, it shall be capable of:
 - .2.1 carrying the emergency electrical load without recharging while maintaining the voltage of the battery throughout the discharge period within 12% above or below its nominal voltage;

.2.2 automatically connecting to the emergency switchboard in the event of failure of the main source of electrical power; and

.2.3 immediately supplying at least those services specified in 12.7.5 or 12.8.3.

12.3.7 The emergency switchboard shall be installed as near as is practicable to the emergency source of electrical power.

12.3.8 Where the emergency source of electrical power is a generator, the emergency switchboard shall be located in the same space unless the operation of the emergency switchboard would thereby be impaired.

12.3.9 No accumulator battery fitted in accordance with this section shall be installed in the same space as the emergency switchboard. An indicator shall be mounted in a suitable space at the craft's operating compartment to indicate when the batteries constituting either the emergency source of electrical power or the transitional source of emergency electrical power referred to in 12.3.6.1.3 are being discharged.

12.3.10 The emergency switchboard shall be supplied during normal operation from the main switchboard by an interconnector feeder which shall be adequately protected at the main switchboard against overload and short circuit and which shall be disconnected automatically at the emergency switchboard upon failure of the main source of electrical power. Where the system is arranged for feedback operation, the interconnector feeder shall also be protected at the emergency switchboard at least against short circuit. Failure of the emergency switchboard, when being used in other than an emergency, shall not put at risk the operation of the craft.

12.3.11 In order to ensure ready availability of the emergency source of electrical power, arrangements shall be made, where necessary, to disconnect automatically non-emergency circuits from the emergency switchboard to ensure that power shall be available to the emergency circuits.

12.3.12 The emergency generator and its prime mover and any emergency accumulator battery shall be so designed and arranged as to ensure that they will function at full rated power when the craft is upright and when the craft has a list or trimming accordance with 9.1.12 including any damage cases considered in chapter 2, or is in any combination of angles within those limits.

12.3.13 Where accumulator batteries are installed to supply emergency services, provisions shall be made to charge them *in situ* from a reliable on-board supply. Charging facilities shall be so designed to permit the supply of services, regardless of whether battery is on charge or not. Means shall be provided to minimise the risk of overcharging or overheating the batteries. Means for efficient air ventilation shall be provided.

12.4 Starting arrangements for emergency generating sets

12.4.1 Emergency generating sets shall be capable of being readily started in their cold condition at a temperature of 0°C. If this is impracticable, or if lower temperatures are likely to be encountered, provisions shall be made for heating arrangements to ensure ready starting of the generating sets.

12.4.2 Each emergency generating set shall be equipped with starting devices with a stored energy capability of at least three consecutive starts. The source of stored energy shall be protected to preclude critical depletion by the automatic starting system, unless a second independent means of starting is provided. A second source of energy shall be provided for an additional three starts within 30 min, unless manual starting can be demonstrated to be effective.

12.4.3 The stored energy shall be maintained at all times, as follows:

- .1 electrical and hydraulic starting systems shall be maintained from the emergency switchboard;
- .2 compressed air starting systems may be maintained by the main or auxiliary compressed air receivers through a suitable nonreturn valve or by an emergency air compressor which, if electrically driven, is supplied from the emergency switchboard;
- .3 all of these starting, charging and energy-storing devices shall be located in the emergency generator space. These devices shall not be used for any purpose other than the operation of the emergency generating set. This does not preclude the supply to the air receiver of the emergency generating set from the main or auxiliary compressed air system through the non return valve fitted in the emergency generator space.

12.5 Steering and stabilization

12.5.1 Where steering and/or stabilization of a craft is essentially dependent on one device as with a single rudder or pylon, which is itself dependent on the continuous availability of electric power, it shall be served by at least two independent circuits, one of which shall be fed either from the emergency source of electric power or from an independent power source located in such a position as to be unaffected by fire or flooding affecting the main source of power. Failure of either supply shall not cause any risk to the craft or passengers during switching to the alternative supply and such switching arrangements shall meet the requirements in 5.2.5. These circuits shall be provided with short-circuit protection and an overload alarm.

12.5.2 Protection against excess current may be provided, in which case it shall be for not less than twice the full load current of the motor or circuit so protected and shall be arranged to accept the appropriate starting current with a reasonable margin. Where three-phase supply is used an alarm shall be provided in a readily observed position in the craft's operating compartment that will indicate failure of any one of the phases.

12.5.3 Where such systems are not essentially dependent on the continuous availability of electric power but at least one alternative system, not dependent on the electric supply, is installed, then the electrically powered or controlled system may be fed by a single circuit protected in accordance with 12.5.2.

12.5.4 The requirements of chapters 5 and 16 for power supply of the directional control system and stabilising system of the craft shall be met.

12.6 Precautions against shock, fire and other hazards of electrical origin

12.6.1.1 Exposed metal parts of electrical machines or equipment which are not intended to be live but which are liable under fault conditions to become live shall be earthed unless the machines or equipment are:

- .1 supplied at a voltage not exceeding 50V direct current or 50V, root-mean-square between conductors; auto-transformers shall not be used for the purpose of achieving this voltage; or
- .2 supplied at a voltage not exceeding 250V by safety isolating transformers supplying only one consuming device; or
- .3 constructed in accordance with the principle of double insulation.

12.6.1.2 The Administration may require additional precautions for portable electrical equipment for use in confined or exceptionally damp spaces where particular risks due to conductivity may exist.

12.6.1.3 All electrical apparatus shall be constructed and so installed as not to cause injury when handled or touched in the normal manner.

12.6.2 Main and emergency switchboards shall be so arranged as to give easy access, as may be needed, to apparatus and equipment, without danger to personnel. The sides and the rear and, where necessary, the front of switchboards shall be suitably guarded. Exposed live parts having voltages to earth exceeding a voltage to be specified by the Administration shall not be installed on the front of such switchboards. Where necessary, nonconducting mats or gratings shall be provided at the front and rear of the switchboard.

12.6.3 When a distribution system, whether primary or secondary, for power, heating or lighting, with no connection to earth is used, a device capable of continuously monitoring the insulation level to earth and of giving an audible or visual indication of abnormally low insulation values shall be provided. For limited secondary distribution systems the Administration may accept a device for manual checking of the insulation level.

12.6.4 Cables and wiring

12.6.4.1 Except as permitted by the Administration in exceptional circumstances, all metal sheaths and armour of cables shall be electrically continuous and shall be earthed.

12.6.4.2 All electric cables and wiring external to equipment shall be at least of a flame-retardant type and shall be so installed as not to impair their original flame-retarding properties. Where necessary for particular applications, the Administration may permit the use of special types of cables such as radio-frequency cables, which do not comply with the foregoing.

12.6.4.3 Cables and wiring serving essential or emergency power, lighting, internal communications or signals shall, as far as practicable, be routed clear of machinery spaces and their casings and other areas of high fire risk. Where practicable, all such cables shall be run in such a manner as to preclude their being rendered unserviceable by heating of the bulkheads that may be caused by a fire in an adjacent space.

12.6.4.4 Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken to the satisfaction of the Administration.

12.6.4.5 Cables and wiring shall be installed and supported in such manner as to avoid chafing or other damage.

12.6.4.6 Terminations and joints in all conductors shall be so made as to retain the original electrical, mechanical, flame-retarding and, where necessary, fire-resisting properties of the cable.

12.6.5.1 Each separate circuit shall be protected against short circuit and against overload, except as permitted in 12.5 or where the Administration may exceptionally otherwise permit.

12.6.5.2 The rating or appropriate setting of the overload protective device for each circuit shall be permanently indicated at the location of the protective device.

12.6.6 Lighting fittings shall be so arranged as to prevent temperature rises which could damage the cables and wiring, and to prevent surrounding material from becoming excessively hot.

12.6.7 All lighting and power circuits terminating in a bunker or cargo space shall be provided with a multiple-pole switch outside the space for disconnecting such circuits.

12.6.8.1 Accumulator batteries shall be suitably housed, and compartments used primarily for their accommodation shall be properly constructed and efficiently ventilated.

12.6.8.2 Electrical or other equipment which may constitute a source of ignition of flammable vapours shall not be permitted in these compartments except as permitted in 12.6.9.

12.6.8.3 Accumulator batteries shall not be located in crew accommodation.

12.6.9 No electrical equipment shall be installed in any space where flammable mixtures are liable to collect, including those in compartments assigned principally to accumulator batteries, in paint lockers, acetylene stores or similar spaces, unless the Administration is satisfied that such equipment is:

- .1 essential for operational purposes;
- .2 of a type which will not ignite the mixture concerned;
- .3 appropriate to the space concerned; and
- .4 appropriately certified for safe usage in the dusts, vapours or gases likely to be encountered.

12.6.10 The following additional requirements from .1 to .7 shall be met, and requirements from .8 to .13 shall be met also for non-metallic craft:

- .1 The electrical distribution voltages throughout the craft may be either direct current or alternating current and shall not exceed:
 - .1.1 500 V for cooking, heating and other permanently connected equipment; and
 - .1.2 250 V for lighting, internal communications and receptacle outlets.

The Administration may accept higher voltages for propulsion purposes.

- .2 For electrical power distribution, two-wire or three-wire systems shall be used. Four-wire systems with neutral solidly earthed but without hull return may also be used. Where applicable, the requirements for 7.5.6.4 or 7.5.6.5 shall also be met.
- .3 Effective means shall be provided so that voltage may be cut off from each and every circuit and sub-circuit and from all apparatus as may be necessary to prevent danger.
- .4 Electrical equipment shall be so designed that the possibility of accidentally touching live parts, rotating or moving parts as well as heated surfaces which might cause burns or initiate fire is minimized.
- .5 Electrical equipment shall be adequately secured. The probability of fire or dangerous consequences arising from damage to electrical equipment shall be reduced to an acceptable minimum.
- .6 The rating or appropriate setting of the overload protective device for each circuit shall be permanently indicated at the location of the protection device.
- .7 Where it is impracticable to provide electrical protective devices for certain cables supplied from batteries, e.g., within battery compartments and in engine starting circuits, unprotected cable runs shall be kept as short as possible and special precautions shall be taken to minimize risk of faults, e.g., use of single-core cables with additional sleeve over the insulation of each core, with shrouded terminals.
- .8 In order to minimize the risk of fire, structural damage, electrical shock and radio interference due to lightning strike or electrostatic discharge, all metal parts of the craft shall be bonded together, in so far as possible in consideration of galvanic corrosion between dissimilar metals, to form a continuous electrical system, suitable for the earth return of electrical equipment and to connect the craft to the water when water-borne. The bonding of isolated components inside the structure is not generally necessary, except in fuel tanks.
- .9 Each pressure refuelling point shall be provided with a means of bonding the fuelling equipment to the craft.
- .10 Metallic pipes capable of generating electrostatic discharges, due to the flow of liquids and gases, shall be bonded so as to be electrically continuous throughout their length and shall be adequately earthed.

- .11 Primary conductors provided for lightning discharge currents shall have a minimum cross-section of 70 mm^2 in copper or equivalent surge-carrying capacity in aluminium.
- .12 Secondary conductors provided for the equalisation of static discharges, bonding of equipment, etc., but not for carrying lightning discharges shall have a minimum cross-section of 5 mm^2 copper or equivalent surge current carrying capacity in aluminium.
- .13 The electrical resistance between bonded objects and the basic structure shall not exceed 0.02 Ohm except where it can be demonstrated that a higher resistance will not cause a hazard. The bonding path shall have sufficient cross-sectional area to carry the maximum current likely to be imposed on it without excessive voltage drop.

PART B - REQUIREMENTS FOR PASSENGER CRAFT

12.7 General

12.7.1 Separation and duplication of electrical supply shall be provided for duplicated consumers of essential services. During normal operation the systems may be connected to the same power-bus, but facilities for easy separation shall be provided. Each system shall be able to supply all equipment necessary to maintain the control of propulsion, steering, stabilization, navigation, lighting and ventilation, and allow starting of the largest essential electric motor at any load. Automatic load-dependent disconnection of non-essential consumers may be allowed.

12.7.2 Emergency source of electrical 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 12.7.3 or 12.7.4, the requirement of 12.3.1, 12.3.2 and 12.3.4 may be considered satisfied without an additional emergency source of electrical power, provided that:

- .1 there is at least one generating set, meeting the requirements of 12.3.12 and of sufficient capacity to meet the requirements of 12.7.3 or 12.7.4 in each of at least two non-contiguous spaces;
- .2 the arrangements required by .1 in each such space are equivalent to those required by 12.3.6.1, 12.3.7 to 12.3.11 and 12.4 so that a source of electrical power is available at all times to the services required by 12.7.3 or 12.7.4; and
- .3 the generator sets referred to in .1 and their self-contained systems are installed such that one of them remains operable after damage or flooding in any one compartment.

12.7.3 For category A craft, the emergency source of power shall be capable of supplying simultaneously the following services:

- .1 for a period of 5 h emergency lighting:
 - .1.1 at the stowage, preparation, launching and deployed positions of survival craft and equipment for embarkation into those craft;
 - .1.2 at all escape routes, such as alleyways, stairways, exits from accommodation and service spaces, embarkation points, etc;
 - .1.3 in the public spaces;
 - .1.4 in the machinery spaces and main emergency generating spaces, including their control positions;
 - .1.5 in control stations;
 - .1.6 at the stowage positions for firemen's outfits; and
 - .1.7 at the steering gear;
- .2 for a period of 5 h;
 - .2.1 main navigation lights, except for "not under command" lights;
 - .2.2 electrical internal communication equipment for announcements for passengers and crew required during evacuation;
 - .2.3 fire-detection and general alarm system and manual fire alarms; and
 - .2.4 remote control devices of fire-extinguishing systems, if electrical;
- .3 for a period of 4 h of intermittent operation:
 - .3.1 the daylight signalling lamps, if they have no independent supply from their own accumulator battery; and
 - .3.2 the craft's whistle, if electrically driven;
- .4 for a period of 5 h;
 - .4.1 craft radio facilities and other loads as set out in 14.13.2; and

- .4.2 essential electrically powered instruments and controls for propulsion machinery, if alternate sources of power are not available for such devices;
- .5 for a period of 12 h, the "not under command" lights; and
- .6 for a period of 10 min:
 - .6.1 power drives for directional control devices, including those required to direct thrust forward and astern, unless there is a manual alternative acceptable to the Administration as complying with 5.2.3.

12.7.4 For category B craft, the electrical power available shall 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 shall 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 for a period of 12 h, emergency lighting:
 - .1.1 at the stowage, preparation, launching and deployed positions of survival craft and equipment for embarkation into those craft;
 - .1.2 at all escape routes, such as alleyways, stairways, exits from accommodation and service spaces, embarkation points, etc;
 - .1.3 in the passenger compartments;
 - .1.4 in the machinery spaces and main emergency generating spaces including their control positions;
 - .1.5 in control stations;
 - .1.6 at the stowage positions for firemen's outfits; and
 - .1.7 at the steering gear;
- .2 for a period of 12 h;
 - .2.1 the navigation lights, and other lights required by International Regulations for Preventing Collisions at Sea in force;
 - .2.2 electrical internal communication equipment for announcements for passengers and crew required during evacuation;
 - .2.3 fire-detection and general alarm system and manual fire alarms; and

- .2.4 remote control devices of fire-extinguishing systems, if electrical;
- .3 for a period of 4 h on intermittent operation:
 - .3.1 the daylight signalling lamps, if they have no independent supply from their own accumulator battery; and
 - .3.2 the craft's whistle, if electrically driven;
- .4 for a period of 12 h;
 - .4.1 the navigational equipment as required by chapter 13. Where such provision is unreasonable or impracticable, the Administration may waive this requirement for craft of less than 5,000 gross tonnage;
 - .4.2 essential electrically powered instruments and controls for propulsion machinery, if alternate sources of power are not available for such devices;
 - .4.3 one of the fire pumps required by 7.7.5.1;
 - .4.4 the sprinkler pump and drencher pump, if fitted;
 - .4.5 the emergency bilge pump and all the equipment essential for the operation of electrically powered remote controlled bilge valves as required by chapter 10; and
 - .4.6 craft radio facilities and other loads as set out in 14.13.2;
- .5 for a period of 30 min, any watertight doors, required by chapter 2 to be power-operated, together with their indicators and warning signals;
- .6 for a period of 10 min, power drives for directional control devices including those required to direct thrust forward and astern, unless there is a manual alternative acceptable to the Administration as complying with 5.2.3.

12.7.5 Transitional source of emergency electrical power

The transitional source of emergency electrical power required by paragraph 12.3.6.1.3 may consist of an accumulator battery suitably located for use in an emergency which shall 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 they depend upon an electrical source for their operation:

- .1 for a period of 30 min, the load specified in 12.7.3.1, .2 and .3, or in 12.7.4.1, .2 and .3; and
- .2 with respect to the watertight doors:

- .2.1 power to operate the watertight doors, but not necessarily simultaneously, unless an independent temporary source of stored energy is provided. The power source shall have sufficient capacity to operate each door at least three times, i.e. closed-open-closed, against an adverse list of 15°; and
- .2.2 power to the control, indication and alarm circuits for the watertight doors for half an hour.

12.7.6 The requirements of 12.7.5 may be considered satisfied without the installation of a transitional source of emergency electrical power if each of the services required by that paragraph have 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 shall be uninterruptible.

12.7.7 In category A craft having limited public spaces, emergency lighting fittings of the type described in 12.7.9.1 as meeting the requirements of 12.7.3.1 and 12.7.5.1 may be accepted, provided that an adequate standard of safety is attained.

12.7.8 Provisions shall be made for the periodic testing of the complete emergency system, including the emergency consumers required by 12.7.3 or 12.7.4 and 12.7.5, and shall include the testing of automatic starting arrangements.

12.7.9 In addition to the emergency lighting required by paragraph 12.7.3.1, 12.7.4.1 and 12.7.5.1 on every craft with ro-ro spaces:

- .1 all passenger public spaces and alleyways shall be provided with supplementary electric lighting that can operate for at least three h when all other sources of electric power have failed and under any condition of heel. The illumination provided shall be such that the approach to the means of escape can be readily seen. The source of power for the supplementary lighting shall 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 shall be such that any failure of the lamp will be immediately apparent. Any accumulator battery provided shall be replaced at intervals having regard to the specified service life in the ambient condition that it is subject to in service; and

- .2 a portable rechargeable battery-operated lamp shall be provided in every crew space alleyway, recreational space and every working space which is normally occupied unless supplementary emergency lighting, as required by .1, is provided.

12.7.10 Distribution systems shall 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 C - REQUIREMENTS FOR CARGO CRAFT

12.8 General

12.8.1 Separation and duplication of electrical supply shall be provided for duplicated consumers of essential services. During normal operation these consumers may be connected to the same power-bus directly or via distribution boards or group starters, but shall be separated by removable links or other approved means. Each power-bus shall be able to supply all equipment necessary to maintain the control of propulsion, steering, stabilization, navigation, lighting and ventilation, and allow starting of the largest essential electric motor at any load. However, having regard to 12.1.2, partial reduction in the capability from normal operation may be accepted. Non-duplicated consumers of essential services connected to the emergency switchboard directly or via distribution boards may be accepted. Automatic load-dependent disconnection of non-essential consumers may be allowed.

12.8.2 Emergency source of electrical power

12.8.2.1 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 12.8.2.2, the requirements of 12.3.1, 12.3.2 and 12.3.4 may be considered satisfied without an additional emergency source of electrical power, provided that:

- .1 there is at least one generating set, meeting the requirements of 12.3.12 and each of sufficient capacity to meet the requirements of 12.8.2.2, in each of at least two non-contiguous spaces;
- .2 the arrangements required by .1 in each such space are equivalent to those required by 12.3.6.1, 12.3.7 to 12.3.11 and 12.4 so that a source of electrical power is available at all times to the services required by 12.8.2; and
- .3 the generator sets are referred to in .1 and their self-contained systems are installed in accordance with 12.3.2.

12.8.2.2 The electrical power available shall 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 shall 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 for a period of 12 h, emergency lighting;
 - .1.1 at the stowage positions of life-saving appliances;

- .1.2 at all escape routes, such as alleyways, stairways, exits from accommodation and service spaces, embarkation points, etc.;
- .1.3 in public spaces, if any;
- .1.4 in the machinery spaces and main emergency generating spaces including their control positions;
- .1.5 in control stations;
- .1.6 at the stowage positions for fire-fighter's outfits; and
- .1.7 at the steering gear;
- .2 for a period of 12 h;
 - .2.1 the navigation lights, and other lights required by the International Regulations for Preventing Collisions at Sea in force;
 - .2.2 electrical internal communication equipment for announcements during evacuation;
 - .2.3 fire-detection and general alarm system and manual fire alarms; and
 - .2.4 remote control devices of fire-extinguishing systems, if electrical;
- .3 for a period of 4 h of intermittent operation;
 - .3.1 the daylight signalling lamps, if they have no independent supply from their own accumulator battery; and
 - .3.2 the craft's whistle, if electrically driven;
- .4 for a period of 12 h;
 - .4.1 the navigational equipment as required by chapter 13. Where such provision is unreasonable or impracticable, the Administration may waive this requirement for craft of less than 5,000 gross tonnage;
 - .4.2 essential electrically powered instruments and controls for propulsion machinery, if alternate sources of power are not available for such devices;
 - .4.3 one of the fire pumps required by 7.7.5.1;
 - .4.4 the sprinkler pump and drencher pump, if fitted;

- .4.5 the emergency bilge pump and all the equipment essential for the operation of electrically powered remote controlled bilge valves as required by chapter 10; and
- .4.6 craft radio facilities and other loads as set out in 14.13.2.
- .5 for a period of 10 min, power drives for directional control devices, including those required to direct thrust forward and astern, unless there is a manual alternative acceptable to the Administration as complying with 5.2.3.

12.8.2.3 Provision shall be made for the periodic testing of the complete emergency system, including the emergency consumers required by 12.8.2.2 and shall include the testing of automatic starting arrangements.

12.8.2.4 Where the emergency source of electrical power is a generator, a transitional source of emergency power shall be provided according to paragraph 12.8.3, unless the automatic starting system and the characteristics of the prime mover are such as to permit the emergency generator to carry its full rated load as quickly as is safe and practicable, subject to a maximum of 45 s.

12.8.3 Transitional source of emergency electrical power

The transitional source of emergency electrical power required by paragraph 12.8.2.4 may consist of an accumulator battery suitably located for use in an emergency which shall 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 they depend upon an electrical source for their operation:

- .1 for a period of 30 min, the load specified in 12.8.2.2.1, .2 and .3; and
- .2 with respect to watertight doors:
 - .2.1 power to operate the watertight doors, but not necessarily simultaneously, unless an independent temporary source of stored energy is provided. The power source shall have sufficient capacity to operate each door at least three times, i.e. closed-open-closed, against an adverse list of 15°; and
 - .2.2 power to the control, indication and alarm circuits for the watertight doors for half an hour.

CHAPTER 13*

NAVIGATIONAL EQUIPMENT

13.1 Navigation (general)

13.1.1 This chapter only covers items of navigational equipment which relate to the navigation of the craft as distinct from the safe functioning of the craft. The following paragraphs represent the minimum requirements for normal safe navigation unless it is demonstrated to the Administration that an equivalent level of safety is achieved by other means.

13.1.2 The navigational equipment and its installation shall be to the satisfaction of the Administration.

13.2 Compasses

13.2.1 Craft shall be provided with a magnetic compass which is capable of operating without electrical supply, and which may be used for steering purposes. This compass shall be mounted in a suitable binnacle containing the required correcting devices and shall be suitable for the speed and motion characteristics of the craft.

13.2.2 The compass card or repeater shall be capable of being easily read from the position at which the craft is normally controlled.

13.2.3 Each magnetic compass shall be properly adjusted and its table or curve of residual deviations shall be available at all times.

13.2.4 Care shall be taken in siting a magnetic compass or magnetic sensing element so that magnetic interference is eliminated or minimized as far as is practicable.

13.2.5 Passenger craft certified to carry 100 passengers or less shall, in addition to the compass required by 13.2.1, be provided with an electromagnetic compass including rate gyro, suitable for the speed and motion characteristics and area of operation of the craft, capable of transmitting a true heading reference to other equipment.

13.2.6 Cargo craft and passenger craft certified to carry more than 100 passengers shall, in addition to the compass required in 13.2.1, be provided with a gyro-compass which shall be suitable for the speed and motion characteristics and area of operation of the craft.

13.3 Speed and distance measurement

13.3.1 Craft shall be provided with a device to measure speed and distance, except when no device is available which will function reliably at all speeds at which the craft may operate.

* The text of this chapter may still be considered by NAV 45 (20 to 24 September 1999).

13.3.2 Speed- and distance-measuring devices on craft fitted with an automatic radar plotting aid and automatic tracking aid shall be capable of measuring speed and distance through the water.

13.4 Echo-sounding device

13.4.1 Non-amphibious craft shall be fitted with an echo-sounding device which will give an indication of depth of water to a sufficient degree of accuracy for use when the craft is in the displacement mode.

13.5 Radar installations

13.5.1 Craft shall be provided with at least one azimuth-stabilized radar operating in the X band (3 cm).

13.5.2 Craft of 500 gross tonnage and upwards or craft certified to carry more than 450 passengers shall be provided with at least two radar installations, each being capable of being operated independently of the other. A second radar may also be provided in craft of less than 500 gross tonnage or certified to carry 450 passengers or less where environmental conditions so require.

13.5.3 At least one radar shall be provided with facilities for an Automatic Tracking Aid (ATA) suitable for the motion and speed of the craft.

13.5.4 Adequate communication facilities shall be provided between the radar observer and the person in immediate charge of the craft.

13.5.5 Each radar installation provided shall be suitable for the intended craft speed, motion characteristics and commonly encountered environmental conditions.

13.5.6 Each radar installation shall be mounted so as to be as free as practicable from vibration.

13.6 Electronic positioning systems

Where the area of operation of a high-speed craft is covered by a reliable electronic position-fixing system, the craft shall be provided with the means to fix its position using such system.

13.7 Rate-of-turn indicator and rudder angle indicator

13.7.1 Craft of 500 gross tonnage or upwards shall have a rate-of-turn indicator. A rate-of-turn indicator shall be provided if the test according to annex 9 shows that the turn rate can exceed safety level 1.

13.7.2 Craft shall be provided with an indicator showing the rudder angle. In craft without a rudder, the indicator shall show the direction of steering thrust.

13.8 Other navigational aids

13.8.1 The information provided by navigational systems shall be so displayed that the probability of misreading is reduced to a minimum and shall be capable of giving readings to an optimum accuracy.

13.9 Searchlight

13.9.1 Craft shall be equipped with at least one adequate searchlight, which shall be controllable from the operating station.

13.9.2 One portable daylight signalling lamp capable of operating independently of the craft's main electrical supply shall be provided and maintained ready for use in the operating compartment at all times.

13.10 Night vision equipment

13.10.1 When operational conditions justify the provision of night vision enhancement equipment, such equipment shall be fitted.

13.11 Steering arrangement and propulsion indicators

13.11.1 The steering arrangement shall be so designed that the craft turns in the same direction as that of the wheel, tiller, joystick or control lever.

13.11.2 Craft shall be provided with indicators showing the mode of the propulsion system(s).

13.11.3 Craft with emergency steering positions shall be provided with arrangements for supplying visual compass readings to the emergency steering position.

13.12 Automatic steering aid (automatic pilot equipment)

13.12.1 Craft shall, where possible, be equipped with automatic pilot equipment.

13.12.2 Provision shall be made to change from the automatic to manual mode by a manual override.

13.13 Performance standards

13.13.1 All equipment to which this chapter applies shall be of a type approved by the Administration. Subject to 13.13.2, such equipment shall conform to performance standards not inferior to those adopted by the Organization*.

13.13.2 Equipment installed before the adoption of performance standards by the Organization may be exempted from full compliance with the performance standards having due regard to the criteria which the Organization may adopt in connection with such standards.

* Recommendation on performance standards for magnetic compasses (resolution A.382(X));
Recommendation on performance standards for marine transmitting magnetic heading devices (TMHDs) (resolution MSC.86(70), annex 2);
Recommendation on performance standards for Gyro-compasses for high-speed craft (resolution A.821(19));
Recommendation on performance standards for devices to indicate speed and distance (resolution A.824(19), [as amended]);
Recommendation on performance standards for echo-sounding equipment (resolution A.224(VII) as amended by MSC.74(69), annex 2);
Recommendation on performance standards for navigational radar equipment for high-speed craft (resolution A.820(19));
Recommendation on performance standards for "Auto Tracking" (resolution MSC.64(67), annex 4, appendix 1);
Recommendation on performance standards for shipborne Decca navigator receivers (resolution A.816(19));
Recommendation on performance standards for shipborne Loran-C and Chayka receivers (resolution A.818(19));
Recommendation on performance standards for shipborne global positioning system receiver equipment (resolution A.819(19));
Recommendation on performance standards for shipborne GLONASS receiver equipment (resolution MSC.53(66));
Recommendation on performance standards for shipborne DGPS and DGLONASS maritime radio beacon receiver equipment (resolution MSC.64(67), annex 2);
Recommendation on performance standards for combined GPS/GLONASS receiver equipment (resolution MSC.74(69), annex 1);
Performance standards for rate-of-turn indicators (resolution A.526(13));
[Recommendation on performance standards for night vision equipment for high-speed craft - NAV 45 will develop it];
[Recommendation on performance standards for daylight signalling lamps - NAV 45 will develop it]; and
Recommendation on performance standards for automatic steering aids (automatic pilots) for high-speed craft (resolution A.822(19)).

CHAPTER 14

RADIOCOMMUNICATIONS

14.1 Application

14.1.1 Unless expressly provided otherwise, this chapter applies to all craft specified in 1.3.1 and 1.3.2.

14.1.2 This chapter does not apply to craft to which this Code would otherwise apply while such craft are being navigated within the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada*.

14.1.3 No provision in this chapter shall prevent the use by any craft, survival craft or person in distress of any means at their disposal to attract attention, make known their position and obtain help.

14.2 Terms and definitions

14.2.1 For the purpose of this chapter, the following terms shall have the meanings defined below:

- .1** "Bridge-to-bridge communications" means safety communications between craft and ships from the position from which the craft is normally navigated.
- .2** "Continuous watch" means that the radio watch concerned shall not be interrupted other than for brief intervals when the craft's receiving capability is impaired or blocked by its own communications or when the facilities are under periodical maintenance or checks.
- .3** "Digital selective calling (DSC)" means a technique using digital codes which enables a radio station to establish contact with, and transfer information to, another station or group of stations, and complying with the relevant recommendations of the International Telecommunication Union Radiocommunication Sector (ITU-R).
- .4** "Direct-printing" telegraphy means automated telegraphy techniques which comply with the relevant recommendations of the International Telecommunication Union Radiocommunication Sector (ITU-R).
- .5** "General radiocommunications" means operational and public correspondence traffic other than distress, urgency and safety messages, conducted by radio.
- .6** "Global Maritime Distress and Safety System (GMDSS) Identities" means maritime mobile services identity, the craft's call sign, Inmarsat identities and serial number identity which may be transmitted by the craft's equipment and used to identify the craft.

* Such craft are subject to special requirements relative to radio for safety purposes, as contained in the relevant agreement between Canada and the United States.

- .7 "Inmarsat" means the Organization established by the Convention on the International Maritime Satellite Organization (Inmarsat) adopted on 3 September 1976.
- .8 "International NAVTEX" service means the co-ordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language.*
- .9 "Locating" means the finding of the ships, craft, aircraft, units or persons in distress.
- .10 "Maritime safety information" means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships and craft.
- .11 "Polar orbiting satellite service" means a service which is based on polar orbiting satellites which receive and relay distress alerts from satellite EPIRBs and which provides their position.
- .12 "Radio Regulations" mean the Radio Regulations annexed to, or regarded as being annexed to, the most recent International Telecommunication Convention which is in force at any time.
- .13 "Sea area A1" means an area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government to the Convention.**
- .14 "Sea area A2" means an area, excluding sea area A1, within the radiotelephone coverage of at least one MF coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government to the Convention.**
- .15 "Sea area A3" means an area, excluding sea areas A1 and A2, within the coverage of an Inmarsat geostationary satellite in which continuous alerting is available.
- .16 "Sea area A4" means an area outside sea areas A1, A2 and A3.

14.2.2 All other terms and abbreviations which are used in this chapter and which are defined in the Radio Regulations and in the International Convention on Maritime Search and Rescue (SAR), 1979, as it may be amended, shall have the meanings as defined in those Regulations and the SAR Convention.

14.3 Exemptions

14.3.1 It is considered highly desirable not to deviate from the requirements of this chapter; nevertheless the Administration, in conjunction with the base port State, may grant partial or conditional exemptions to individual craft from the requirements of 14.7 to 14.11 provided:

* Refer to the NAVTEX Manual approved by the Organization.

** Refer to resolution A.801(19) concerning provision of radio services for the global maritime distress and safety system (GMDSS), adopted by the Organization.

- .1 such craft comply with the functional requirements of 14.5; and
- .2 the Administration has taken into account the effect such exemptions may have upon the general efficiency of the service for the safety of all ships and craft.

14.3.2 An exemption may be granted under 14.3.1 only:

- .1 if the conditions affecting safety are such as to render the full application of 14.7 to 14.11 unreasonable or unnecessary; or
- .2 in exceptional circumstances, for a single voyage outside the sea area or sea areas for which the craft is equipped.

14.3.3 Each Administration shall submit to the Organization, as soon as possible after the first of January in each year, a report showing all exemptions granted under 14.3.1 and 14.3.2 during the previous calendar year and giving the reasons for granting such exemptions.

14.4 Global Maritime Distress and Safety System Identities

14.4.1 This section applies to all craft on all voyages.

14.4.2 Each Administration undertakes to ensure that suitable arrangements are made for registering Global Maritime Distress and Safety System (GMDSS) Identities and for making information on these identities available to Rescue Co-ordination Centres on a 24-hour basis. Where appropriate, international organizations maintaining a registry of these identities shall be notified by the Administration of these assignments.

14.5 Functional requirements

14.5.1 Every craft, while at sea, shall be capable:

- .1 except as provided in 14.8.1.1 and 14.10.1.4.3, of transmitting ship-to-shore distress alerts by at least two separate and independent means, each using a different radiocommunication service;
- .2 of receiving shore-to-ship distress alerts;
- .3 of transmitting and receiving ship-to-ship distress alerts;
- .4 of transmitting and receiving search and rescue co-ordinating communications;
- .5 of transmitting and receiving on-scene communications;
- .6 of transmitting and, as required by 13.5, receiving signals for locating*;
- .7 of transmitting and receiving** maritime safety information;

* Refer to resolution A.614(15) on carriage of radar operating in the frequency band 9,300 - 9,500 MHz, adopted by the Organization.

** It should be noted that craft may have a need for reception of certain maritime safety information while in port.

- .8 of transmitting and receiving general radiocommunications to and from shore-based radio systems or networks subject to 14.15.8; and
- .9 of transmitting and receiving bridge-to-bridge communications.

14.6 Radio installations

14.6.1 Every craft shall be provided with radio installations capable of complying with the functional requirements prescribed by 14.5 throughout its intended voyage and, unless exempted under 14.3, complying with the requirements of 14.7 and, as appropriate for the sea area or areas through which it will pass during its intended voyage, the requirements of either 14.8, 14.9, 14.10 or 14.11.

14.6.2 Every radio installation shall:

- .1 be so located that no harmful interference of mechanical, electrical or other origin affects its proper use, and so as to ensure electromagnetic compatibility and avoidance of harmful interaction with other equipment and systems;
- .2 be so located as to ensure the greatest possible degree of safety and operational availability;
- .3 be protected against harmful effects of water, extremes of temperature and other adverse environmental conditions;
- .4 be provided with reliable, permanently arranged electrical lighting, independent of the main sources of electrical power, for the adequate illumination of the radio controls for operating the radio installation; and
- .5 be clearly marked with the call sign, the ship station identity and other codes as applicable for the use of the radio installation.

14.6.3 Control of the VHF radiotelephone channels, required for navigational safety, shall be immediately available on the navigating bridge convenient to the conning position, and, where necessary, facilities shall be available to permit radiocommunications from the wings of the navigating bridge. Portable VHF equipment may be used to meet the latter provision.

14.6.4 In passenger craft, a distress panel shall be installed at the conning position. This panel shall contain either one single button which, when pressed, initiates a distress alert using all radiocommunication installations required on board for that purpose or one button for each individual installation. The panel shall clearly and visually indicate whenever any button or buttons have been pressed. Means shall be provided to prevent inadvertent activation of the button or buttons. If the satellite EPIRB is used as the secondary means of distress alerting and is not remotely activated, it shall be acceptable to have an additional EPIRB installed in the wheelhouse near the conning position.

14.6.5 In passenger craft, information on the craft's position shall be continuously and automatically provided to all relevant radiocommunication equipment to be included in the initial distress alert when the button or buttons on the distress panel is pressed.

14.6.6 In passenger craft, a distress alert panel shall be installed at the conning position. The distress alarm panel shall provide visual and aural indication of any distress alert or alerts received on board and shall also indicate through which radiocommunication service the distress alerts have been received.

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, which:
 - .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 system* 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 requirements.**
- .6** subject to the provisions of 14.8.3, a satellite emergency position indicating radio beacon (satellite EPIRB)*** which shall be:

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

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

*** Refer to resolution A.616(15) concerning search and rescue homing capability, adopted by the Organization.

- .6.1** capable of transmitting a distress alert either through the polar orbiting satellite service operating in the 406 MHz band or, if the craft is engaged only on voyages within Inmarsat coverage, through the Inmarsat geostationary satellite service operating in the 1.6 GHz band;
- .6.2** installed in an easily accessible position;
- .6.3** ready to be manually released and capable of being carried by one person into a survival craft;
- .6.4** capable of floating free if the craft sinks and of being automatically activated when afloat; and
- .6.5** capable of being activated manually.

14.7.2 Every passenger craft shall be provided with means for two-way on-scene radiocommunications for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123.1 MHz from the position from which the craft is normally navigated.

14.8 Radio equipment: sea area A1

14.8.1 In addition to meeting the requirements of 14.7, every craft engaged on voyages exclusively in sea area A1 shall be provided with a radio installation capable of initiating the transmission of ship-to-shore distress alerts from the position from which the craft is normally navigated, operating either:

- .1** on VHF using DSC; this requirement may be fulfilled by the EPIRB prescribed by 14.8.3, either by installing the EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or
- .2** through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or
- .3** if the craft is on voyages within coverage of MF coast stations equipped with DSC on MF using DSC; or
- .4** on HF using DSC; or
- .5** through the Inmarsat geostationary satellite service; this requirement may be fulfilled by:
 - .5.1** an Inmarsat ship earth station* ; or

* This requirement can be met by Inmarsat ship earth stations capable of two-way communications, such as Inmarsat-A and -B (resolutions A.808(19)) or Inmarsat-C (resolution A.807(19) and MSC.68(68), annex 4) ship earth stations. Unless otherwise specified, this footnote applies to all requirements for an Inmarsat ship earth station prescribed by this chapter.

- .5.2 the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.

14.8.2 The VHF radio installation, required by 14.7.1.1, shall also be capable of transmitting and receiving general radiocommunications using radiotelephony.

14.8.3 Craft engaged on voyages exclusively in sea area A1 may carry, in lieu of the satellite EPIRB required by 14.7.1.6, an EPIRB which shall be:

- .1 capable of transmitting a distress alert using DSC on VHF channel 70 and providing for locating by means of a radar transponder operating in the 9 GHz band;
- .2 installed in an easily accessible position;
- .3 ready to be manually released and capable of being carried by one person into a survival craft;
- .4 capable of floating free if the craft sinks and of being automatically activated when afloat; and
- .5 capable of being activated manually.

14.9 Radio equipment: sea areas A1 and A2

14.9.1 In addition to meeting the requirements of 14.7, every craft engaged on voyages beyond sea area A1, but remaining within sea area A2, shall be provided with:

- .1 an MF radio installation capable of transmitting and receiving, for distress and safety purposes, on the frequencies:
 - .1.1 2,187.5 kHz using DSC; and
 - .1.2 2,182 kHz using radiotelephony;
- .2 a radio installation capable of maintaining a continuous DSC watch on the frequency 2,187.5 kHz which may be separate from, or combined with, that required by 14.9.1.1.1; and
- .3 means of initiating the transmission of ship-to-shore distress alerts by a radio service other than MF, operating either:
 - .3.1 through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or
 - .3.2 on HF using DSC; or

.3.3 through the Inmarsat geostationary satellite service; this requirement may be fulfilled by:

.3.3.1 the equipment specified in 14.9.3.2; or

.3.3.2 the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.

14.9.2 It shall be possible to initiate transmission of distress alerts by the radio installations specified in 14.9.1.1 and 14.9.1.3 from the position from which the craft is normally navigated.

14.9.3 The craft shall, in addition, be capable of transmitting and receiving general radiocommunications using radiotelephony or direct-printing telegraphy by either:

.1 a radio installation operating on working frequencies in the bands between 1,605 kHz and 4,000 kHz or between 4,000 kHz and 27,500 kHz; this requirement may be fulfilled by the addition of this capability in the equipment required by 14.9.1.1; or

.2 an Inmarsat ship earth station.

14.10 Radio equipment: sea areas A1, A2 and A3

14.10.1 In addition to meeting the requirements of 14.7, every craft engaged on voyages beyond sea areas A1 and A2, but remaining within sea area A3, shall, if it does not comply with the requirements of 14.10.2, be provided with:

.1 an Inmarsat ship earth station capable of:

.1.1 transmitting and receiving distress and safety communications using direct-printing telegraphy;

.1.2 initiating and receiving distress priority calls;

.1.3 maintaining watch for shore-to-ship distress alerts, including those directed to specifically defined geographical areas; and

.1.4 transmitting and receiving general radiocommunications, using either radiotelephony or direct-printing telegraphy;

.2 an MF radio installation capable of transmitting and receiving, for distress and safety purposes, on the frequencies:

.2.1 2,187.5 kHz using DSC; and

.2.2 2,182 kHz using radiotelephony;

.3 a radio installation capable of maintaining a continuous DSC watch on the frequency 2,187.5 kHz which may be separate from, or combined with, that required by 14.10.1.2.1; and

- .4** means of initiating the transmission of ship-to-shore distress alerts by a radio service operating either:
 - .4.1** through the polar orbiting service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or
 - .4.2** on HF using DSC; or
 - .4.3** through the Inmarsat geostationary satellite service, by an additional ship earth station or by the satellite EPIRB required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.

14.10.2 In addition to meeting the requirements of 14.7, every craft engaged on voyages beyond sea areas A1 and A2, but remaining within sea area A3, shall, if it does not comply with the requirements of 14.10.1, be provided with:

- .1** an MF/HF radio installation capable of transmitting and receiving, for distress and safety purposes, on all distress and safety frequencies in the bands between 1,605 kHz and 4,000 kHz and between 4,000 kHz and 27,500 kHz:
 - .1.1** using DSC;
 - .1.2** using radiotelephony; and
 - .1.3** using direct-printing telegraphy;
- .2** equipment capable of maintaining a DSC watch on 2,187.5 kHz, 8,414.5 kHz and on at least one of the distress and safety DSC frequencies 4,207.5 kHz, 6,312 kHz, 12,577 kHz or 16,804.5 kHz at any time, it shall be possible to select any of these DSC distress and safety frequencies. This equipment may be separate from, or combined with, the equipment required by 14.10.2.1;
- .3** means of initiating the transmission of ship-to-shore distress alerts by a radiocommunication service other than HF operating either:
 - .3.1** through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or
 - .3.2** through the Inmarsat geostationary satellite service, this requirement may be fulfilled by:
 - .3.2.1** an Inmarsat ship earth station; or
 - .3.2.2** the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; and

- .4 in addition, the craft shall be capable of transmitting and receiving general radiocommunications using radiotelephony or direct-printing telegraphy by an MF/HF radio installation operating on working frequencies in the bands between 1,605 kHz and 4,000 kHz and between 4,000 kHz and 27,500 kHz. This requirement may be fulfilled by the addition of this capability in the equipment required by 14.10.2.1.

14.10.3 It shall be possible to initiate transmission of distress alerts by the radio installations specified in 14.10.1.1, 14.10.1.2, 14.10.1.4, 14.10.2.1 and 14.10.2.3 from the position from which the craft is normally navigated.

14.11 Radio equipment: sea areas A1, A2, A3 and A4

14.11.1 In addition to meeting the requirements of 14.7, craft engaged on voyages in all sea areas shall be provided with the radio installations and equipment required by 14.10.2, except that the equipment required by 14.10.2.3.2 shall not be accepted as an alternative to that required by 14.10.2.3.1, which shall always be provided. In addition, craft engaged on voyages in all sea areas shall comply with the requirements of 14.10.3.

14.12 Watches

14.12.1 Every craft, while at sea, shall maintain a continuous watch:

- .1 on VHF DSC channel 70, if the craft, in accordance with the requirements of 14.7.1.2, is fitted with a VHF radio installation;
- .2 on the distress and safety DSC frequency 2,187.5 kHz, if the craft, in accordance with the requirements of 14.9.1.2 or 14.10.1.3, is fitted with an MF radio installation;
- .3 on the distress and safety DSC frequencies 2,187.5 kHz and 8,414.5 kHz and also on at least one of the distress and safety DSC frequencies 4,207.5 kHz, 6,312 kHz, 12,577 kHz or 16,804.5 kHz, appropriate to the time of day and the geographical position of the craft, if the craft, in accordance with the requirements of 14.10.2.2 or 14.11.1, is fitted with an MF/HF radio installation. This watch may be kept by means of a scanning receiver; and
- .4 for satellite shore-to-ship distress alerts, if the craft, in accordance with the requirements of 14.10.1.1, is fitted with an Inmarsat ship earth station.

14.12.2 Every craft, while at sea, shall maintain a radio watch for broadcasts of maritime safety information on the appropriate frequency or frequencies on which such information is broadcast for the area in which the craft is navigating.

14.12.3 Until 1 February 2005, every craft, while at sea shall continue to maintain, when practicable, a continuous listening watch on VHF channel 16. This watch shall be kept at the position from which the craft is normally navigated.

14.13 Sources of energy

14.13.1 There shall be available at all times, while the craft is at sea, a supply of electrical energy sufficient to operate the radio installations and to charge any batteries used as part of a reserve source of energy for the radio installations.

14.13.2 Reserve and emergency sources of energy shall be provided on every craft to supply radio installations, for the purpose of conducting distress and safety radiocommunications, in the event of failure of the craft's main and emergency sources of electrical power. The reserve source of energy shall be capable of simultaneously operating the VHF radio installation required by 14.7.1.1 and, as appropriate for the sea area or sea areas for which the craft is equipped, either the MF radio installation required by 14.9.1.1, the MF/HF radio installation required by 14.10.2.1 or 14.11.1 or the Inmarsat ship earth station required by 14.10.1.1 and any of the additional loads mentioned in 14.13.5 and 14.13.8 for a period of at least 1 h.

14.13.3 The reserve source of energy shall be independent of the propelling power of the craft and the craft's electrical system.

14.13.4 Where, in addition to the VHF radio installation, two or more of the other radio installations referred to in 14.13.2 can be connected to the reserve source or sources of energy, they shall be capable of simultaneously supplying, for the period specified in 14.13.2, the VHF radio installation and:

- .1** all other radio installations which can be connected to the reserve source of energy at the same time; or
- .2** whichever of the radio installations will consume the most power, if only one of the other radio installations can be connected to the reserve source of energy at the same time as the VHF radio installation.

14.13.5 The reserve source of energy may be used to supply the electrical lighting required by 14.6.2.4.

14.13.6 Where a reserve source of energy consists of a rechargeable accumulator battery or batteries:

- .1** a means of automatically charging such batteries shall be provided which shall be capable of recharging them to minimum capacity requirements within 10 h; and
- .2** the capacity of the battery or batteries shall be checked, using an appropriate method* at intervals not exceeding 12 months, when the craft is not at sea.

14.13.7 The siting and installation of accumulator batteries which provide a reserve source of energy shall be such as to ensure:

- .1** the highest degree of service;

* One method of checking the capacity of an accumulator battery is to fully discharge and recharge the battery, using normal operating current and period (e.g. 10 h). Assessment of the charge condition can be made at any time, but it should be done without significant discharge of the battery when the craft is at sea.

- .2 a reasonable lifetime;
- .3 reasonable safety;
- .4 that the battery temperatures remain within the manufacturer's specifications whether under charge or idle; and
- .5 that when fully charged, the batteries will provide at least the minimum required hours of operation under all weather conditions.

14.13.8 If an uninterrupted input of information from the craft's navigational or other equipment to a radio installation required by this chapter is needed to ensure its proper performance, including the navigation receiver referred to in 14.18, means shall be provided to ensure the continuous supply of such information in the event of failure of the craft's main or emergency source of electrical power.

14.14 Performance standards

14.14.1 All equipment to which this chapter applies shall be of a type approved by the Administration. Such equipment shall conform to appropriate performance standards not inferior to those adopted by the Organization*.

* Refer to the following resolutions adopted by the Assembly of the Organization:

- .1 Resolution A.525(13): Performance Standards for Narrow-Band Direct-Printing Telegraph Equipment for the Reception of Navigational and Meteorological Warnings and Urgent Information to Ships.
- .2 Resolution A.694(17): General Requirements for Shipborne Radio Equipment Forming Part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids.
- .3 Resolution A.808(19): Performance Standards for Ship Earth Stations Capable of Two-Way Communications, and resolution A.570(14), Type Approval of Ship Earth Stations.
- .4 Resolutions A.803(19) and MSC.68(68), annex 1: Performance Standards for Shipborne VHF Radio installations Capable of Voice Communication and Digital Selective Calling.
- .5 Resolutions A.804(19) and MSC.68(68), annex 2: Performance Standards for Shipborne MF Radio Installations Capable of Voice Communication and Digital Selective Calling.
- .6 Resolutions A.806(19) and MSC.68(68), annex 3: Performance Standards for Shipborne MF/HF Radio Installations Capable of Voice Communication, Narrow-Band Direct Printing and Digital Selective Calling.
- .7 Resolutions A.810(19) and MSC.56(66): Performance Standards for Float-Free Satellite Emergency Position-Indicating Radio Beacons (EPIRBs) Operating on 406 MHz (see also Assembly resolution A.696(17): Type Approval of Satellite Emergency Position-Indicating Radio Beacons (EPIRBs) Operating in the COSPAS-SARSAT System).
- .8 Resolution A.802(19): Performance Standards for Survival Craft Radar Transponders for Use in Search and Rescue Operations.
- .9 Resolution A.805(19): Performance Standards for Float-Free VHF Emergency Position-Indicating Radio Beacons.
- .10 Resolutions A. 807(19) and MSC.68(68), annex 4: Performance Standards for Inmarsat Standard-C Ship Earth Stations Capable of Transmitting and Receiving Direct-Printing Communications, and resolution A.570(14), Type Approval of Ship Earth Stations.

14.15 Maintenance requirements

14.15.1 Equipment shall be so designed that the main units can be replaced readily without elaborate recalibration or readjustment.

14.15.2 Where applicable, equipment shall be so constructed and installed that it is readily accessible for inspection and on-board maintenance purposes.

14.15.3 Adequate information shall be provided to enable the equipment to be properly operated and maintained, taking into account the recommendations of the Organization.*

14.15.4 Adequate tools and spares shall be provided to enable equipment to be maintained.

14.15.5 The Administration shall ensure that radio equipment required by this chapter is maintained to provide the availability of the functional requirements specified in 14.5 and to meet the recommended performance standards of such equipment.

14.15.6 On craft engaged on voyages in sea areas A1 and A2, the availability shall be ensured by using such methods as duplication of equipment, shore-based maintenance or at-sea electronic maintenance capability, or a combination of these, as may be approved by the Administration.

14.15.7 On craft engaged on voyages in sea areas A3 and A4, the availability shall be ensured by using a combination of at least two methods, such as duplication of equipment, shore-based maintenance or at-sea electronic maintenance capability, as may be approved by the Administration, taking into account the recommendations of the Organization.**

.11 Resolution A.664(16): Performance Standards for Enhanced Group Call Equipment.

.12 Resolution A.812(19): Performance Standards for Float-Free Satellite Emergency Position-indicating Radio Beacons Operating Through the Geostationary Inmarsat Satellite System on 1.6 GHz.

.13 Resolution A.662(16): Performance Standards for Float-Free Release and Activation Arrangements for Emergency Radio Equipment.

.14 Resolution A.699(17): System Performance Standard for the Promulgation and Co-ordination of Maritime Safety Information Using High-Frequency Narrow-Band Direct Printing.

.15 Resolution A.700(17): Performance Standards for Narrow-Band Direct-Printing Telegraph Equipment for the Reception of Navigational and Meteorological Warnings and Urgent Information to Ships (MSI) by HF.

.16 Resolution MSC.80(70): Recommendation on Performance Standards for on-scene (Aeronautical) Portable Two-Way VHF Radiotelephone Apparatus.

* Refer to the Recommendation on General Requirements for Shipborne Radio Equipment Forming Part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids, adopted by the Organization by resolution A.694(17).

** Administrations should take account of the Radio Maintenance Guidelines for the Global Maritime Distress and Safety System (GMDSS) related to Sea Areas A3 and A4, adopted by the Organization by resolution A.702(17).

14.15.8 However, for craft operating solely between ports where adequate facilities for shore-based maintenance of the radio installations are available and provided no journey between two such ports exceeds six hours, then the Administration may exempt such craft from the requirement to use at least two maintenance methods. For such craft at least one maintenance method shall be used.

14.15.9 While all reasonable steps shall be taken to maintain the equipment in efficient working order to ensure compliance with all the functional requirements specified in 14.5, malfunction of the equipment for providing the general radiocommunications, required by 14.8, shall not be considered as making a craft unseaworthy or as a reason for delaying the craft in ports where repair facilities are not readily available, provided the craft is capable of performing all distress and safety functions.

14.15.10 Satellite EPIRBs shall be tested at intervals not exceeding 12 months for all aspects of operational efficiency with particular emphasis on frequency stability, signal strength and coding. However, in cases where it appears proper and reasonable, the Administration may extend this period to 17 months. The test may be conducted on board the ship or at an approved testing or servicing station.

14.16 Radio personnel

14.16.1 Every craft shall carry personnel qualified for distress and safety radiocommunication purposes to the satisfaction of the Administration. The personnel shall be holders of certificates specified in the Radio Regulations as appropriate, any one of whom shall be designated to have primary responsibility for radiocommunications during distress incidents.

14.16.2 In passenger craft, at least one person qualified in accordance with sub-paragraph .1 shall be assigned to perform only radiocommunication duties during distress incidents.

14.17 Radio records

A record shall be kept, to the satisfaction of the Administration and as required by the Radio Regulations, of all incidents connected with the radiocommunication service which appear to be of importance to safety of life at sea.

14.18 Position-updating

All two-way communication equipment carried on board craft to which this chapter applies which is capable of automatically including the craft's position in the distress alert shall be automatically provided with this information from an internal or external navigation receiver, if either is installed. If such a receiver is not installed, the craft's position and the time that position was correct shall be manually updated at intervals not exceeding four hours, while the craft is underway, so that it is always ready for transmission by the equipment.

CHAPTER 15

OPERATING COMPARTMENT LAYOUT

15.1 Definitions

15.1.1 "Operating area" is the operating compartment and those parts of the craft on both sides of, and close to, the operating compartment which extend to the craft's side.

15.1.2 "Workstation" is a position at which one or several tasks constituting a particular activity are carried out.

15.1.3 "Docking workstation" is a place equipped with necessary means for docking the craft.

15.1.4 "Primary controls" are all control equipment necessary for the safe operation of the craft when it is under way, including those required in an emergency situation.

15.2 General

The design and layout of the compartment from which the crew operate the craft shall be such as to permit operating crew members to perform their duties in a correct manner without unreasonable difficulty, fatigue or concentration, and to minimize the likelihood of injury to operating crew members in both normal and emergency conditions.

15.3 Field of vision from the operating compartment

15.3.1 The operating station shall be placed above all other superstructures so that the operating crew are able to gain a view all round the horizon from the navigating workstation. Where it is impractical to meet the requirements of this paragraph from a single navigating workstation, the operating station shall be designed so that an all-round view of the horizon is obtained by using two navigating workstations combined or by any other means to the satisfaction of the Administration.

15.3.2 Blind sectors shall be as few and as small as possible, and not adversely affect the keeping of a safe look-out from the operating station. If stiffeners between windows are to be covered, this shall not cause further obstruction inside the wheelhouse.

15.3.3 The total arc of blind sectors from right ahead to 22.5° abaft the beam on either side shall not exceed 20°. Each individual blind sector shall not exceed 5°. The clear sector between two blind sectors shall not be less than 10°.

15.3.4 Where it is considered necessary by the Administration, the field of vision from the navigating workstation shall permit the navigators from this position to utilize leading marks astern of the craft for track monitoring.

15.3.5 The view of the sea surface from the operating station, when the navigators are seated, shall not be obscured by more than one craft length forward of the bow to 90° on either side irrespective of the craft's draught, trim and deck cargo.

15.3.6 The field of vision from the docking workstation, if remote from the operating station, shall permit one navigator to safely manoeuvre the craft to a berth.

15.4 Operating compartment

15.4.1 The design and arrangement of the operating compartment, including location and layout of the individual workstations, shall ensure the required field of vision for each function.

15.4.2 The craft's operating compartment shall not be used for purposes other than navigation, communications and other functions essential to the safe operation of the craft, its engines, passengers and cargo.

15.4.3 The operating compartment shall be provided with an integrated operating station for command, navigation, manoeuvring and communication and so arranged that it can accommodate those persons required to navigate the craft safely.

15.4.4 The arrangement of equipment and means for navigation, manoeuvring, control, communication and other essential instruments shall be located sufficiently close together to enable both the officer in charge and any assisting officer to receive all necessary information and to use the equipment and controls, as required, while they are seated. If necessary, the equipment and means serving these functions shall be duplicated.

15.4.5 If a separate workstation for supervision of engine performance is placed in the operating compartment, the location and use of this workstation shall not interfere with the primary functions to be performed in the operating station.

15.4.6 The location of the radio equipment shall not interfere with the primary navigational functions in the operating station.

15.4.7 The design and layout of the compartment from which the crew operate the craft and the relative positions of the primary controls shall be assessed against the essential operational manning level. Where minimum manning levels are proposed, the design and layout of the primary and communication controls shall form an integrated operational and emergency control centre from which the craft can be controlled under all operational and emergency events by the operating crew without the necessity for any crew member to vacate the compartment.

15.4.8 The relative positions of the primary controls and the seats shall be such that each operating crew member, with the seat suitably adjusted and without prejudicing compliance with 15.2, can:

- .1** without interference, produce full and unrestricted movement of each control both separately and with all practical combinations of movement of other controls; and
- .2** at all workstations, exert adequate control forces for the operation to be performed.

15.4.9 When a seat at a station from which the craft may be operated has been adjusted so as to suit the occupant, subsequent change of seat position to operate any control shall not be acceptable.

15.4.10 In craft where the Administration considers the provision of a safety belt necessary for use by the operating crew, it shall be possible for those operating crew members, with their safety belts correctly worn, to comply with 15.4.4 except in respect of controls which it can be shown will only be required on very rare occasions and which are not associated with the need for safety restraint.

15.4.11 The integrated operating station shall contain equipment which provides relevant information to enable the officer in charge and any assisting officer to carry out navigational and safety functions safely and efficiently.

15.4.12 Adequate arrangements shall be made to prevent passengers from distracting the attention of the operating crew.

15.5 Instruments and chart table

15.5.1 Instruments, instrument panels and controls shall be permanently mounted in consoles or other appropriate places, taking into account operation, maintenance and environmental conditions. However, this shall not prevent the use of new control or display techniques, provided the facilities offered are not inferior to recognized standards.

15.5.2 All instruments shall be logically grouped according to their functions. In order to reduce to a minimum the risk of confusion, instruments shall not be rationalized by sharing functions or by inter-switching.

15.5.3 Instruments required for use by any member of the operating crew shall be plainly visible and easily read:

- .1** with minimum practicable deviation from his normal seating position and line of vision; and
- .2** with the minimum risk of confusion under all likely operating conditions.

15.5.4 Instruments essential for the safe operation of the craft shall be clearly marked with any limitation if this information is not otherwise clearly presented to the operating crew. The instrument panels forming the emergency control for the launching of liferafts and the monitoring of the fire-fighting systems shall be in separate and clearly defined positions within the operating area.

15.5.5 The instruments and controls shall be provided with means for screening and dimming in order to minimize glare and reflections and prevent them being obscured by strong light.

15.5.6 The surfaces of console tops and instruments shall have dark glare-free colours.

15.5.7 Instruments and displays providing visual information to more than one person shall be located for easy viewing by all users concurrently. If this is not possible, the instrument or display shall be duplicated.

15.5.8 If considered necessary by the Administration, the operating compartment shall be provided with a suitable table for chart work. There shall be facilities for lighting the chart. Chart-table lighting shall be screened.

15.6 Lighting

15.6.1 A satisfactory level of lighting shall be available to enable the operating personnel to adequately perform all their tasks both at sea and in port, by day and night. There shall be only a limited reduction in the illumination of essential instruments and controls under likely system fault conditions.

15.6.2 Care shall be taken to avoid glare and stray image reflection in the operating area environment. High contrast in brightness between work area and surroundings shall be avoided. Non-reflective or matt surfaces shall be used to reduce indirect glare to a minimum.

15.6.3 A satisfactory degree of flexibility within the lighting system shall be available to enable the operating personnel to adjust the lighting intensity and direction as required in the different areas of the operating compartment and at individual instruments and controls.

15.6.4 Red light shall be used to maintain dark adaptation whenever possible in areas or on items of equipment requiring illumination in the operational mode, other than the chart table.

15.6.5 During hours of darkness, it shall be possible to discern displayed information and control devices.

15.6.6 Reference is made to additional requirements on lighting in 12.7 and 12.8.

15.7 Windows

15.7.1 Divisions between windows, located in the front, on the sides and in the doors, shall be kept to a minimum. No division shall be installed immediately forward of the operating stations.

15.7.2 Administrations shall be satisfied that a clear view through the operating compartment windows is provided at all times regardless of weather conditions. The means provided for maintaining the windows in a clear condition shall be so arranged that no reasonably probable single failure can result in a reduction of the cleared field of vision such as to interfere seriously with the ability of the operating crew to continue the operation and bring the craft to rest.

15.7.3 Arrangements shall be provided so that the forward view from operating stations is not adversely affected by solar glare. Neither polarized nor tinted window glass shall be fitted.

15.7.4 Operating compartment windows shall be angled to reduce unwanted reflection.

15.7.5 The windows shall be made of material which will not break into dangerous fragments if fractured.

15.8 Communication facilities

15.8.1 Such means as are necessary shall be provided to enable the crew to communicate between, and have access to, each other and with other occupants of the craft in both normal and emergency conditions.

15.8.2 Means to communicate between the operating compartment and spaces containing essential machinery, including any emergency steering position, irrespective of whether the machinery is remotely or locally controlled, shall be provided.

15.8.3 Means for making public address and safety announcements from control stations to all areas to which passengers and crew have access shall be provided.

15.8.4 Provisions shall be made for means to monitor, receive and transmit radio safety messages at the operating compartment.

15.9 Temperature and ventilation

The operating compartment shall be equipped with adequate temperature and ventilation control systems.

15.10 Colours

The surface materials inside the operating compartment shall have a suitable colour and finish to avoid reflections.

15.11 Safety measures

The operating area shall be free of physical hazard to the operating personnel and have non-skid flooring in dry and wet conditions and adequate handrails. Doors shall be fitted with devices to prevent them moving, whether they are open or closed.

CHAPTER 16

STABILIZATION SYSTEMS

16.1 Definitions

16.1.1 "Stabilization control system" is a system intended to stabilize the main parameters of the craft's attitude: heel, trim, course and height and control the craft's motions: roll, pitch, yaw and heave. This term excludes devices not associated with the safe operation of the craft, e.g. motion-reduction or ride-control systems.

The main elements of a stabilization control system may include the following:

- .1 devices such as rudders, foils, flaps, skirts, fans, water jets, tilting and steerable propellers, pumps for moving fluids;
- .2 power drives actuating stabilization devices; and
- .3 stabilization equipment for accumulating and processing data for making decisions and giving commands such as sensors, logic processors and automatic safety control.

16.1.2 "Self-stabilization" of the craft is stabilization ensured solely by the craft's inherent characteristics.

16.1.3 "Forced stabilization" of the craft is stabilization achieved by:

- .1 an automatic control system; or
- .2 a manually assisted control system; or
- .3 a combined system incorporating elements of both automatic and manually assisted control systems.

16.1.4 "Augmented stabilization" is a combination of self-stabilization and forced stabilization.

16.1.5 "Stabilization device" means a device as enumerated in 16.1.1.1 with the aid of which forces for controlling the craft's position are generated.

16.1.6 "Automatic safety control" is a logic unit for processing data and making decisions to put the craft into the displacement or other safe mode if a condition impairing safety arises.

16.2 General requirements

16.2.1 Stabilization systems shall be so designed that, in case of failure or malfunctioning of any one of the stabilization devices or equipment, it would be possible either to ensure maintaining the main parameters of the craft's motion within safe limits with the aid of working stabilization devices or to put the craft into the displacement or other safe mode.

16.2.2 In case of failure of any automatic equipment or stabilization device, or of its power drive, the parameters of craft motion shall remain within safe limits.

16.2.3 Craft fitted with an automatic stabilization system shall be provided with an automatic safety control unless the redundancy in the system provides equivalent safety. Where an automatic safety control is fitted, provision shall be made to override it and to cancel the override from the main operating station.

16.2.4 The parameters and the levels at which any automatic safety control gives the command to decrease speed and put the craft safely in the displacement or other safe mode shall take account of the safe values of heel, trim, yaw and combination of trim and draught appropriate to the particular craft and service; also to the possible consequences of power failure for propulsion, lift or stabilization devices.

16.2.5 The parameters and the degree of stabilization of the craft provided by the automatic stabilization system shall be satisfactory, having regard to the purpose and service conditions of the craft.

16.2.6 Failure mode and effect analysis shall include the stabilization system.

16.3 Lateral and height control systems

16.3.1 Craft fitted with an automatic control system shall be provided with an automatic safety control. Probable malfunctions shall have only minor effects on automatic control system operation and shall be capable of being readily counteracted by the operating crew.

16.3.2 The parameters and levels at which any automatic control system gives the command to decrease speed and put the craft safely into the displacement or other safe mode shall take account of the safety levels as given in section 2.4 of annex 3 and of the safe values of motions appropriate to the particular craft and service.

16.4 Demonstrations

16.4.1 The limits of safe use of any of the stabilization control system devices shall be based on demonstrations and a verification process in accordance with annex 9.

16.4.2 Demonstration in accordance with annex 9 shall determine any adverse effects upon safe operation of the craft in the event of an uncontrollable total deflection of any one control device. Any limitation on the operation of the craft as may be necessary to ensure that the redundancy or safeguards in the systems provide equivalent safety shall be included in the craft operating manual.

CHAPTER 17

HANDLING, CONTROLLABILITY AND PERFORMANCE

17.1 General

The operational safety of the craft in normal service conditions and in equipment failure situations of a craft to which this Code applies shall be documented and verified by full-scale tests, supplemented by model tests where appropriate, of the prototype craft. The objective of tests is to determine information to be included in the craft operating manual in relation to:

- .1 operating limitations;
- .2 procedures for operation of the craft within the limitations;
- .3 actions to be taken in the event of prescribed failure; and
- .4 limitations to be observed for safe operation subsequent to prescribed failures.

Operational information shall be available on board for guidance, or the craft shall have an instrument system for on-line check of operational performance which shall be approved by the Administration taking into account the standards for the processing and presentation of measurements developed by the Organization. As a minimum, the system shall measure accelerations in three axes close to the craft longitudinal centre of gravity.

17.2 Proof of compliance

17.2.1 The information on controllability and manoeuvrability which shall be contained in the craft operating manual shall include the characteristics under 17.5 as applicable, the list of parameters of the worst intended conditions affecting the controllability and manoeuvrability according to 17.6, information on safe maximum speeds as described in 17.9 and the performance data verified in accordance with annex 9.

17.2.2 The information on operating limitations which shall be contained in the route operational manual shall include the characteristics under 17.2.1, 17.5.4.1 and 17.5.4.2.

17.3 Weight and centre of gravity

Compliance with each of the handling, controllability and performance requirements shall be established for all combinations of weight and centre of gravity position significant for the operational safety in the range of weights up to the maximum permissible weight.

17.4 Effect of failures

The effect of any likely failure in handling and control devices, services or components (e.g. power operation, power assistance, trimming and stability augmentation) shall be assessed in order that a safe level of craft operation can be maintained. Effects of failure identified as being critical according to annex 4 shall be verified in accordance with annex 9.

17.5 Controllability and manoeuvrability

17.5.1 Instructions to crew members shall be provided in the craft operating manual regarding required actions and craft limitations subsequent to prescribed failures.

17.5.2 It is necessary to ensure that the effort required to operate the controls in the worst intended conditions is not such that the person at the control will be unduly fatigued or distracted by the effort necessary to maintain the safe operation of the craft.

17.5.3 The craft shall be controllable and be capable of performing those manoeuvres essential to its safe operation up to the critical design conditions.

17.5.4.1 When determining the operating limitations of a craft, particular attention shall be paid to the following aspects during normal operation and during failures and subsequent to failures:

- .1** yawing;
- .2** turning;
- .3** automatic pilot and steering performance;
- .4** stopping in normal and emergency conditions;
- .5** stability in the non-displacement mode about three axes and in heave;
- .6** trim;
- .7** roll;
- .8** plough in;
- .9** lift power limitations;
- .10** broaching;
- .11** slamming; and
- .12** bow diving.

17.5.4.2 The terms in 17.5.4.1.2, .6, .7 and .11 are defined as follows:

- .1** "Turning" is the rate of change of direction of a craft at its normal maximum operating speed in specified wind and sea conditions.
- .2** "Plough in" is an involuntary motion involving sustained increase in drag of an air-cushion vehicle at speed, usually associated with partial collapse of the cushion system.
- .3** "Lift power limitations" are those limitations imposed upon the machinery and components which provide the lift.
- .4** "Slamming" is the water impact on the underside of the hull in the bow area of the craft.

17.6 Change of operating surface and mode

There shall be no unsafe change in the stability, controllability or attitude of the craft during transition from one type of operating surface or mode to another. Information on change in the behaviour characteristics of the craft during transition shall be available to the master.

17.7 Surface irregularities

Factors which limit the ability of the craft to operate over sloping ground and steps or discontinuities shall be determined, as applicable, and made available to the master.

17.8 Acceleration and deceleration

The Administration shall be satisfied that the worst likely acceleration or deceleration of the craft, due to any likely failure, emergency stopping procedures or other likely causes, would not hazard the persons on the craft.

17.9 Speeds

Safe maximum speeds shall be determined, taking account of the limitations from 4.3.1, modes of operation, wind force and direction and the effects of possible failures of any one lift or propulsion system over calm water, rough water and over other surfaces, as appropriate to the craft.

17.10 Minimum depth of water

The minimum depth of water and other appropriate information required for operations in all modes shall be determined.

17.11 Hard structure clearance

For amphibious craft, when cushion-borne, clearance of the lowest point of the hard structure above a hard flat surface shall be determined.

17.12 Night operation

The schedule of tests shall include sufficient operation to evaluate the adequacy of internal and external lighting and visibility under conditions of normal and emergency electrical power supply during service, cruising and docking manoeuvres.

CHAPTER 18

OPERATIONAL REQUIREMENTS

PART A - GENERAL

18.1 Craft operational control

18.1.1 The High-Speed Craft Safety Certificate, the Permit to Operate High-Speed Craft or certified copies thereof, and copies of the route operational manual, craft operating manual, and a copy of such elements of the maintenance manual as the Administration may require shall be carried on board.

18.1.2 The craft shall not be intentionally operated outside the worst intended conditions and limitations specified in the Permit to Operate High-Speed Craft, in the High-Speed Craft Safety Certificate, or in documents referred to therein.

18.1.3 The Administration shall issue a Permit to Operate High-Speed Craft when it is satisfied that the operator has made adequate provisions from the point of view of safety generally, including the following matters specifically, and shall revoke the Permit to Operate if such provisions are not maintained to its satisfaction:

- .1** the suitability of the craft for the service intended, having regard to the safety limitations and information contained in the route operational manual;
- .2** the suitability of the operating conditions in the route operational manual;
- .3** the arrangements for obtaining weather information on the basis of which the commencement of a voyage may be authorized;
- .4** provision in the area of operation of a base port fitted with facilities in accordance with 18.1.4;
- .5** the designation of the person responsible for decisions to cancel or delay a particular voyage, e.g. in the light of the weather information available;
- .6** sufficient crew complement required for operating the craft, deploying and manning survival craft, the supervision of passengers, vehicles and cargo in both normal and emergency conditions as defined in the Permit to Operate. The crew complement shall be such that two officers are on duty in the operating compartment when the craft is under way, one of whom may be the master;
- .7** crew qualifications and training, including competence in relation to the particular type of craft and service intended, and their instructions in regard to safe operational procedures;
- .8** restrictions with regard to working hours, rostering of crews and any other arrangements to prevent fatigue, including adequate rest periods;

- .9** the training of crew in craft operation and emergency procedures;
- .10** the maintenance of crew competence in regard to operation and emergency procedures;
- .11** safety arrangements at terminals and compliance with any existing safety arrangements, as appropriate;
- .12** traffic control arrangements and compliance with any existing traffic control, as appropriate;
- .13** restrictions and/or provisions relating to position fixing and to operation by night or in restricted visibility, including the use of radar and/or other electronic aids to navigation, as appropriate;
- .14** additional equipment which may be required, due to the specific characteristics of the service intended, for example, night operation;
- .15** communication arrangements between craft, coast radio stations, base ports radio stations, emergency services and other ships, including radio frequencies to be used and watch to be kept;
- .16** the keeping of records to enable the Administration to verify:
 - .16.1** that the craft is operated within the specified parameters,
 - .16.2** the observance of emergency and safety drills/procedures;
 - .16.3** the hours worked by the operating crew;
 - .16.4** the number of passengers on board;
 - .16.5** compliance with any law to which the craft is subject;
 - .16.6** craft operations; and
 - .16.7** maintenance of the craft and its machinery in accordance with approved schedules;
- .17** arrangements to ensure that equipment is maintained in compliance with the Administration's requirements, and to ensure co-ordination of information as to the serviceability of the craft and equipment between the operating and maintenance elements of the operator's organization;
- .18** the existence and use of adequate instructions regarding:

- .18.1 loading of the craft so that weight and centre of gravity limitations can be effectively observed and cargo is, when necessary, adequately secured;
- .18.2 the provision of adequate fuel reserves;
- .18.3 action in the event of reasonable foreseeable emergencies; and
- .19 provision of contingency plans by operators for foreseeable incidents including all land-based activities for each scenario. The plans shall provide operating crews with information regarding search and rescue (SAR) authorities and local administrations and organizations which may complement the tasks undertaken by crews with the equipment available to them.*

18.1.4 The Administration shall determine the maximum allowable distance from a base port or place of refuge after assessing the provisions made under 18.1.3.

18.1.5 The master shall ensure that an effective system of supervision and reporting of the closing and opening of accesses referred to in 2.2.4.2 and 2.2.4.3 is implemented.

18.2 Craft documentation

The company shall ensure that the craft is provided with adequate information and guidance in the form of technical manual(s) to enable the craft to be operated and maintained safely. The technical manual(s) shall consist of a route operational manual, craft operating manual, training manual, maintenance manual and servicing schedule. Arrangements shall be made for such information to be updated as necessary.

18.2.1 Craft operating manual

The craft operating manual shall contain at least the following information:

- .1 leading particulars of the craft;
- .2 description of the craft and its equipment;
- .3 procedures for checking the integrity of buoyancy compartments;
- .4 details arising from compliance with the requirements of chapter 2 likely to be of direct practical use to the crew in an emergency;
- .5 damage control procedures (e.g. information in a damage control plan required by SOLAS regulation II-1/23 or II-1/25-8.2, as appropriate);

* Refer to the IMO Search and Rescue Manual (IMOSAR), adopted by the Organization by resolution A.439(XI), and Use of Radar Transponders for Search and Rescue Purposes, adopted by resolution A.530(13).

- .6 description and operation of machinery systems;
- .7 description and operation of auxiliary systems;
- .8 description and operation of remote control and warning systems;
- .9 description and operation of electrical equipment;
- .10 loading procedures and limitations, including maximum operational weight, centre of gravity position and distribution of load, including any cargo or car securing arrangement and procedures depending on operational restrictions or damaged conditions. Such arrangement and procedures shall not be included as a separate Cargo Securing Manual as required by chapter VI of the Convention;
- .11 description and operation of fire-detection and fire-extinguishing equipment;
- .12 drawings indicating the structural fire protection arrangements;
- .13 description and operation of radio equipment and navigational aids;
- .14 information regarding the handling of the craft as determined in accordance with chapter 17;
- .15 maximum permissible towing speeds and towing loads, where applicable;
- .16 procedure for dry-docking or lifting, including limitations;
- .17 in particular, the manual shall provide information, in clearly defined chapters , relating to:
 - .17.1 indication of emergency situations or malfunctions jeopardizing safety, required actions to be taken and any consequential restrictions on operation of the craft or its machinery;
 - .17.2 evacuation procedures;
 - .17.3 the worst intended conditions;
 - .17.4 limiting values of all machinery parameters requiring compliance for safe operation.

In regard to information on machinery or system failures, data shall take into account the results of any FMEA reports developed during the craft design.

18.2.2 Route operational manual

The route operational manual shall include at least the following information:

- .1 evacuation procedures;
- .2 operating limitations, including the worst intended conditions ;
- .3 procedures for operation of the craft within the limitations of .2;
- .4 the elements of applicable contingency plans for primary and secondary rescue assistance in the case of foreseeable incidents, including land-based arrangements and activities for each incident;
- .5 arrangements for obtaining weather information;
- .6 identification of the "base port(s)";
- .7 identification of the person responsible for decisions to cancel or delay voyages;
- .8 identification of crew complement, functions and qualifications;
- .9 restrictions on working hours of crew;
- .10 safety arrangements at terminals;
- .11 traffic control arrangements and limitations, as appropriate;
- .12 specific route conditions or requirements relating to position fixing, operations by night and in restricted visibility, including the use of radar or other electronic aids to navigation; and
- .13 communication arrangements between craft, coast radio stations, base ports radio stations, emergency services and other ships, including radio frequencies to be used and watch to be kept.

18.2.3 Training manual

The training manual, which may comprise several volumes, shall contain instructions and information, in easily understood terms, illustrated wherever possible, on evacuation, fire and damage control appliances and systems and on the best methods of survival. Any part of such information may be provided in the form of audio-visual aids in lieu of the manual. Where appropriate, the contents of the training manual may be included in the craft operating manual. The following shall be explained in detail:

- .1 donning lifejackets and immersion suits, as appropriate;

- .2 muster at the assigned stations;
- .3 boarding, launching and clearing the survival craft and rescue boats;
- .4 method of launching from within the survival craft;
- .5 release from launching appliances;
- .6 methods and use of devices for protection in launching areas, where appropriate;
- .7 illumination in launching areas;
- .8 use of all survival equipment;
- .9 use of all detection equipment;
- .10 with the assistance of illustrations, the use of radio life-saving appliances;
- .11 use of drogues;
- .12 use of engine and accessories;
- .13 recovery of survival craft and rescue boats, including stowage and securing;
- .14 hazards of exposure and the need for warm clothing;
- .15 best use of the survival craft facilities in order to survive;
- .16 methods of retrieval, including the use of helicopter rescue gear (slings, baskets, stretchers), breeches-buoy and shore life-saving apparatus and craft's line-throwing apparatus;
- .17 all other functions contained in the muster list and emergency instructions;
- .18 instructions for emergency repair of the life-saving appliances;
- .19 instructions in the use of fire protection and fire-extinguishing appliances and systems;
- .20 guidelines for use of firefighter's outfit in a fire, if fitted;
- .21 use of alarms and communications associated with fire safety;
- .22 methods for surveying damage;

.23 use of damage control appliances and systems, including operation of watertight doors and bilge pumps; and

.24 for passenger craft, control of and communication with passengers in an emergency.

18.2.4 Maintenance and servicing manual/system

The craft maintenance and servicing manual/system shall contain as a minimum:

- .1 detailed, illustrated description of all craft structure, machinery installations and all installed equipment and systems required for safe operation of the craft;
- .2 specifications and quantities of all replenishable fluids and of structural materials which may be required for repairs;
- .3 operational limitations of machinery in terms of values of parameters, vibration and consumption of replenished fluids;
- .4 limitations of wear of structure or machinery components, including lives of components requiring calendar or operating time replacement;
- .5 detailed description of procedures, including any safety precautions to be taken or special equipment required, to remove and install main and auxiliary machinery, transmissions, propulsion and lift devices and flexible structure components;
- .6 test procedures to be followed subsequent to replacement of machinery or system components or for malfunction diagnosis;
- .7 procedure for lifting or dry-docking the craft, including any weight or attitude limitations;
- .8 procedure for weighing the craft and establishing the position of longitudinal centre of gravity (LCG);
- .9 where craft may be dismantled for transportation, instructions shall be provided for dismantling, transport and re-assembly;
- .10 a servicing schedule, included in the maintenance manual or published separately, detailing the routine servicing and maintenance operations required to maintain the operational safety of the craft and its machinery and systems.

18.2.5 Information on passengers

18.2.5.1 All persons on board passenger craft shall be counted prior to departure.

18.2.5.2 Details of persons who have declared a need for special care or assistance in emergency situations shall be recorded and communicated to the master prior to departure.

18.2.5.3 The names and gender of all persons on board, distinguished between adults, children and infants shall be recorded for search and rescue purposes.

18.2.5.4 The information required by 18.2.5.1, 18.2.5.2 and 18.2.5.3 shall be kept ashore and made readily available to search and rescue services when needed.

18.2.5.5 The Administration may exempt from the requirements of 18.2.5.3 passenger craft operating on voyages having a duration of 2 h or less between each port of call.

18.3 Training and qualifications

18.3.1 The level of competence and the training considered necessary in respect of the master and each crew member shall be laid down and demonstrated in the light of the following guidelines to the satisfaction of the company in respect of the particular type and model of craft concerned and the service intended. More than one crew member shall be trained to perform all essential operational tasks in both normal and emergency situations.

18.3.2 The Administration shall specify an appropriate period of operational training for the master and each member of the crew and, if necessary, the periods at which appropriate retraining shall be carried out.

18.3.3 The Administration shall issue a type rating certificate to the master and all officers having an operational role following an appropriate period of operational/simulator training and on the conclusion of an examination including practical test commensurate with the operational tasks on board the particular type and model of craft concerned and the route followed. The type rating training shall cover at least the following items:

- .1** knowledge of all on-board propulsion and control systems, including communication and navigational equipment, steering, electrical, hydraulic and pneumatic systems and bilge and fire pumping;
- .2** the failure mode of the control, steering and propulsion systems and proper response to such failures;
- .3** handling characteristics of the craft and the limiting operational conditions;
- .4** bridge communication and navigation procedures;
- .5** intact and damage stability and survivability of the craft in damage condition;
- .6** location and use of the craft's life-saving appliances, including survival craft equipment;
- .7** location and use of escapes in the craft and the evacuation of passengers;

- .8 location and use of fire protection and fire-extinguishing appliances and systems in the event of fire on board;
- .9 location and use of damage control appliances and systems, including operation of watertight doors and bilge pumps;
- .10 cargo and vehicle stowage securement systems;
- .11 methods for control of and communication with passengers in an emergency; and
- .12 location and use of all other items listed in the training manual.

18.3.4 The type rating certificate for a particular type and model of craft should only be valid for service on the route to be followed when it is so endorsed by the Administration following the completion of a practical test over that route.

18.3.4 The type rating certificate shall be re-validated every two years and the Administration shall lay down the procedures for re-validation.

18.3.5 All crew members shall receive instructions and training, as specified in 18.3.3.6 to .12.

18.3.6 The Administration shall specify standards of physical fitness and frequency of medical examinations, having regard to the route and craft concerned.

18.3.7 The Administration of the country in which the craft is to operate, if other than the flag State, shall be satisfied with the training, experience and qualifications of the master and each crew member. A valid type rating certificate appropriately endorsed and held by a master or crew member, in conjunction with the current and valid licence or certificate issued by a flag State which is signatory to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) in force for those who are required to hold such a licence or certificate, shall be acceptable as evidence of satisfactory training, experience and qualification to the Administration of the country in which the craft is to operate.

18.4 Manning of survival craft and supervision

The company and the master shall ensure that:

- .1 a sufficient number of trained persons are on board for mustering and assisting untrained persons;
- .2 a sufficient number of crew members, who may be deck officers or certificated persons, are on board for operating the survival craft, rescue boats and launching arrangements required for abandonment by the total number of persons on board;
- .3 a deck officer or certificated person is placed in charge of each survival craft to be used recognizing, however, that the Administration, having due regard to the nature of the voyage, the number of persons on board and the characteristics of the craft, may permit a

deck officer, certificated person or persons practised in the handling and operation of liferafts to be placed in charge of each liferaft or group of liferafts;

- .4 the person in charge of survival craft has a list of the survival craft crew and sees that those crew members are acquainted with their duties;
- .5 every rescue boat and [lifeboat] craft has a person assigned who is capable of operating the engine and carrying out minor adjustments; and
- .6 the persons referred to in .1 to .3 are equitably distributed among the craft's survival craft.

18.5 Emergency instructions and drills

18.5.1 The company shall ensure that the emergency instructions and drills referred to in 18.5.1 to 18.5.10 are implemented, and the master shall be responsible for the enforcement of these instructions and drills on board. On or before departure, passengers shall be instructed in the use of lifejackets and the action to be taken in an emergency. The attention of the passengers shall be drawn to the emergency instructions required by 8.4.1 and 8.4.3.

18.5.2 Emergency fire and evacuation drills for the crew shall be held on board the craft at intervals not exceeding one week for passenger craft and one month for cargo craft.

18.5.3 Each member of each crew shall participate in at least one evacuation, fire and damage control drill per month.

18.5.4 On-board drills shall, as far as practicable, be conducted to simulate an actual emergency. Such simulations shall include instruction and operation of the craft's evacuation, fire and damage control appliances and systems.

18.5.5 On-board instruction and operation of the craft's evacuation, fire and damage control appliances and systems shall include appropriate cross-training of crew members.

18.5.6 Emergency instructions including a general diagram of the craft showing the location of all exits, routes of evacuation assigned assembly station, emergency equipment, life-saving equipment and appliances and illustration of lifejacket donning shall be available to each passenger and crew member in appropriate languages. It shall be placed near each passenger and crew seat and conspicuously displayed at assembly stations and other passenger spaces.

18.5.7 Records

18.5.7.1 The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances and on-board training shall be recorded in such log-book as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry shall be made in the log-book stating the circumstances and the extent of the muster, drill or training session held. A copy of such information shall be forwarded to the operator's management.

18.5.7.2 The master shall ensure, before the craft leaves the berth on any voyage, that a record is made of the time of the last closing of the accesses referred to 2.2.4.2 and 2.2.4.3.

18.5.8 Evacuation drills

18.5.8.1 Evacuation drill scenarios shall vary each week so that different emergency conditions are simulated.

18.5.8.2 Each evacuation craft drill shall include:

- .1** summoning of crew to assembly stations with the alarm required by 8.2.2.2 and ensuring that they are made aware of the order to abandon craft specified in the muster list;
- .2** reporting to stations and preparing for the duties described in the muster list;
- .3** checking that crew are suitably dressed;
- .4** checking that lifejackets are correctly donned;
- .5** operation of davits if any used for launching liferafts;
- .6** donning of immersion suits or thermal protective clothing by appropriate crew members;
- .7** testing of emergency lighting for mustering and abandonment; and
- .8** giving instructions in the use of the craft's life-saving appliances and in survival at sea.

18.5.8.3 Rescue boat drill

- .1** As far as is reasonable and practicable, rescue boats shall be launched each month as part of the evacuation drill, with their assigned crew aboard, and manoeuvred in the water. In all cases this requirement shall be complied with at least once every three months.
- .2** If rescue boat launching drills are carried out with the craft making headway, such drills shall, because of the dangers involved, be practised in sheltered waters only and under the supervision of an officer experienced in such drills.*

18.5.8.4 Individual instructions may cover different parts of the craft's life-saving system, but all the craft's life-saving equipment and appliances shall be covered within any period of one month on passenger craft and two months on cargo craft. Each member of the crew shall be given instructions which shall include but not necessarily be limited to:

- .1** operation and use of the craft's inflatable liferafts;
- .2** problems of hypothermia, first-aid treatment of hypothermia and other appropriate first-aid procedures; and

* Refer to resolution A.624(15) concerning guidelines on training for the purpose of launching lifeboats and rescue boats from ships making headway through the water.

- .3 special instructions necessary for use of the craft's life-saving appliances in severe weather and severe sea conditions.

18.5.8.5 On-board training in the use of davit-launched liferafts shall take place at intervals of not more than four months on every craft fitted with such appliances. Whenever practicable, this shall include the inflation and lowering of a liferaft. This liferaft may be a special liferaft intended for training purposes only, which is not part of the craft's life-saving equipment. Such a special liferaft shall be conspicuously marked.

18.5.9 Fire drills

18.5.9.1 Fire drill scenarios shall vary each week so that emergency conditions are simulated for different vessel compartments.

18.5.9.2 Each fire drill shall include:

- .1 summoning of crew to fire stations;
- .2 reporting to stations and preparing for the duties described in the muster list;
- .3 donning of firefighter's outfits;
- .4 operation of fire doors and fire dampers;
- .5 operation of fire pumps and fire-fighting equipment;
- .6 operation of communication equipment, emergency signals and general alarm;
- .7 operation of fire-detection system; and
- .8 instruction in the use of the craft's fire-fighting equipment and sprinkler and drencher systems, if fitted.

18.5.10 Damage control drills

18.5.10.1 Damage control drill scenarios shall vary each week so that emergency conditions are simulated for different damage conditions.

18.5.10.2 Each damage control drill shall include:

- .1 summoning of crew to damage control stations;
- .2 reporting to stations and preparing for the duties described in the muster list;

- .3 operation of watertight doors and other watertight closures;
- .4 operation of bilge pumps and testing of bilge alarms and automatic bilge pump starting systems; and
- .5 instruction in damage survey, use of the craft damage control systems and passenger control in the event of an emergency.

PART B - REQUIREMENTS FOR PASSENGER CRAFT

18.6 Type rating training

18.6.1 The company shall ensure that the type rating training is implemented. For all crew members, the type rating training shall cover the control and evacuation of passengers additionally to 18.3.5.

18.6.2 When a craft carries cargoes, the craft shall comply with the requirements of part C of this chapter in addition to this part.

18.7 Emergency instructions and drills

18.7.1 The company shall ensure that the emergency instructions are implemented, and the master shall be responsible for communicating the provisions of the emergency instructions to passenger upon boarding.

PART C - REQUIREMENTS FOR CARGO CRAFT

18.8 Type rating training

The company shall ensure that type rating training is implemented as provided in 18.3. For all crew members, the type rating training shall cover knowledge of cargo and vehicles storage area securement systems.

CHAPTER 19

INSPECTION AND MAINTENANCE REQUIREMENTS

19.1 The Administration shall be satisfied with the operator's organization or any organization on which he may call in the maintenance of his craft and shall specify the scope of the duties which any part of the organization may carry out, having regard to the number and competence of its staff, facilities available, arrangements for calling on specialist assistance should it be necessary, record-keeping, communication and allocation of responsibilities.

19.2 The craft and equipment shall be maintained to the satisfaction of the Administration; in particular:

- .1** routine preventive inspection and maintenance shall be performed to a schedule approved by the Administration, which shall have regard at least in the first instance to the manufacturer's schedule;
- .2** in the performance of maintenance tasks, due regard shall be paid to maintenance manuals, service bulletins acceptable to the Administration and to any additional instructions of the Administration in this respect;
- .3** all modifications shall be recorded and their safety aspects investigated. Where it could have any effect on safety, the modification, together with its installation, shall be to the satisfaction of the Administration;
- .4** appropriate arrangements shall be provided for informing the master of the serviceability state of his craft and its equipment;
- .5** the duties of the operating crew in respect of maintenance and repairs and the procedure for obtaining assistance with repairs when the craft is away from the base port shall be clearly defined;
- .6** the master shall report to the maintenance organization any defects and repairs which are known to have occurred during operations;
- .7** records of defects and their correction shall be maintained and those defects of recurrent nature, or those which adversely affect craft or personal safety, shall be reported to the Administration.

19.3 The Administration shall be satisfied that arrangements are provided for ensuring adequate inspection, maintenance and recording of all life-saving appliances and distress signals carried.

ANNEX 1

**FORM OF HIGH-SPEED CRAFT SAFETY CERTIFICATE
AND RECORD OF EQUIPMENT**

HIGH-SPEED CRAFT SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment

(Official seal)

(State)

Issued under the provisions of the

INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000
(Resolution MSC...(..))

under the authority of the Government of

.....
(full designation of the State)

by
*(full official designation of the competent person or
organization authorized by the Administration)*

*Particulars of craft**

Name of craft

Manufacturer's model and hull number

Distinctive number or letters

IMO number**

Port of registry

Gross tonnage

Sea areas in which the craft is certified to operate (paragraph 14.2.1)

Design waterline corresponding to a height of below the reference line at the longitudinal
centre of flotation, and draughts at the draught marks of forward and aft

* Alternatively, the particulars of the craft may be placed horizontally in boxes.

** In accordance with the IMO ship identification number scheme, adopted by the Organization by
resolution A.600(15).

The upper edge of the reference line is..... at (..... mm below uppermost deck at side)*
(..... mm above the underside of keel) * at longitudinal centre of flotation.

Category category A passenger craft/category B passenger craft/cargo craft*

Craft type air-cushion vehicle/surface-effect ship/hydrofoil/monohull/multihull/other (give detail
.....)*

Date on which keel was laid or craft was at
a similar stage of construction or on which
a major conversion was commenced

THIS IS TO CERTIFY:

1 That the above-mentioned craft has been duly surveyed in accordance with the applicable provisions of the International Code of Safety for High-Speed Craft, 2000.

2 That the survey showed that the structure, equipment, fittings, radio station arrangements and materials of the craft and the condition thereof are in all respects satisfactory and that the craft complies with the relevant provisions of the Code.

3 That the life-saving appliances are provided for a total number of persons and no more as follows:

.....
.....
..

4 That, in accordance with 1.11 of the Code, the following equivalents have been granted in respect of the craft:

paragraph equivalent arrangement
.....

This certificate is valid until

Issued at

(Place of issue of certificate)

.....
(Date of issue)

.....
(Signature of authorized official issuing the certificate)

.....
(Seal or stamp of the issuing authority, as appropriate)

* Delete as appropriate.

Endorsement for periodical surveys

This is to certify that, at a survey required by 1.5 of the Code, this craft was found to comply with the relevant provisions of the Code.

Periodical survey: Signed:
(Signature of authorized official)

Place:

Date:

.....
(Seal or stamp of authority, as appropriate)

Periodical survey: Signed:
(Signature of authorized official)

Place:

Date:

.....
(Seal or stamp of authority, as appropriate)

Periodical survey: Signed:
(Signature of authorized official)

Place:

Date:

.....
(Seal or stamp of authority, as appropriate)

Periodical survey: Signed:
(Signature of authorized official)

Place:

Date:

.....
(Seal or stamp of authority, as appropriate)

Endorsement to extend the Certificate if valid for less than 5 years where 1.8.8 of the Code applies

This craft complies with the relevant requirements of the Code, and this Certificate shall, in accordance with 1.8.8 of the Code, be accepted as valid until

Signed:
(Signature of authorized official)

Place:

Date:

.....
(Seal or stamp of authority, as appropriate)

Endorsement where the renewal survey has been completed and 1.8.9 of the Code applies

This craft complies with the relevant requirements of the Code, and this Certificate shall, in accordance with 1.8.9 of the Code, be accepted as valid until

Signed:
(Signature of authorized official)

Place:

Date:

.....
(Seal or stamp of authority, as appropriate)

Endorsement to extend the validity of the Certificate until reaching the port of survey where 1.8.10 of the Code applies

This Certificate shall, in accordance with 1.8.10 of the Code, be accepted as valid until

Signed:
(Signature of authorized official)

Place:

Date:

.....
(Seal or stamp of authority, as appropriate)

Endorsement for the advancement of the anniversary date where 1.8.12 of the Code applies

In accordance with 1.8.12 of the Code, the new anniversary date is

Signed:
(Signature of authorized official)

Place:

Date:

.....
(Seal or stamp of authority, as appropriate)

In accordance with 1.8.13 of the Code, the new anniversary date is

Signed:
(Signature of authorized official)

Place:

Date:

.....
(Seal or stamp of authority, as appropriate)

**RECORD OF EQUIPMENT FOR
HIGH-SPEED CRAFT SAFETY CERTIFICATE**

This Record shall be permanently attached to the
High-Speed Craft Safety Certificate

**RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE
INTERNATIONAL CODE OF SAFETY
FOR HIGH-SPEED CRAFT, 2000**

1 Particulars of craft

Name of craft

Manufacturer's model and hull number

Distinctive number or letters

IMO number*

Category: category A passenger craft/category B passenger craft/cargo craft**

Craft type: air-cushion vehicle, surface-effect ship, hydrofoil, monohull, multihull, other
(give detail)**

Number of passengers for which certified

Minimum number of persons with required qualifications to operate the radio installations

* In accordance with the IMO ship identification number scheme adopted by the Organization by resolution A.600(15).

** Delete as appropriate.

2 Details of life-saving appliances

| | | |
|-------|------------------------------------------------------------------------------------------------------------------|-------|
| 1 | Total number of persons for which life-saving appliances are provided | ..... |
| 2 | Total number of lifeboats | ..... |
| 2.1 | Total number of persons accommodated by them | ..... |
| 2.2 | Number of partially enclosed lifeboats complying with section 4.5 of the LSA Code* | ..... |
| 2.3 | Number of totally enclosed lifeboats complying with sections 4.6 and 4.7 of the LSA Code* | ..... |
| 2.4 | Other lifeboats | ..... |
| 2.4.1 | Number | ..... |
| 2.4.2 | Type | ..... |
| 3 | Number of rescue boats | ..... |
| 3.1 | Number of boats which are included in the total lifeboats shown above | ..... |
| 4 | Liferafts complying with sections 4.1 to 4.3 of the LSA Code* for which suitable means of launching are provided | ..... |
| 4.1 | Number of liferafts | ..... |
| 4.2 | Number of persons accommodated by them | ..... |
| 5 | Open reversible liferafts (Annex 11 of the Code) | ..... |
| 5.1 | Number of liferafts | ..... |
| 5.2 | Number of persons accommodated by them | ..... |
| 6 | Number of Marine Evacuation System (MES) | ..... |
| 6.1 | Number of persons served by them | ..... |
| 7 | Number of lifebuoys | ..... |

* Changes suggested by the Secretariat.

| | | |
|------|-----------------------------------------------------------------|-------|
| 8 | Number of lifejackets | ..... |
| 8.1 | Number suitable for adults | ..... |
| 8.2 | Number suitable for children | ..... |
| 9 | Immersion suits | ..... |
| 9.1 | Total number | ..... |
| 9.2 | Number of suits complying with the requirements for lifejackets | ..... |
| 10 | Number of anti-exposure suits | ..... |
| 10.1 | Total number | ..... |
| 10.2 | Number of suits complying with the requirements for lifejackets | ..... |
| 11 | Radio installations used in life-saving appliances | ..... |
| 11.1 | Number of radar transponders | ..... |
| 11.2 | Number of two-way VHF radiotelephone apparatus | ..... |

3 Details of radio facilities

| Item | Actual provision |
|-----------------------------------------------------------|------------------|
| 1 Primary systems | |
| 1.1 VHF radio installation: | |
| 1.1.1 DSC encoder | |
| 1.1.2 DSC watch receiver | |
| 1.1.3 Radiotelephony | |
| 1.2 MF radio installation: | |
| 1.2.1 DSC encoder | |
| 1.2.2 DSC watch receiver | |
| 1.2.3 Radiotelephony | |
| 1.3 MF/HF radio installation: | |
| 1.3.1 DSC encoder | |
| 1.3.2 DSC watch receiver | |
| 1.3.3 Radiotelephony | |
| 1.3.4 Direct-printing radiotelegraphy | |
| 1.4 Inmarsat ship earth station | |
| 2 Secondary means of alerting | |
| 3 Facilities for reception of maritime safety information | |
| 3.1 NAVTEX receiver | |
| 3.2 EGC receiver | |
| 3.3 HF direct-printing radiotelegraph receiver | |
| 4 Satellite EPIRB | |
| 4.1 COSPAS-SARSAT | |
| 4.2 Inmarsat | |
| 5 VHF EPIRB | |
| 6 Ship's radar transponder | |
| | |

- 4 Methods used to ensure availability of radio facilities
(paragraphs 14.15.6, 14.15.7 and 14.15.8 of the Code)
- 4.1 Duplication of equipment
- 4.2 Shore-based maintenance
- 4.3 At-sea maintenance capability

THIS IS TO CERTIFY that this Record is correct in all respects

Issued at
(Place of issue of the Record)

.....
(Date of issue)

.....
*(Signature of duly authorized official
issuing the Record)*

.....
(Seal or stamp of the issuing authority, as appropriate)

- .2 manning scale required

- 12 Worst intended conditions
-
-

- 13 Other operational restrictions
-
-

This permit confirms that the service mentioned above has been found to be in accordance with the general requirements of 1.2.2 to 1.2.7 of the Code.

THIS PERMIT is issued under the authority of the Government of

THIS PERMIT is valid until
subject to the High-Speed Craft Safety Certificate remaining valid

Issued at
(Place of issue of permit)

.....
(Date of issue)

.....
*(Signature of duly authorized official
issuing the permit)*

.....
(Seal or stamp of the issuing authority, as appropriate)

ANNEX 3

USE OF PROBABILITY CONCEPT

1 General

1.1 Absolute safety cannot be achieved in any human activity. Naturally, this fact shall be taken into account in developing safety requirements, which means that requirements shall not imply that safety is absolute. In the case of traditional craft, it has frequently been possible to specify certain aspects of design or construction in some detail, in a way which was consistent with some level of risk which had over the years been intuitively accepted without having to be defined.

1.2 For high-speed craft, however, it would often be too restrictive to include engineering specifications into the Code. Requirements therefore need to be written (where this question arises) in the sense of "... the Administration shall be satisfied on the basis of tests, investigations and past experience that the probability of --- is (acceptably low)". Since different undesirable events may be regarded as having different general orders of acceptable probability (e.g. temporary impairment of propulsion as compared with an uncontrollable fire), it is convenient to agree on a series of standardized expressions which can be used to convey the relative acceptable probabilities of various incidents, i.e. to perform a qualitative ranking process. A vocabulary is given below which is intended to ensure consistency between various requirements, where it is necessary to describe the level of risk which shall not be exceeded.

2 Terms associated with probabilities

Different undesirable events may have different orders of acceptable probability. In connection with this, it is convenient to agree on standardized expressions to be used to convey the relatively acceptable probabilities of various occurrences, i.e. to perform a qualitative ranking process.

2.1 Occurrences

2.1.1 "Occurrence" is a condition involving a potential lowering of the level of safety.

2.1.2 "Failure" is an occurrence in which a part, or parts, of the craft fail or malfunction, e.g. runaway. A failure includes:

- .1** a single failure;
- .2** independent failures in combination within a system;
- .3** independent failures in combinations involving more than one system, taking into account:
 - .3.1** any undetected failure that is already present;

.3.2 such further failures* as would be reasonably expected to follow the failure under consideration; and

.4 common cause failure (failure of more than one component or system due to the same cause).

2.1.3 "Event" is an occurrence which has its origin outside the craft (e.g. waves).

2.1.4 "Error" is an occurrence arising as a result of incorrect action by the operating crew or maintenance personnel.

2.2 Probability of occurrences

2.2.1 "Frequent" is one which is likely to occur often during the operational life of a particular craft.

2.2.2 "Reasonably probable" is one which is unlikely to occur often but which may occur several times during the total operational life of a particular craft.

2.2.3 "Recurrent" is a term embracing the total range of frequent and reasonably probable.

2.2.4 "Remote" is one which is unlikely to occur to every craft but may occur to a few craft of a type over the total operational life of a number of craft of the same type.

2.2.5 "Extremely remote" is one which is unlikely to occur when considering the total operational life of a number of craft of the type, but nevertheless shall be considered as being possible.

2.2.6 "Extremely improbable" is one which is so extremely remote that it shall not be considered as possible to occur.

2.3 Effects

2.3.1 "Effect" is a situation arising as a result of an occurrence.

2.3.2 "Minor effect" is an effect which may arise from a failure, an event, or an error, as defined in 2.1.2, 2.1.3, 2.1.4, which can be readily compensated for by the operating crew. It may involve:

.1 a small increase in the operational duties of the crew or in their difficulty in performing their duties; or

.2 a moderate degradation in handling characteristics; or

.3 slight modification of the permissible operating conditions.

* In assessing the further failures which follow, account shall be taken of any resulting more severe operating conditions for items that have not up to that time failed.

2.3.3 "Major effect" is an effect which produces:

- .1** a significant increase in the operational duties of the crew or in their difficulty in performing their duties which by itself shall not be outside the capability of a competent crew provided that another major effect does not occur at the same time; or
- .2** significant degradation in handling characteristics; or
- .3** significant modification of the permissible operating conditions, but will not remove the capability to complete a safe journey without demanding more than normal skill on the part of the operating crew.

2.3.4 "Hazardous effect" is an effect which produces:

- .1** a dangerous increase in the operational duties of the crew or in their difficulty in performing their duties of such magnitude that they cannot reasonably be expected to cope with them and will probably require outside assistance; or
- .2** dangerous degradation of handling characteristics; or
- .3** dangerous degradation of the strength of the craft; or
- .4** marginal conditions for, or injury to, occupants; or
- .5** an essential need for outside rescue operations.

2.3.5 "Catastrophic effect" is an effect which results in the loss of the craft and/or in fatalities.

2.4 Safety level

"Safety level" is a numerical value characterizing the relationship between craft performance represented as horizontal single-amplitude acceleration (g) and the severity of acceleration-load effects on standing and sitting humans.

The safety levels and the corresponding severity of effects on passengers and safety criteria for craft performance shall be as defined in table 1.

3 Numerical values

Where numerical probabilities are used in assessing compliance with requirements using the terms similar to those given above, the following approximate values may be used as guidelines to assist in providing a common point of reference. The probabilities quoted shall be on an hourly or per-journey basis, depending on which is more appropriate to the assessment in question.

| | |
|----------------------|----------------------------------------------------------------------------------------------------------------------------|
| Frequent | More than 10^{-3} |
| Reasonably probable | 10^{-3} to 10^{-5} |
| Remote | 10^{-5} to 10^{-7} |
| Extremely remote | 10^{-7} to 10^{-9} |
| Extremely improbable | Whilst no approximate numerical probability is given for this, the figures used shall be substantially less than 10^{-9} |

Note: Different occurrences may have different acceptable probabilities, according to the severity of their consequences (see table 2).

Table 1

| EFFECT | CRITERIA NOT TO BE EXCEEDED | | COMMENTS |
|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Type of load | Value | |
| LEVEL 1 MINOR EFFECT Moderate degradation of safety | Maximum acceleration measured horizontally ¹ | 0.20g ² | 0.08g: Elderly person will keep balance when holding. 0.15g: Mean person will keep balance when holding. 0.15g: Sitting person will start holding. |
| LEVEL 2 MAJOR EFFECT Significant degradation of safety | Maximum acceleration measured horizontally ¹ | 0.35g | 0.25g: Maximum load for mean person keeping balance when holding. 0.45g: Mean person falls out of seat when not wearing seat belts. |
| LEVEL 3 HAZARDOUS EFFECT Major degradation of safety | Collision design condition calculated Maximum structural design load, based on vertical acceleration at centre of gravity | Ref. 4.3.3 Ref. 4.3.1 | Risk of injury to passengers; safe emergency operation after collision. 1.0g: Degradation of passenger safety |
| LEVEL 4 CATASTROPHIC EFFECT | | | Loss of craft or/and fatalities. |

¹ The accelerometers used shall have an accuracy of at least 5% full scale and shall not have a frequency response of less than 20 Hz. The sampling frequency should not be less than 5 times the maximum frequency response. Anti-aliasing filters, if used, should have a passband equal to the frequency response.

² g = gravity acceleration (9.81 m/s²).

Table 2

| SAFETY LEVEL | 1 | 1 | 1 | 2 | 3 | 4 | | | | |
|-----------------------------------------------------------|------------------|------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------------|------------------|------------------|------------------|
| EFFECT ON CRAFT AND OCCUPANTS | Normal | Nuisance | Operating limitations | Emergency procedures; significant reduction in safety margins; difficult for crew to cope with adverse conditions; passenger injuries. | Large reduction in safety margins; crew over-burden because of workload or environmental conditions; serious injury to a small number of occupants. | Deaths, usually with loss of craft | | | | |
| F.A.R.¹ PROBABILITY (reference only) | ← PROBABLE → | | ← IMPROBABLE → | | ← EXTREMELY IMPROBABLE → | | | | | |
| JAR-25² PROBABILITY | ← PROBABLE → | | ← IMPROBABLE → | | ← EXTREMELY IMPROBABLE → | | | | | |
| | ← FREQUENT → | | ← REASONABLY PROBABLE → | ← REMOTE → | ← EXTREMELY REMOTE → | | | | | |
| | 10 ⁻⁰ | 10 ⁻¹ | 10 ⁻² | 10 ⁻³ | 10 ⁻⁴ | 10 ⁻⁵ | 10 ⁻⁶ | 10 ⁻⁷ | 10 ⁻⁸ | 10 ⁻⁹ |
| CATEGORY OF EFFECT | ← MINOR → | | | ← MAJOR → | ← HAZARDOUS → | CATASTROPHIC | | | | |

¹ United States Federal Aviation Regulations.

² European Joint Airworthiness Regulations.

ANNEX 4

PROCEDURES FOR FAILURE MODE AND EFFECTS ANALYSIS

1 Introduction

1.1 In the case of traditional craft, it has been possible to specify certain aspects of design or construction in some level of detail, in a way which was consistent with some level of risk which had over the years been intuitively accepted without having to be defined.

1.2 With the development of large high-speed craft, this required experience has not been widely available. However, with the now broad acceptance of the probabilistic approach to safety assessments within industry as a whole, it is proposed that an analysis of failure performance may be used to assist in the assessment of the safety of operation of high-speed craft.

1.3 A practical, realistic and documented assessment of the failure characteristics of the craft and its component systems shall be undertaken with the aim of defining and studying the important failure conditions that may exist.

1.4 This annex describes a failure mode and effects analysis (FMEA) and gives guidance as to how it may be applied by:

- .1 explaining basic principles;
- .2 providing the procedural steps necessary to perform an analysis;
- .3 identifying appropriate terms, assumptions, measures and failure modes; and
- .4 providing examples of the necessary worksheets.

1.5 FMEA for high-speed craft is based on a single-failure concept under which each system at various levels of a system's functional hierarchy is assumed to fail by one probable cause at a time. The effects of the postulated failure are analysed and classified according to their severity. Such effects may include secondary failures (or multiple failures) at other level(s). Any failure mode which may cause a catastrophic effect to the craft shall be guarded against by system or equipment redundancy unless the probability of such failure is extremely improbable (refer to section 13). For failure modes causing hazardous effects, corrective measures may be accepted in lieu. A test programme shall be drawn to confirm the conclusions of FMEA.

1.6 Whilst FMEA is suggested as one of the most flexible analysis techniques, it is accepted that there are other methods which may be used and which in certain circumstances may offer an equally comprehensive insight into particular failure characteristics.

2 Objectives

2.1 The primary objective of FMEA is to provide a comprehensive, systematic and documented investigation which establishes the important failure conditions of the craft and assesses their significance with regard to the safety of the craft, its occupants and the environment.

2.2 The main aims of undertaking the analysis are to:

- .1 provide the Administration with the results of a study into the craft's failure characteristics so as to assist in an assessment of the levels of safety proposed for the craft's operation;
- .2 provide craft operators with data to generate comprehensive training, operational and maintenance programmes and documentation; and
- .3 provide craft and system designers with data to audit their proposed designs.

3 Scope of application

3.1 FMEA shall be conducted for each high-speed craft, before its entry into service, in respect of the systems as required under the provisions of 5.2, 9.1.10, 12.1.1 and 16.2.6 of this Code.

3.2 For craft of the same design and having the same equipment, one FMEA on the lead craft will be sufficient, but each of the craft shall be subject to the same FMEA conclusion trials.

4 System failure mode and effects analysis

4.1 Before proceeding with a detailed FMEA into the effects of the failure of the system elements on the system functional output it is necessary to perform a functional failure analysis of the craft's important systems. In this way only systems which fail the functional failure analysis need to be investigated by a more detailed FMEA.

4.2 When conducting a system FMEA the following typical operational modes within the normal design environmental conditions of the craft shall be considered:

- .1 normal seagoing conditions at full speed;
- .2 maximum permitted operating speed in congested waters; and
- .3 manoeuvring alongside.

4.3 The functional interdependence of these systems shall also be described in either block diagrams or fault-tree diagrams or in a narrative format to enable the failure effects to be understood. As far as applicable, each of the systems to be analysed is assumed to fail in the following failure modes:

- .1 complete loss of function;

- .2 rapid change to maximum or minimum output;
- .3 uncontrolled or varying output;
- .4 premature operation;
- .5 failure to operate at a prescribed time; and
- .6 failure to cease operation at a prescribed time.

Depending on the system under consideration, other failure modes may have to be taken into account.

4.4 If a system can fail without any hazardous or catastrophic effect, there is no need to conduct a detailed FMEA into the system architecture. For systems whose individual failure can cause hazardous or catastrophic effects and where a redundant system is not provided, a detailed FMEA as described in the following paragraphs shall be followed. Results of the system functional failure analysis shall be documented and confirmed by a practical test programme drawn up from the analysis.

4.5 Where a system, the failure of which may cause a hazardous or catastrophic effect, is provided with a redundant system, a detailed FMEA may not be required provided that:

- .1 the redundant system can be put into operation or can take over the failed system within the time-limit dictated by the most onerous operational mode in 4.2 without hazarding the craft;
- .2 the redundant system is completely independent from the system and does not share any common system element the failure of which would cause failure of both the system and the redundant system. Common system element may be acceptable if the probability of failure complies with section 13; and
- .3 the redundant system may share the same power source as the system. in such case an alternative power source shall be readily available with regard to the requirement of .1.

The probability and effects of operator error to bring in the redundant system shall also be considered.

5 Equipment failure mode and effects analysis

The systems to be subject to a more detailed FMEA investigation at this stage shall include all those that have failed the system FMEA and may include those that have a very important influence on the safety of the craft and its occupants and which require an investigation at a deeper level than that undertaken in the system functional failure analysis. These systems are often those which have been specifically designed or adapted for the craft, such as the craft's electrical and hydraulic systems.

6 Procedures

The following steps are necessary to perform FMEA:

- .1 to define the system to be analysed;
- .2 to illustrate the interrelationships of functional elements of the system by means of block diagrams;
- .3 to identify all potential failure modes and their causes;
- .4 to evaluate the effects on the system of each failure mode;
- .5 to identify failure detection methods;
- .6 to identify corrective measures for failure modes;
- .7 to assess the probability of failures causing hazardous or catastrophic effects, where applicable;
- .8 to document the analysis;
- .9 to develop a test programme;
- .10 to prepare FMEA report.

7 System definition

The first step in an FMEA study is a detailed study of the system to be analysed through the use of drawings and equipment manuals. A narrative description of the system and its functional requirements shall be drawn up including the following information:

- .1 general description of system operation and structure;
- .2 functional relationship among the system elements;
- .3 acceptable functional performance limits of the system and its constituent elements in each of the typical operational modes; and
- .4 system constraints.

8 Development of system block diagrams

8.1 The next step is to develop block diagram(s) showing the functional flow sequence of the system, both for technical understanding of the functions and operation of the system and for the subsequent analysis. As a minimum the block diagram shall contain:

- .1 breakdown of the system into major sub-systems or equipment;
- .2 all appropriate labelled inputs and outputs and identification numbers by which each sub-system is consistently referenced; and
- .3 all redundancies, alternative signal paths and other engineering features which provide "fail-safe" measures.

An example of a system block diagram is given at appendix 1.

8.2 It may be necessary to have a different set of block diagrams prepared for each operational mode.

9 Identification of failure modes, causes and effects

9.1 Failure mode is the manner by which a failure is observed. It generally describes the way the failure occurs and its impact on the equipment or system. As an example, a list of failure modes is given in table 1. The failure modes listed in table 1 can describe the failure of any system element in sufficiently specific terms. When used in conjunction with performance specifications governing the inputs and outputs on the system block diagram, all potential failure modes can be thus identified and described. Thus, for example, a power supply may have a failure mode described as "loss of output" (29), and a failure cause "open (electrical)" (31).

9.2 A failure mode in a system element could also be the failure cause of a system failure. For example, the hydraulic line of a steering gear system might have a failure mode of "external leakage" (10). This failure mode of the hydraulic line could become a failure cause of the steering gear system's failure mode "loss of output" (29).

9.3 Each system shall be considered in a top-down approach, starting from the system's functional output, and failure shall be assumed by one possible cause at a time. Since a failure mode may have more than one cause, all potential independent causes for each failure mode shall be identified.

9.4 If major systems can fail without any adverse effect there is no need to consider them further unless the failure can go undetected by an operator. To decide that there is no adverse effect does not mean just the identification of system redundancy. The redundancy shall be shown to be immediately effective or brought on line with negligible time lag. In addition, if the sequence is:

"failure - alarm - operator action - start of back up - back up in service",

the effects of delay shall be considered.

10 Failure effects

10.1 The consequence of a failure mode on the operation, function, or status of an equipment or a system is called a 'failure effect'. Failure effects on a specific sub-system or equipment under consideration are called local failure effects". The evaluation of local failure effects will help to

determine the effectiveness of any redundant equipment or corrective action at that system level. In certain instances, there may not be a local effect beyond the failure mode itself.

10.2 The impact of an equipment or sub-system failure on the system output (system function) is called an "end effect". End effects shall be evaluated and their severity classified in accordance with the following categories:

- .1 catastrophic;
- .2 hazardous;
- .3 major; and
- .4 minor.

The definitions of these four categories of failure effects are given in 2.3 of annex 3 of this Code.

10.3 If the end effect of a failure is classified as hazardous or catastrophic, back-up equipment is usually required to prevent or minimize such effect. For hazardous failure effects corrective operational procedures may be accepted.

11 Failure detection

11.1 The FMEA study in general only analyses failure effects based on a single failure in the system and therefore a failure detection means, such as visual or audible warning devices, automatic sensing devices, sensing instrumentation or other unique indications shall be identified.

11.2 Where the system element failure is non-detectable (i.e. a hidden fault or any failure which does not give any visual or audible indication to the operator) and the system can continue with its specific operation, the analysis shall be extended to determine the effects of a second failure, which in combination with the first undetectable failure may result in a more severe failure effect, e.g., hazardous or catastrophic effect.

12 Corrective measures

12.1 The response of any back-up equipment, or any corrective action initiated at a given system level to prevent or reduce the effect of the failure mode of a system element or equipment, shall also be identified and evaluated.

12.2 Provisions which are features of the design at any system level to nullify the effects of a malfunction or failure, such as controlling or deactivating system elements to halt generation or propagation of failure effects, or activating back-up or standby items or systems, shall be described. Corrective design provisions include:

- .1 redundancies that allow continued and safe operation;

- .2 safety devices, monitoring or alarm provisions, which permit restricted operation or limit damage; and
- .3 alternative modes of operation.

12.3 Provisions which require operator action to circumvent or mitigate the effects of the postulated failure shall be described. The possibility and effect of operator error shall be considered, if the corrective action or the initiation of the redundancy requires operator input, when evaluating the means to eliminate the local failure effects.

12.4 It shall be noted that corrective responses acceptable in one operational mode may not be acceptable at another, e.g., a redundant system element with considerable time lag to be brought into line, while meeting the operational mode "normal seagoing conditions at full speed" may result in a catastrophic effect in another operational mode, e.g., "maximum permitted operating speed in congested water".

13 Use of probability concept

13.1 If corrective measures or redundancy as described in preceding paragraphs are not provided for any failure, as an alternative the probability of occurrence of such failure shall meet the following criteria of acceptance:

- .1 a failure mode which results in a catastrophic effect shall be assessed to be extremely improbable;
- .2 a failure mode assessed as extremely remote shall not result in worse than hazardous effects; and
- .3 a failure mode assessed as either frequent or reasonably probable shall not result in worse than minor effects.

13.2 Numerical values for various levels of probabilities are laid down in section 3 of annex 3 of this Code. In areas where there are no data from craft to determine the level of probabilities of failure other sources can be used such as:

- .1 workshop test, or
- .2 history of reliability used in other areas under similar operating conditions, or
- .3 mathematical model if applicable.

14 Documentation

14.1 It is helpful to perform FMEA on worksheet(s) as shown in appendix 2.

14.2 The worksheet(s) shall be organized to first display the highest system level and then proceed down through decreasing system levels.

15 Test programme

15.1 An FMEA test programme shall be drawn up to prove the conclusions of FMEA. It is recommended that the test programme shall include all systems or system elements whose failure would lead to:

- .1 major or more severe effects;
- .2 restricted operations; and
- .3 any other corrective action.

For equipment where failure cannot be easily simulated on the craft, the results of other tests can be used to determine the effects and influences on the systems and craft.

15.2 The trials shall also include investigations into:

- .1 the layout of control stations with particular regard to the relative positioning of switches and other control devices to ensure a low potential for inadvertent and incorrect crew action, particularly during emergencies, and the provision of interlocks to prevent inadvertent operation for important system operation;
- .2 the existence and quality of the craft's operational documentation with particular regard to the pre-voyage checklists. It is essential that these checks account for any unrevealed failure modes identified in the failure analysis; and
- .3 the effects of the main failure modes as prescribed in the theoretical analysis.

15.3 The FMEA tests on board shall be conducted in conjunction with provisions specified in 5.3, 16.4 and 17.4 of this Code, before the craft enters into service.

16 FMEA Report

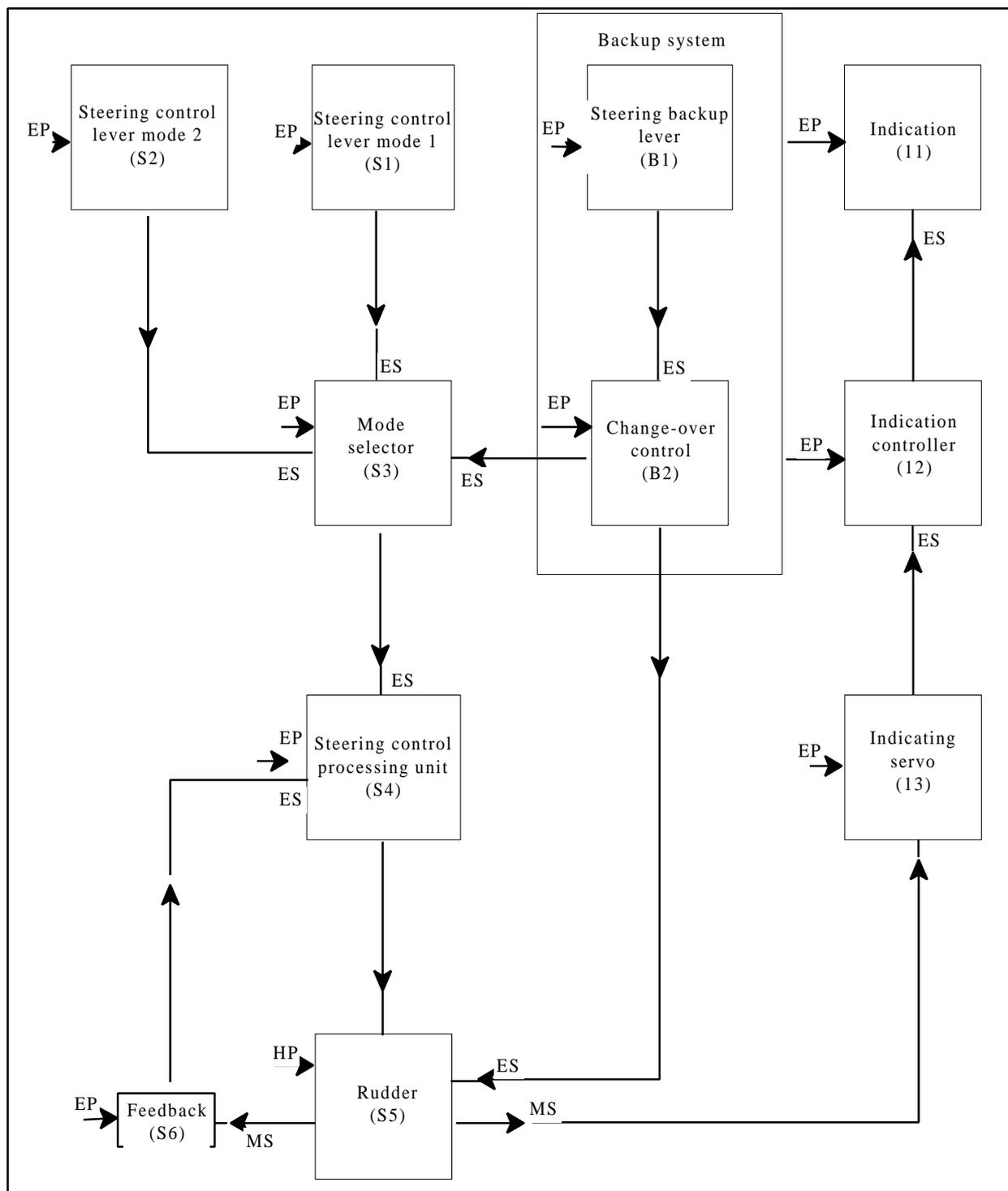
The FMEA report shall be a self-contained document with a full description of the craft, its systems and their functions and the proposed operation and environmental conditions for the failure modes, causes and effects to be understood without any need to refer to other plans and documents not in the report. The analysis assumptions and system block diagrams shall be included, where appropriate. The report shall contain a summary of conclusions and recommendations for each of the systems analysed in the system failure analysis and the equipment failure analysis. It shall also list all probable failures and their probability of failure, where applicable, the corrective actions or operational restrictions for each system in each of the operational modes under analysis. The report shall contain the test programme, reference any other test reports and the FMEA trials.

Appendix 1

Example of a system block diagram

Steering control system

Date
Analyst



where:

- EP - electric power
- HP - hydraulic power
- ES - electric signal
- MS - mechanical signal

Table 1

Example of a set of failure modes

| | | | |
|----|-------------------------------|----|-----------------------------------------------------------------------------------------------------------------------|
| 1 | Structural failure (rupture) | 18 | False actuation |
| 2 | Physical binding or jamming | 19 | Fails to stop |
| 3 | Vibration | 20 | Fails to start |
| 4 | Fails to remain (in position) | 21 | Fails to switch |
| 5 | Fails to open | 22 | Premature operation |
| 6 | Fails to close | 23 | Delayed operation |
| 7 | Fails open | 24 | Erroneous input (increased) |
| 8 | Fails closed | 25 | Erroneous input (decreased) |
| 9 | Internal leakage | 26 | Erroneous output (increased) |
| 10 | External leakage | 27 | Erroneous output (decreased) |
| 11 | Fails out of tolerance (high) | 28 | Loss of input |
| 12 | Fails out of tolerance (low) | 29 | Loss of output |
| 13 | Inadvertent operation | 30 | Shorted (electrical) |
| 14 | Intermittent operation | 31 | Open (electrical) |
| 15 | Erratic operation | 32 | Leakage (electrical) |
| 16 | Erroneous indication | 33 | Other unique failure conditions as applicable to the system characteristics, requirements and operational constraints |
| 17 | Restricted flow | | |

Refer to IEC Publication: IEC 812 (1985), Analysis techniques for system reliability - procedure for failure mode and effects analysis (FMEA).

Appendix 2
FMEA worksheet

Name of system
 Mode of operation
 Sheet No
 Date
 Name of analyst.....

References
 System block diagrams

 Drawings

| Equipment name or number | Function | Ident. No. | Failure mode | Failure cause | Failure effect | | Failure detection | Corrective action | Severity of failure effect | Probability of failure (if applicable) | Remarks |
|--------------------------|----------|------------|--------------|---------------|----------------|------------|-------------------|-------------------|----------------------------|----------------------------------------|---------|
| | | | | | Local effect | End effect | | | | | |
| | | | | | | | | | | | |

ANNEX 5

ICE ACCRETION APPLICABLE TO ALL TYPES OF CRAFT

1 Icing allowances

1.1 For craft operating in areas where ice accretion is likely to occur, the following icing allowance shall be made in the stability calculations.

- .1 30 kg/m² on exposed weather decks and gangways;
- .2 7.5 kg/m² for projected lateral area of each side of the craft above the waterplane;
- .3 the projected lateral area of discontinuous surfaces of rail, sundry booms, spars (except masts) and rigging and the projected lateral area of other small objects shall be computed by increasing the total projected area of continuous surfaces by 5% and the static moments of this area by 10%;
- .4 reduction of stability due to asymmetric ice accumulations in cross-structure.

1.2 For craft operating in areas where ice accretion may be expected:

- .1 Within the areas defined in 2.1, 2.3, 2.4 and 2.5 known to have icing conditions significantly different from those in 1.1, ice accretion requirements of one half to twice the required allowance may be applied.
- .2 Within the area defined in 2.2, where ice accretion in excess of twice the allowance required by 1.1 may be expected, more severe requirements than those given in 1.1 may be applied.

1.3 Information shall be provided in respect of the assumptions made in calculating the condition of the craft in each of the circumstances set out in this annex for the following:

- .1 duration of the voyage in terms of the period spent in reaching the destination and returning to port; and
- .2 consumption rates during the voyage for fuel, water, stores and other consumables.

2 Areas of icing conditions

In the application of 1, the following icing areas shall apply:

- .1 The area north of latitude 65°30'N, between longitude 28°W and the west coast of Iceland; north of the north coast of Iceland;

north of the rhumb line running from latitude 66°N, longitude 15°W to latitude 73°30' N, longitude 15°E, north of latitude 73°30' N between longitude 15°E and 35°E, and east of longitude 35°E, as well as north of latitude 56°N in the Baltic Sea.

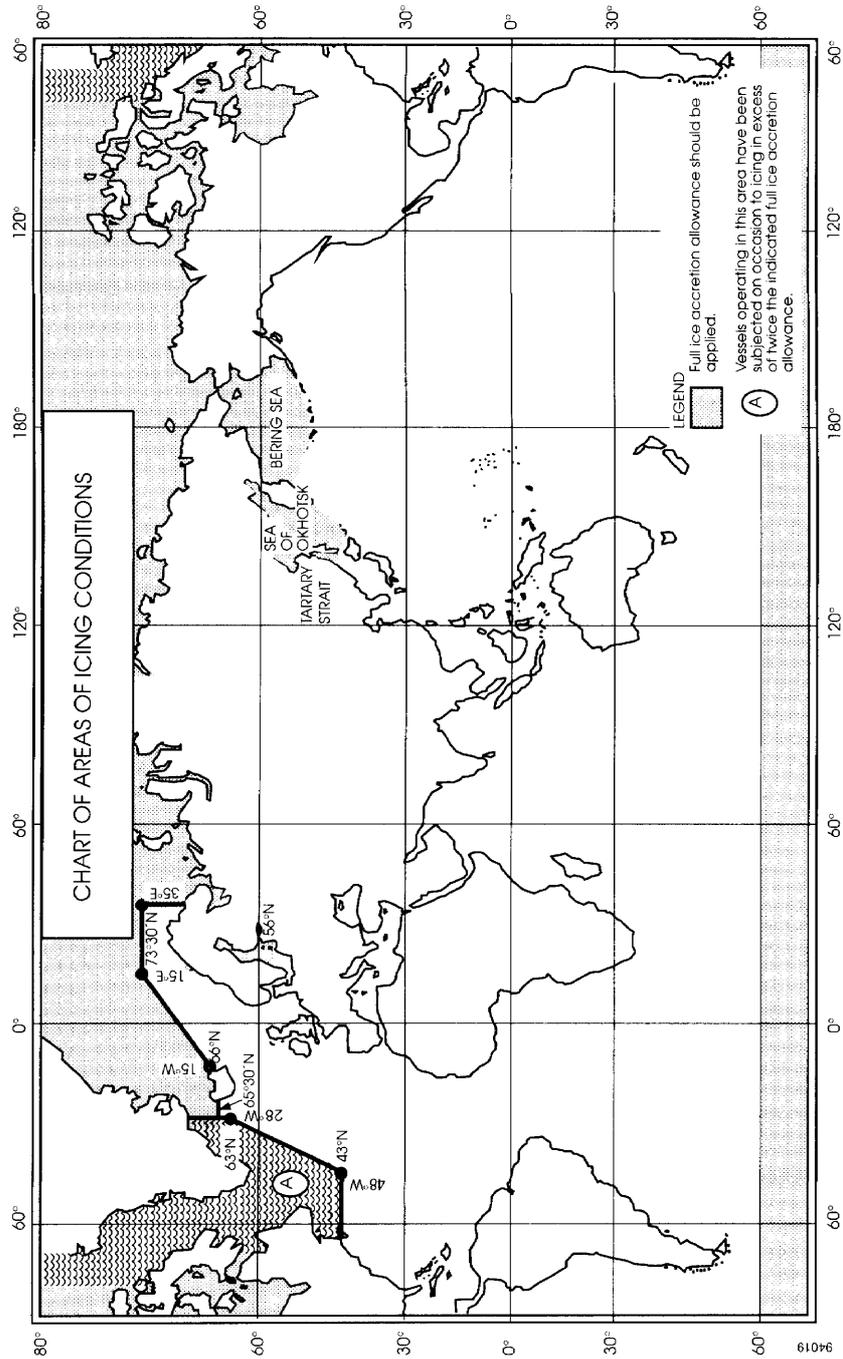
- .2 The area north of latitude 43°N bounded in the west by the North American coast and the east by the rhumb line running from latitude 43°N, longitude 48°W to latitude 63°N, longitude 28°W and thence along longitude 28°W.
- .3 All sea areas north of the North American continent, west of the areas defined in subparagraphs .1 and .2 of this paragraph.
- .4 The Bering and Okhotsk Seas and the Tartary Strait during the icing season.
- .5 South of latitude 60°S.

A chart to illustrate the areas is attached.

3 Special requirements

Craft intended for operation in areas where ice accretion is known to occur shall be:

- .1 designed to minimize the accretion of ice; and
- .2 equipped with such means for removing ice as the Administration may require.



ANNEX 6

STABILITY OF HYDROFOIL CRAFT

The stability of these craft shall be considered in the hull-borne, transitional and foil-borne modes. The stability investigation shall also take into account the effects of external forces. The following procedures are outlined for guidance in dealing with stability.

1 Surface-piercing hydrofoils

1.1 Hull-borne mode

1.1.1 The stability shall be sufficient to satisfy the provisions of 2.3, 2.4 and 2.6 of this Code.

1.1.2 Heeling moment due to turning

The heeling moment developed during manoeuvring of the craft in the displacement mode may be derived from the following formula:

$$M_R = 0.196 \frac{V_o^2}{L} \cdot \Delta \cdot KG \quad (\text{kNm})$$

where:

M_R = moment of heeling;

V_o = speed of the craft in the turn (m/s);

Δ = displacement (t);

L = length of the craft on the waterline (m);

KG = height of the centre of gravity above keel (m).

This formula is applicable when the ratio of the radius of the turning circle to the length of the craft is 2 to 4.

1.1.3 Relationship between the capsizing moment and heeling moment to satisfy the weather criterion

The stability of a hydrofoil boat in the displacement mode can be checked for compliance with the weather criterion K as follows:

$$K = \frac{M_c}{M_v} \geq 1$$

where:

M_c = minimum capsizing moment as determined when account is taken of rolling;

M_v = dynamically applied heeling moment due to the wind pressure.

1.1.4 Heeling moment due to wind pressure

The heeling moment M_v shall be taken as constant during the whole range of heel angles and calculated by the following expression:

$$M_v = 0.001 P_v A_v Z \quad (\text{kNm})$$

where :

$$P_v = \text{wind pressure} = 750 (V_w / 26)^2 \text{ (N/m}^2\text{)}$$

$$A_v = \text{windage area including the projections of the lateral surfaces of the hull, superstructure and various structures above the waterline (m}^2\text{)}$$

$$Z = \text{windage area lever (m) = the vertical distance to the geometrical centre of the windage area from the waterline}$$

$$V_w = \text{the wind speed corresponding to the worst intended conditions (m/s).}$$

1.1.5 Evaluation of the minimum capsizing moment M_c in the displacement mode

The minimum capsizing moment is determined from the static and dynamic stability curves taking rolling into account.

- 1 When the static stability curve is used, M_c is determined by equating the areas under the curves of the capsizing and righting moments (or levers) taking rolling into account, as indicated by figure 1, where q_c is the amplitude of roll and MK is a line drawn parallel to the abscissa axis such that the shaded areas S_1 and S_2 are equal.

$M_c = OM$, if the scale of ordinates represents moments,

$M_c = OM \times \text{displacement}$, if the scale of ordinates represents levers.

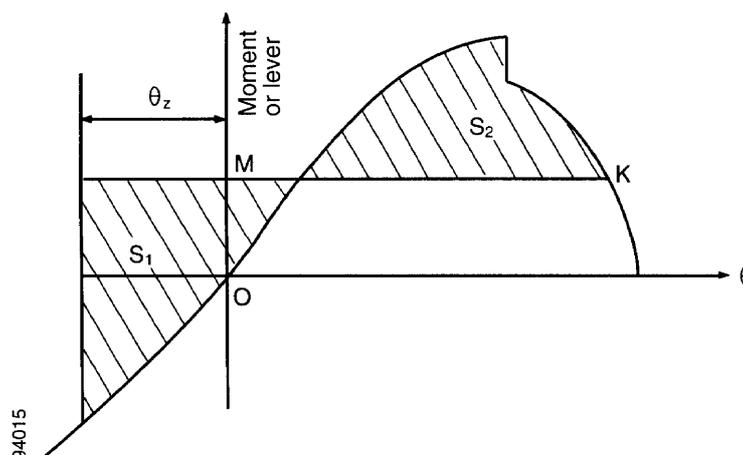


Figure 1 – Static stability curve

- .2 When the dynamic stability curve is used, first an auxiliary point A shall be determined. For this purpose the amplitude of heeling is plotted to the right along the abscissa axis and a point A' is found (see figure 2). A line AA' is drawn parallel to the abscissa axis equal to the double amplitude of heeling ($AA' = 2q_z$) and the required auxiliary point A is found. A tangent AC to the dynamic stability curve is drawn. From the point A the line AB is drawn parallel to the abscissa axis and equal to 1 radian (57.3°). From the point B a perpendicular is drawn to intersect with the tangent in point E. The distance \overline{BE} is equal to the capsizing moment if measured along the ordinate axis of the dynamic stability curve. If, however, the dynamic stability levers are plotted along this axis, \overline{BE} is then the capsizing lever, and in this case the capsizing moment M_c is determined by multiplication of ordinate \overline{BE} (in metres) by the corresponding displacement in tonnes

$$M_c = 9.81 \Delta \overline{BE} \quad (\text{kNm})$$

- .3 The amplitude of rolling q_z is determined by means of model and full-scale tests in irregular seas as a maximum amplitude of rolling of 50 oscillations of a craft travelling at 90° to the wave direction in sea state for the worst design condition. If such data are lacking the amplitude is assumed to be equal to 15° .
- .4 The effectiveness of the stability curves shall be limited to the angle of flooding.

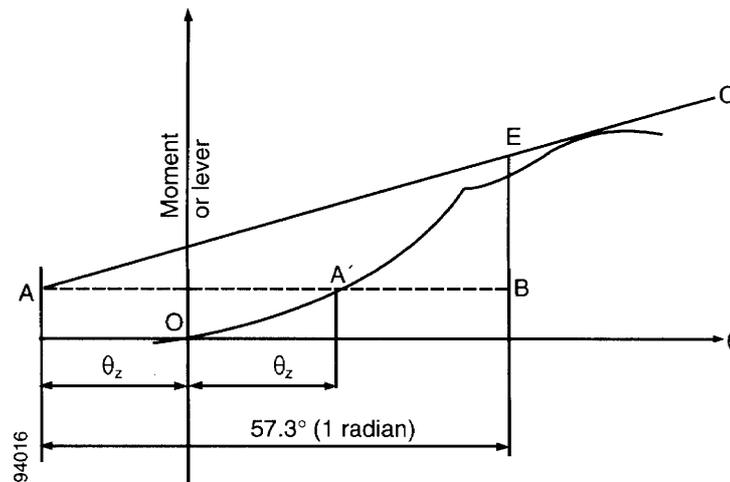


Figure 2 - Dynamic stability curve

1.2 Transitional and foil-borne modes

1.2.1 The stability shall satisfy the provisions of 2.4 and 2.5 of this Code.

1.2.2.1 The stability in the transitional and foil-borne modes shall be checked for all cases of loading for the intended service of the craft.

1.2.2.2 The stability in the transitional and foil-borne modes may be determined either by calculation or on the basis of data obtained from model experiments and shall be verified by full-scale tests by imposition of a series of known heeling moments by off-centre ballast weights, and recording the heeling angles produced by these moments. When taken in the hull-borne, take-off, steady foil-borne and settling to hull-borne modes, these results will provide an indication of the values of the stability in the various situations of the craft during the transitional condition.

1.2.2.3 The angle of heel in the foil-borne mode caused by the concentration of passengers at one side shall not exceed 8° . During the transitional mode the angle of heel due to the concentration of passengers on one side shall not exceed 12° . The concentration of passengers shall be determined by the Administration, having regard to the guidance given at annex 7 to this Code.

1.2.3 One of the possible methods of assessing foil-borne metacentric height (GM) in the design stage for a particular foil configuration is given in figure 3.

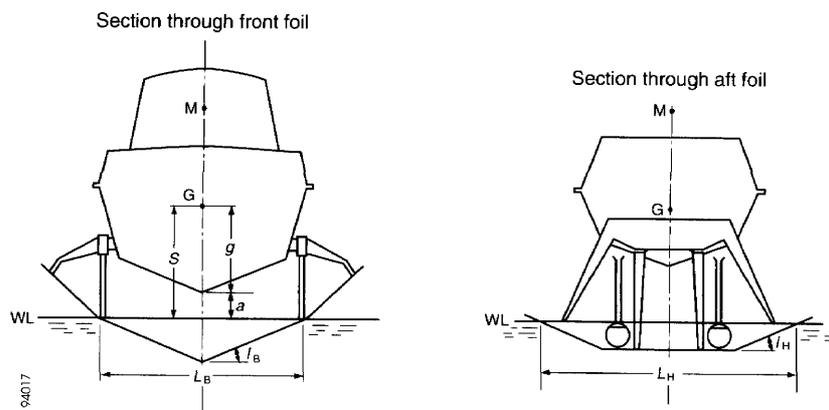


Figure 3

$$GM = n_B \left(\frac{L_B}{2 \tan I_B} - S \right) + n_H \left(\frac{L_H}{2 \tan I_H} - S \right)$$

where:

- n_B = percentage of hydrofoil load borne by front foil
- n_H = percentage of hydrofoil load borne by aft foil
- L_B = clearance width of front foil
- L_H = clearance width of aft foil
- a = clearance between bottom of keel and water
- g = height of centre of gravity above bottom of keel
- I_B = angle at which front foil is inclined to horizontal
- I_H = angle at which aft foil is inclined to horizontal
- S = height of centre of gravity above water

2 Fully submerged hydrofoils

2.1 Hull-borne mode

2.1.1 The stability in the hull-borne mode shall be sufficient to satisfy the provisions of 2.3 and 2.6 of this Code.

2.1.2 Paragraphs 1.1.2 to 1.1.5 of this annex are appropriate to this type of craft in the hull-borne mode.

2.2 Transitional mode

2.2.1 The stability shall be examined by the use of verified computer simulations to evaluate the craft's motions, behaviour and responses under the normal conditions and limits of operation and under the influence of any malfunction.

2.2.2 The stability conditions resulting from any potential failures in the systems or operational procedures during the transitional stage which could prove hazardous to the craft's watertight integrity and stability shall be examined.

2.3 Foil-borne mode

The stability of the craft in the foil-borne mode shall be in compliance with the provisions of 2.4 of this Code. The provisions of paragraph 2.2 of this annex shall also apply.

2.4 Paragraphs 1.2.2.1, 1.2.2.2 and 1.2.2.3 of this annex shall be applied to this type of craft as appropriate and any computer simulations or design calculations shall be verified by full-scale tests.

ANNEX 7

STABILITY OF MULTIHULL CRAFT

1 Stability criteria in the intact condition

A multihull craft, in the intact condition, shall have sufficient stability when rolling in a seaway to successfully withstand the effect of either passenger crowding or high-speed turning as described in 1.4. The craft's stability shall be considered to be sufficient provided compliance with this paragraph is achieved.

1.1 Area under the GZ curve

The area (A_I) under the GZ curve up to an angle θ shall be at least:

$$A_I = 0.055 \times 30^\circ/\theta \quad (\text{m.rad})$$

where θ is the least of the following angles:

- .1 the downflooding angle;
- .2 the angle at which the maximum GZ occurs; and
- .3 30°

1.2 Maximum GZ

The maximum GZ value shall occur at an angle of at least 10° .

1.3 Heeling due to wind

The wind heeling lever shall be assumed constant at all angles of inclination and shall be calculated as follows:

$$HL_1 = \frac{P_i \cdot A \cdot Z}{9800\Delta} \quad (\text{m})$$

$$HL_2 = 1.5 HL_1 \quad (\text{m}) \quad (\text{see figure 1})$$

where:

$$P_i = 500 (V_w / 26)^2 \quad (\text{N/m}^2)$$

where:

V_w = wind speed corresponding to the worst intended conditions (m/s)

A = projected lateral area of the portion of the craft above the lightest service waterline (m²)

Z = vertical distance from the centre of A to a point one half the lightest service draught (m)

Δ = displacement (t)

1.4 Heeling due to passenger crowding or high-speed turning

Heeling due to the crowding of passengers on one side of the craft or to high-speed turning, whichever is the greater, shall be applied in combination with the heeling lever due to wind (HL_2).

1.4.1 Heeling due to passenger crowding

When calculating the magnitude of the heel due to passenger crowding, a passenger crowding lever shall be developed using the assumptions stipulated in 2.10 of this Code.

1.4.2 Heeling due to high-speed turning

When calculating the magnitude of the heel due to the effects of high-speed turning, a high-speed turning lever shall be developed using either the following formula or an equivalent method specifically developed for the type of craft under consideration, or trials or model test data:

$$TL = \frac{1}{g} \frac{V_o^2}{R} \left(KG - \frac{d}{2} \right) \quad (\text{m})$$

where:

TL = turning lever (m)

V_o = speed of craft in the turn (m/s)

R = turning radius (m)

KG = height of vertical centre of gravity above keel (m)

d = mean draught (m)

g = acceleration due to gravity

1.5 Rolling in waves (figure 1)

The effect of rolling in a seaway upon the craft's stability shall be demonstrated mathematically. In doing so, the residual area under the GZ curve (A_2), i.e. beyond the angle of heel (θ_h), shall be at least equal to 0.028 m.rad up to the angle of roll θ_r . In the absence of model test or other data θ_r shall be taken as 15° or an angle of ($\theta_d - \theta_h$), whichever is less.

2 Criteria for residual stability after damage

2.1 The method of application of criteria to the residual stability curve is similar to that for intact stability except that the craft in the final condition after damage shall be considered to have an adequate standard of residual stability provided:

- .1 the required area A_2 shall be not less than 0.028 m.rad (figure 2 refers); and
- .2 there is no requirement regarding the angle at which the maximum GZ value shall occur.

2.2 The wind heeling lever for application on the residual stability curve shall be assumed constant at all angles of inclination and shall be calculated as follows:

$$HL_3 = \frac{P_d \cdot A \cdot Z}{9800\Delta}$$

where:

$$P_d = 120 (V_w / 26)^2 \quad (\text{N/m}^2)$$

V_w = wind speed corresponding to the worst intended conditions (m/s)

A = projected lateral area of the portion of the ship above the lightest service waterline (m²)

Z = vertical distance from the centre of A to a point one half of the lightest service draught (m)

Δ = displacement (t)

2.3 The same values of roll angle shall be used as for the intact stability.

2.4 The downflooding point is important and is regarded as terminating the residual stability curve. The area A_2 shall therefore be truncated at the downflooding angle.

2.5 The stability of the craft in the final condition after damage shall be examined and shown to satisfy the criteria, when damaged as stipulated in 2.6 of this Code.

2.6 In the intermediate stages of flooding, the maximum righting lever shall be at least 0.05 m and the range of positive righting lever shall be at least 7°. In all cases, only one breach in the hull and only one free surface need to be assumed.

3 Application of heeling levers

3.1 In applying the heeling levers to the intact and damaged curves, the following shall be considered:

3.1.1 for intact condition:

- .1 wind heeling lever (including gusting effect) (HL_2); and
- .2 wind heeling lever (including gusting effect) plus either the passenger crowding or speed turning levers whichever is the greater (HTL).

3.1.2 for damage condition:

- .1 wind heeling lever - steady wind (HL_3); and
- .2 wind heeling lever plus heeling lever due to passenger crowding (HL_4)

3.2 Angles of heel due to steady wind

3.2.1 The angle of heel due to a wind gust when the heeling lever HL_2 , obtained as in 1.3, is applied to the intact stability curve shall not exceed 10° ; and

3.2.2 The angle of heel due to a steady wind when the heeling lever HL_3 , obtained as in 2.2, is applied to the residual stability curve after damage, shall not exceed 15° for passenger craft and 20° for cargo craft.

MULTIHULL CRAFT CRITERIA

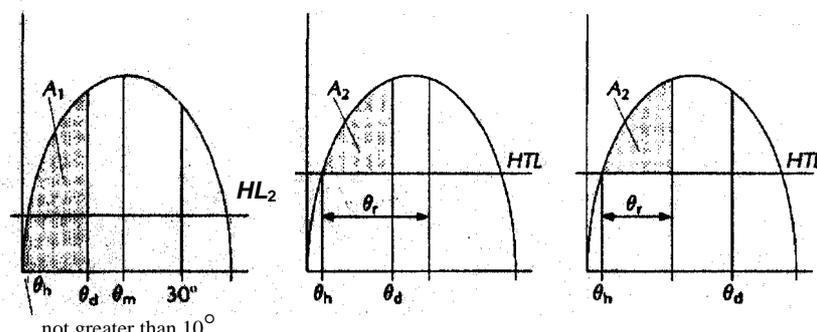


Figure 1 - Intact stability

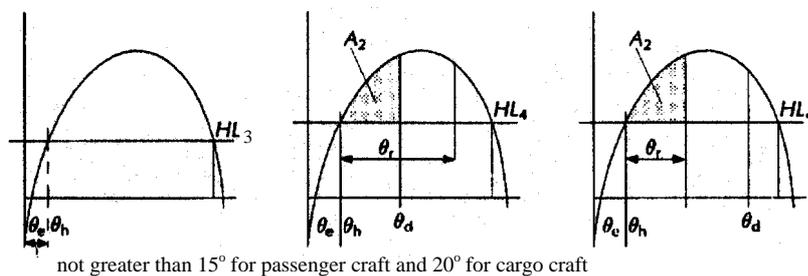


Figure 2 - Damage stability

Abbreviations used in figures 1 and 2

HL_2 = Heeling lever due to wind + gusting

HLL = Heeling lever due to wind + gusting + (passenger crowding or turning)

HL_3 = Heeling lever due to wind

HL_4 = Heeling lever due to wind + passenger crowding

θ_m = Angle of maximum GZ

θ_d = Angle of downflooding

θ_r = Angle of roll

θ_e = Angle of equilibrium, assuming no wind, passenger crowding or turning effects

θ_h = Angle of heel due to heeling lever HL_2 , HLL , HL_3 or HL_4

A_1 \geq Area required by 1.1

A_2 ≥ 0.028 m.rad

ANNEX 8

STABILITY OF MONOHULL CRAFT

1 Stability criteria in the intact condition

1.1 The weather criterion contained in paragraph 3.2 of the Intact Stability Code¹ shall apply. In applying the weather criterion the value of wind pressure P (N/m^2) shall be taken as $(500\{V_w/26\}^2)$, where V_w = wind speed (m/s) corresponding to the worst intended conditions. In applying the weather criterion account shall also be taken of the roll damping characteristics of individual craft in assessing the assumed roll angle θ_1 , which may alternatively be derived from model or full-scale tests. Hulls with features which greatly increase damping, such as immersed sidehulls, substantial arrays of foils, or flexible skirts or seals, are likely to experience significantly smaller magnitudes of roll angle. For such craft, therefore, the roll angle shall be derived from model or full-scale tests or in the absence of such data shall be taken as 15° .

1.2 The area under the righting lever curve (GZ curve) shall not be less than 0.07 m.rad up to $\theta = 15^\circ$ when the maximum righting lever (GZ) occurs at $\theta = 15^\circ$, and 0.055 m.rad up to $\theta = 30^\circ$ when the maximum righting lever occurs at $\theta = 30^\circ$ or above. Where the maximum righting lever occurs at angles of between $\theta = 15^\circ$ and $\theta = 30^\circ$, the corresponding area under the righting lever curve shall be:

$$A = 0.055 + 0.001 (30^\circ - \theta_{\max}) \text{ (m.rad)}$$

where:

θ_{\max} is the angle of heel, in degrees, at which the righting lever curve reaches its maximum.

1.3 The area under the righting lever curve between $\theta = 30^\circ$ and $\theta = 40^\circ$ or between $\theta = 30^\circ$ and the angle of flooding θ_F^2 if this angle is less than 40° , shall not be less than 0.03 m.rad.

1.4 The righting lever GZ shall be at least 0.2 m at an angle of heel equal to or greater than 30° .

1.5 The maximum righting lever shall occur at an angle of heel not less than 15° .

1.6 The initial metacentric height GM_T shall not be less than 0.15 m.

¹ Refer to the Code on Intact stability for all types of ships covered by IMO instruments, adopted by the Organization by resolution A.749(18), as amended.

² In applying this criterion, small openings through which progressive flooding cannot take place need not be considered as open.

2 Criteria for residual stability after damage

2.1 The stability required in the final condition after damage, and after equalization where provided, shall be determined as specified in 2.1.1 to 2.1.4.

2.1.1 The positive residual righting lever curve shall have a minimum range of 15° beyond the angle of equilibrium. This range may be reduced to a minimum of 10°, in the case where the area under the righting lever curve is that specified in paragraph 2.1.2, increased by the ratio:

$$\frac{15}{\text{range}}$$

where the range is expressed in degrees.

2.1.2 The area under the righting lever curve shall be at least 0.015 m.rad, measured from the angle of equilibrium to the lesser of:

- .1 the angle at which progressive flooding occurs; and
- .2 27° measured from the upright.

2.1.3 A residual righting lever shall be obtained within the range of positive stability, taking into account the greatest of the following heeling moments:

- .1 the crowding of all passengers towards one side;
- .2 the launching of all fully loaded davit-launched survival craft on one side; and
- .3 due to wind pressure,

as calculated by the formula:

$$GZ = \frac{\text{heeling moment}}{\text{displacement}} + 0.04 \text{ (m)}$$

However, in no case, this righting lever shall be less than 0.1 m.

2.1.4 For the purpose of calculating the heeling moments referred to in 2.1.3, the following assumptions shall be made:

- .1 Moments due to crowding of passengers. This should be calculated in accordance with paragraph 2.10 of the Code.
- .2 Moments due to launching of all fully loaded davit-launched survival craft on one side:
 - .2.1 all lifeboats and rescue boats fitted on the side to which the ship has heeled after having sustained damage shall be assumed to be swung out fully loaded and ready for lowering;

- .2.2 for lifeboats which are arranged to be launched fully loaded from the stowed position, the maximum heeling moment during launching shall be taken;
 - .2.3 a fully loaded davit-launched liferaft attached to each davit on the side to which the ship has heeled after having sustained damage shall be assumed to be swung out ready for lowering;
 - .2.4 persons not in the life-saving appliances which are swung out shall not provide either additional heeling or righting moment; and
 - .2.5 life-saving appliances on the side of the ship opposite to the side to which the ship has heeled shall be assumed to be in a stowed position.
- .3 Moments due to wind pressure:
- .3.1 the wind pressure shall be taken as $(120 \{V_w/26\}^2)$ (N/m²), where V_w = wind speed (m/s), corresponding to the worst intended condition;
 - .3.2 the area applicable shall be the projected lateral area of the ship above the waterline corresponding to the intact condition; and
 - .3.3 the moment arm shall be the vertical distance from a point at one half of the mean draught corresponding to the intact condition to the centre of gravity of the lateral area.

2.2 In intermediate stages of flooding, the maximum righting lever shall be at least 0.05m and the range of positive righting levers shall be at least 7°. In all cases, only one breach in the hull and only one free surface need be assumed.

ANNEX 9

DEFINITIONS, REQUIREMENTS AND COMPLIANCE CRITERIA RELATED TO OPERATIONAL AND SAFETY PERFORMANCE

This annex applies to all types of craft. Tests to evaluate operational safety shall be conducted on the prototype craft of a new design or of a design incorporating new features which may modify the results of a previous testing. The tests shall be carried out to a schedule agreed between the Administration and the manufacturer. Where conditions of service warrant additional testing (e.g., low temperature), the Administration or base port State authorities as appropriate may require further demonstrations. Functional descriptions, technical and system specifications relevant to the understanding and evaluation of craft performance shall be available.

The objective of these tests is to provide essential information and guidance to enable the craft to be operated safely under normal and emergency conditions within the design speed and environmental envelope.

The following procedures are outlined as requirements in dealing with verification of craft performance.

1 Performance

1.1 General

1.1.1 The craft shall meet the applicable operational requirements in chapter 17 of this Code and this annex for all extremes of passenger and load configurations for which certification is required. The limiting sea state related to the different modes of operation shall be verified by tests and analyses of a craft of the type for which certification is requested.

1.1.2 Operational control of the craft shall be in accordance with procedures established by the applicant for operation in service. Procedures to be established shall be start procedure, cruise procedures, normal and emergency stop and manoeuvre procedures.

1.1.3 The procedures established under 1.1.2 shall:

- .1 demonstrate that normal manoeuvres and craft responses to failures are consistent in performance;
- .2 use methods or devices that are safe and reliable; and
- .3 include allowance for any time lag in the execution of procedures that may reasonably be expected in service.

1.1.4 Procedures required by this annex shall be conducted over water of sufficient depth such that craft performance will not be affected.

1.1.5 Tests shall be conducted at minimum practicable weight and additional testing shall be conducted at maximum weight sufficient to establish the need for additional restrictions and for testing to examine the effect of weight.

2 Stopping

2.1 This test is to establish the acceleration experienced when stopping the craft in calm water with no passenger load or cargo load during the following conditions:

- .1 normal stop for maximum operational speed;
- .2 emergency stop for maximum operational speed; and
- .3 crash stop from maximum operational speed and from any transitional mode speed.

2.2 The tests referred to in 2.1.1 and 2.1.2 shall document that the accelerations do not exceed safety level 1 in annex 3 when control levers are used in accordance to written procedures as given in the craft operating manual or in an automatic mode. Should safety level 1 be exceeded during normal stop, control systems shall be modified in order to avoid exceedance or passengers shall be required to be seated during normal stop. Should safety level 1 be exceeded during emergency stop, then written procedures in the craft operating manual shall include detailed information of how to avoid exceedance or the control system shall be modified to avoid exceedance.

2.3 The test referred to in 2.1.3 shall document that the accelerations do not exceed safety level 2 in annex 3 when control levers of automatic modes are used in a manner which will give the highest accelerations. If safety level 2 is exceeded then the craft operating manual shall include a warning that it is a risk to passengers being injured, if a crash stop is performed.

2.4 Other tests shall be repeated during craft turning to establish the need or otherwise to impose any speed-related restrictions during manoeuvres.

3 Cruise performance

3.1 This test is to establish the craft performance and accelerations experienced during cruise modes with no passenger load or cargo load during the following conditions:

- .1 normal operation conditions are those in which the craft will safely cruise at any heading while manually operated, auto-pilot assisted operated or operated with any automatic control system in normal mode; and
- .2 worst intended conditions, referred to in 1.4.57 of this Code, are those in which it shall be possible to maintain safe cruise without exceptional piloting skill. However, operations at all headings relative to the wind and sea may not be possible. For type of craft having a higher performance standard in non-displacement mode, the performance and accelerations shall also be established at displacement mode during operation in the worst intended condition.

3.2 Operation levels, as defined in 3.1, shall be established and documented by full-scale tests in at least two relevant sea conditions and in head, beam and following seas. It shall be shown that the period of every test (run) and the number of series are sufficient for achieving reliable measurements. In every sea state tested, the aggregate time in each direction shall not be less than 15 min. Model tests and mathematical simulations could be used to verify the performance in the worst intended conditions.

Limits for normal operation condition shall be documented by measurements of craft speed, heading to the wave and interpolation of measurements of maximum horizontal accelerations in accordance with 2.4 of annex 3. Measurement of wave height and period shall be made to the maximum extent practicable.

Limits for worst intended condition shall be documented by measurements of craft speed, wave height and period, heading to the wave and by root mean square (RMS) values of horizontal accelerations in accordance with 2.4 of annex 3 and of vertical accelerations close to the craft longitudinal centre of gravity. RMS values could be used for extrapolation of peak values. To obtain the expected peak values related to structural design load and safety levels (one per 5-min exceedance), multiply the RMS values by 3.0 or

$$C = \sqrt{2 \ln N}$$

where:

N is the number of successive amplitudes within the relevant period.

If not otherwise verified by model tests or by mathematical calculations, it might be assumed a linear relation between wave height and accelerations based on measurements in the two sea conditions. Limits for worst intended condition shall be documented both related to passenger safety in accordance with 2.4 of annex 3 and related to the actual structural design load of the craft.

3.3 The tests and verification process shall document the limiting seas for safe operation of the craft:

- .1 in normal operation at maximum operational speed the accelerations shall not exceed safety level 1 in annex 3 with an average of one per 5-min period. The craft operating manual shall include detailed description of the effects of speed reduction or change of heading to the waves in order to prevent exceedance;
- .2 in the worst intended conditions, with reduced speed as necessary, the accelerations shall not exceed safety level 2 in annex 3 with an average of one per 5-min period, nor shall any other craft characteristic motion as pitch, roll and yaw exceed levels that could impede the safety of passengers. In worst intended conditions, with reduced speed as necessary, craft shall be safely manoeuvrable and provide adequate stability in order that the craft can continue safe operation to the nearest place of refuge, provided caution is exercised in handling. Passengers shall be required to be seated when safety level 1 in annex 3 is exceeded; and
- .3 within the actual structural design load for the craft, with reduced speed and change of heading, as necessary.

3.4 Turning and manoeuvrability

The craft shall be safely controllable and manoeuvrable during:

- .1 hull-borne operation;
- .2 operation in non-displacement mode;
- .3 take-off, landing;
- .4 any intermediate or transition modes, as applicable; and
- .5 berthing operations, as applicable.

4 Effects of failures or malfunction

4.1 General

The limits of safe operation, special handling procedures and any operational restrictions shall be examined and developed as a result of full-scale trials conducted by simulating possible equipment failures.

The failures to be examined shall be those leading to major or more severe effects as determined from evaluation of FMEA or similar analysis.

Failures to be examined shall be agreed between the craft manufacturer and the Administration and each single failure shall be examined in a progressive manner.

4.2 Objects of tests

Examination of each failure shall result in:

- .1 determining safe limits of craft operation at the time of failure, beyond which the failure will result in degradation beyond safety level 2;
- .2 determining crew member's actions, if any, to minimize or counter the effect of the failure; and
- .3 determining craft or machinery restrictions to be observed to enable the craft to proceed to a place of refuge with the failure present.

4.3 Failures to be examined

Equipment failures shall include, but not be limited to, the following:

- .1 total loss of propulsion power;

- .2 total loss of lift power (for ACV and SES);
- .3 total failure of control of one propulsion system;
- .4 involuntary application of full propulsion thrust (positive or negative) on one system;
- .5 failure of control of one directional control system;
- .6 involuntary full deflection of one directional control system;
- .7 failure of control of trim control system;
- .8 involuntary full deflection of one trim control system element; and
- .9 total loss of electrical power.

Failures shall be fully representative of service conditions and shall be simulated as accurately as possible in the most critical craft manoeuvre where the failure will have maximum impact.

4.4 "Dead ship" test

In order to establish craft motions and direction of laying to wind and waves, for the purposes of determining the conditions of a craft evacuation, the craft shall be stopped and all main machinery shut down for sufficient time that the craft's heading relative to wind and waves has stabilized. This test shall be carried out on an opportunity basis to establish patterns of the design's "dead ship" behaviour under a variety of wind and sea states.

ANNEX 10

CRITERIA FOR TESTING AND EVALUATION OF REVENUE AND CREW SEATS

1 Purpose and scope

The purpose of these criteria is to provide requirements for revenue and crew seats, seat anchorage and seat accessories and their installation to minimize occupant injury and/or disruption of egress/ingress if the craft suffers a collision.

2 Static seat tests

2.1 The requirements of this section are applicable to all crew and revenue seats .

2.2 All seats to which this paragraph applies, along with their supports and deck attachments, shall be designed to withstand at least the following static forces applied in the direction of the craft:

- .1 Forward direction: a force of 2.25 kN,
- .2 After direction: a force of 1.5 kN,
- .3 Transverse direction: a force of 1.5 kN,
- .4 Vertically downward: a force of 2.25 kN, and
- .5 Vertically upward: a force of 1.5 kN.

A seat shall comprise a frame, bottom and back. Forces applied in the fore or aft direction of the seat shall be applied horizontally to the seat back 350 mm above the seat bottom. Forces applied in the transverse seat direction shall be applied horizontally to the seat bottom. Vertical upward forces shall be evenly distributed to the corners of the seat bottom frame. Vertical downward forces shall be uniformly distributed over the seat bottom.

If a seating unit consists of more than one seating position, these forces shall be applied at each seating position concurrently during the tests.

2.3 When the forces are applied to a seat, consideration shall be given to the direction in which the seat is to face in the craft. For example, if the seat faces sideways, the transverse craft force would be applied fore and aft on the seat and the forward craft force would be applied transversely on the seat.

2.4 Each seating unit to be tested shall be attached to the support structure similar to the manner in which it will be attached to the deck structure in the craft. Although a rigid support structure can be used for these tests, a support structure, having the same strength and stiffness as the support structure in the craft, is preferred.

2.5 The forces described in 2.2.1 to 2.2.3 shall be applied to the seat through a cylindrical surface having a radius of 80 mm and a width at least equal to the width of the seat. The surface shall be equipped with at least one force transducer able to measure the forces applied.

2.6 The seat shall be considered acceptable if:

- .1 under the influence of the forces referred to in 2.2.1 to 2.2.3, the permanent displacement measured at the point of application of the force is not more than 400 mm;
- .2 no part of the seat, the seat mountings or the accessories become completely detached during the tests;
- .3 the seat remains firmly held, even if one or more of the anchorages is partly detached;
- .4 all of the locking systems remain locked during the entire test but the adjustment and locking systems need not be operational after the tests; and
- .5 rigid parts of the seat with which the occupant may come into contact shall present a curved surface with a radius of at least 5 mm.

2.7 The requirements of section 3 may be used in lieu of the requirements of this section provided that the accelerations used for the tests are at least 3g.

3 Dynamic seat tests

3.1 The requirements of this section are applicable in addition to those in 2.1 for crew and revenue seats in craft having a design collision load of 3g or greater.

3.2 All seats for which this section applies, the seat supporting structure, the attachment to the deck structure, the lap belt, if installed, and shoulder harness, if installed, shall be designed to withstand the maximum acceleration force that can be imposed upon them during a design collision. Consideration shall be given to the orientation of the seat relative to the acceleration force (i.e. whether the seat is forward-, aft-, or side-facing).

3.3 The acceleration pulse to which the seat is subjected shall be representative of the collision time-history of the craft. If the collision time-history is not known, or cannot be simulated, the acceleration time-history envelope shown in the figure can be used.

3.4 In the test frame, each seat unit and its accessories (e.g., lap belts and shoulder harnesses) shall be attached to the support structure similar to the manner in which it will be attached in the craft. The support structure can be a rigid surface; however, a support structure having the same strength and stiffness as the support structure in the craft is preferred. Other seats and/or tables with which an occupant may come in contact during a collision shall be included in the test frame in an orientation and with a method of attachment typical of that in the craft.

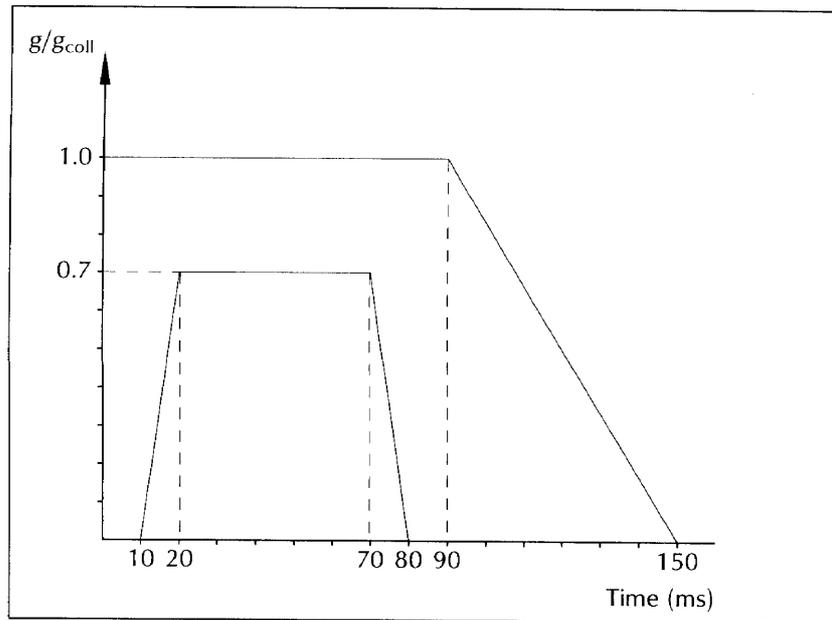


Figure - Acceleration time-history envelope

3.5 During the dynamic seat test, a fiftieth percentile anthropomorphic test dummy, suitable for the test being conducted, shall be placed in the seat in an upright seating position. If a typical seating unit is composed of more than one occupant seat, a test dummy shall be placed in each occupant seat in the unit. The dummy, or dummies, shall be secured in the seat unit in accordance with procedures of recognized national standards¹ and be secured using only the lap belt and shoulder harness if they are installed. Tray tables and other such devices shall be placed in the position that would cause the greatest potential for an occupant to become injured.

3.6 The test dummy shall be instrumented and calibrated, in accordance with the requirements of a recognized national standard, so as to permit, as a minimum, calculation of the head injury criterion, calculation of the thoracic trauma index, measurement of force in the femur, and measurement, if possible, of extension and flexion of the neck, and measurement of force in the femur.

3.7 If more than one dummy is used in the tests, the dummy located in the seat having the highest potential for an occupant to be injured shall be the one instrumented. The other dummy or dummies need not be instrumented.

3.8 The tests shall be conducted and the instrumentation shall be sampled at a rate sufficient to reliably show response of the dummy in accordance with the requirements of a recognized national standard².

3.9 The seat unit tested in accordance with the requirements of this section shall be considered acceptable if:

¹ Refer to ECE 80 with addendum 79. Other national standards may be acceptable.

² Refer to the specifications of International Standard ISO 6487 - Technique of measurement in impact tests (1987) or SAE J211 - Instrumentation.

- .1 the seat unit and tables installed in the seat unit or area do not become dislodged from the supporting deck structure and do not deform in a manner that would cause the occupant to become trapped or injured;
- .2 the lap belt, if installed, remains attached and on the test dummy's pelvis during the impact. The shoulder harness, if installed, remains attached and in the immediate vicinity of the test dummy's shoulder during the impact. After the impact, the release mechanisms of any installed lap belt and shoulder harness shall be operative;
- .3 the following acceptability criteria are met:

- .3.1 the head injury criterion (HIC), calculated in accordance with the formula, does not exceed 500

$$\text{HIC} = (t_2 - t_1) \left[\frac{1}{t_2 - t_1} \int_{t_1}^{t_2} a(t) dt \right]^{2.5}$$

where:

t_1 and t_2 are the beginning and ending times (in seconds) of the interval in which the HIC is a maximum. The term $a(t)$ is the resultant measured acceleration in the head of the dummy in g;

- .3.2 the thoracic trauma index (TTI), calculated in accordance with the formula, does not exceed 30g except for periods totalling less than 3 ms

$$\text{TTI} = \frac{g_R + g_{LS}}{2} \quad \text{or acceleration at the centre of gravity}$$

where:

g_R is the acceleration in g of either the upper or lower rib;

g_{LS} is the acceleration in g of the lower spine; and

- .3.3 the force in the femur does not exceed 10 kN except that it cannot exceed 8 kN for periods totalling more than 20 ms; and
- .4 loads on the upper torso harness straps do not exceed 7.8 kN or a total of 8.9 kN if dual straps are used.

ANNEX 11

OPEN REVERSIBLE LIFERAFTS

1 General

1.1 All open reversible liferafts shall :

- .1 be constructed with proper workmanship and materials;
- .2 not be damaged in stowage throughout the air temperature range of -18°C to +65°C;
- .3 be capable of operating throughout an air temperature range of -18°C to +65°C and a seawater temperature range of -1°C to +30°C;
- .4 be rot-proof, corrosion-resistant and not be unduly affected by seawater, oil or fungal attack;
- .5 be stable and maintain their shape when inflated and fully laden; and
- .6 be fitted with retro-reflective material, where it will assist in detection, and in accordance with the recommendations adopted by the Organization.¹

2 Construction

2.1 The open reversible liferaft shall be so constructed that when it is dropped into the water in its container from a height of 10 m, the liferaft and its equipment will operate satisfactorily. If the open reversible liferaft is to be stowed at a height of more than 10 m above the waterline in the lightest seagoing condition, it shall be of a type which has been satisfactorily drop-tested from at least that height.

2.2 The open reversible floating liferaft shall be capable of withstanding repeated jumps on to it from a height of at least 4.5 m.

2.3 The open reversible liferaft and its fittings shall be so constructed as to enable it to be towed at a speed of 3 knots in calm water when loaded with its full complement of persons and equipment, with the sea-anchor deployed.

2.4 The open reversible liferaft when fully inflated shall be capable of being boarded from the water whichever way up it inflates.

¹ Refer to the Recommendation on the Use and Fitting of Retro-Reflective Materials on Life-Saving Appliances, adopted by the Organization by resolution A.658(16).

2.5 The main buoyancy chamber shall be divided into:

- .1 not less than two separate compartments, each inflated through a nonreturn inflation valve on each compartment; and
- .2 the buoyancy chambers shall be so arranged that in the event of one of the compartments being damaged or failing to inflate, the intact compartment shall be able to support, with positive freeboard over the open reversible liferaft's entire periphery, the number of persons which the liferaft is permitted to accommodate, each having a mass of 75 kg and seated in their normal positions.

2.6 The floor of the open reversible liferaft shall be waterproof.

2.7 The open reversible liferaft shall be inflated with a non-toxic gas by an inflation system complying with the requirements of paragraph 4.2.2 of the LSA Code. Inflation shall be completed within the period of one minute at an ambient temperature of between 18°C and 20°C and within a period of three minutes at an ambient temperature of -18°C. After inflation the open reversible liferaft shall maintain its form when loaded with its full complement of persons and equipment.

2.8 Each inflatable compartment shall be capable of withstanding a pressure equal to at least three times the working pressure and shall be prevented from reaching a pressure exceeding twice the working pressure either by means of relief valves or by a limited gas supply. Means shall be provided for fitting the topping-up pump or bellows.

2.9 The surface of the buoyancy tubes shall be of non-slip material. At least 25% of these tubes shall be of a highly visible colour.

2.10 The number of persons which an open reversible liferaft shall be permitted to accommodate shall be equal to the lesser of:

- .1 the greatest whole number obtained by dividing by 0.096 the volume, measured in cubic metres, of the main buoyancy tubes (which for this purpose shall not include the thwarts, if fitted) when inflated; or
- .2 the greatest whole number obtained by dividing by 0.372 the inner horizontal cross-sectional area of the open reversible liferaft measured in square metres (which for this purpose may include the thwart or thwarts, if fitted) measured to the innermost edge of the buoyancy tubes; or
- .3 the number of persons having an average mass of 75 kg, all wearing lifejackets, that can be seated inboard of the buoyancy tubes without interfering with the operation of any of the liferaft's equipment.

3 Open reversible liferaft fittings

3.1 Lifelines shall be securely becketed around the inside and outside of the open reversible liferaft.

3.2 The open reversible liferaft shall be fitted with an efficient painter of a length suitable for automatic inflation on reaching the water. For open reversible liferafts accommodating more than 30 persons an additional bowsing-in line shall be fitted.

3.3 The breaking strength of the painter system, including its means of attachment to the open reversible liferaft, except the weak link required by paragraph 4.1.6.2 of the LSA Code, shall be:

- .1 7.5 kN for open reversible liferafts accommodating up to 8 persons;
- .2 10.0 kN for open reversible liferafts accommodating 9 to 30 persons; and
- .3 15.0 kN for open reversible liferafts accommodating more than 30 persons.

3.4 The open reversible liferaft shall be fitted with at least the following number of inflated ramps to assist boarding from the sea whichever way up the raft inflates:

- .1 one boarding ramp for open reversible liferafts accommodating up to 30 persons; or
- .2 two boarding ramps for open reversible liferafts accommodating more than 30 persons; such boarding ramps shall be 180° apart.

3.5 The open reversible liferaft shall be fitted with water pockets complying with the following requirements:

- .1 the cross-sectional area of the pockets shall be in the shape of an isosceles triangle with the base of the triangle attached to the buoyancy tubes of the open reversible liferaft;
- .2 the design shall be such that the pockets fill to approximately 60% of capacity within 15 s to 25 s of deployment;
- .3 the pockets attached to each buoyancy tube shall normally have aggregate capacity of between 125 l and 150 l for inflatable open reversible liferafts up to and including the 10-person size;
- .4 the pockets to be fitted to each buoyancy tube on liferafts certified to carry more than 10 persons shall have, as far as practicable, an aggregate capacity of 12 *N* litres, where *N* is the number of persons carried;
- .5 each pocket on a buoyancy tube shall be attached so that when the pocket is in the deployed position it is attached along the full length of its upper edges to, or close to, the lowest part of the lower buoyancy tube; and

- .6 the pockets shall be distributed symmetrically round the circumference of the liferaft with sufficient separation between each pocket to enable air to escape readily.

3.6 At least one manually controlled lamp complying with the requirements shall be fitted on the upper and lower surfaces of the buoyancy tubes.

3.7 Suitable automatic drain arrangements shall be provided on each side of the floor of the liferaft in the following manner:

- .1 one for open reversible liferafts accommodating up to 30 persons; or
- .2 two for open reversible liferafts accommodating more than 30 persons.

3.8 The equipment of every open reversible liferaft shall consist of:

- .1 one buoyant rescue quoit, attached to not less than 30 m of buoyant line with a breaking strength of at least 1 kN;
- .2 two safety knives of the non-folding type, having a buoyant handle, shall be fitted attached to open reversible liferaft by light lines. They shall be stowed in pockets so that, irrespective of the way in which the open reversible liferaft inflates, one will be readily available on the top surface of the upper buoyancy tube in a suitable position to enable the painter to be readily cut;
- .3 one buoyant bailer;
- .4 two sponges;
- .5 one sea-anchor permanently attached to the open reversible liferaft in such a way as to be readily deployable when the open reversible liferaft inflates. The position of the sea-anchor shall be clearly marked on both buoyancy tubes;
- .6 two buoyant paddles;
- .7 one first-aid outfit in a waterproof case capable of being closed tightly after use;
- .8 one whistle or equivalent sound signal;
- .9 two hand flares;
- .10 one waterproof electric torch suitable for Morse signalling together with one spare set of batteries and one spare bulb in a waterproof container;
- .11 one repair outfit for repairing punctures in buoyancy compartments; and
- .12 one topping-up pump or bellows.

3.9 The equipment specified in 3.8 is designated an HSC Pack.

3.10 Where appropriate, the equipment shall be stowed in a container which, if it is not an integral part of, or permanently attached to, the open reversible liferaft, shall be stowed and secured to the open reversible liferaft and be capable of floating in water for at least 30 min without damage to its contents. Irrespective of whether the equipment container is an integral part of, or is permanently attached to, the open reversible liferaft, the equipment shall be readily accessible irrespective of which way up the open reversible liferaft inflates. The line which secures the equipment container to the open reversible liferaft shall have a breaking strength of 2 kN or a breaking strength of 3:1 based on the mass of the complete equipment pack, whichever is the greater.

4 Containers for open reversible inflatable liferafts

4.1 The open reversible liferafts shall be packed in a container that is:

- .1 so constructed as to withstand conditions encountered at sea;
- .2 of sufficient inherent buoyancy, when packed with the liferaft and its equipment, to pull the painter from within and to operate the inflation mechanism shall the craft sink; and
- .3 as far as practicable, watertight, except for drain holes in the container bottom.

4.2 The container shall be marked with:

- .1 maker's name or trademark;
- .2 serial number;
- .3 the number of persons it is permitted to carry;
- .4 non-SOLAS reversible;
- .5 type of emergency pack enclosed;
- .6 date when last serviced;
- .7 length of painter;
- .8 maximum permitted height of stowage above waterline (depending on drop-test height); and
- .9 launching instructions.

5 Markings on open reversible inflatable liferafts

The open reversible liferafts shall be marked with:

- .1 maker's name or trademark;
- .2 serial number;
- .3 date of manufacture (month and year);
- .4 name and place of service station where it was last serviced; and
- .5 number of persons it is permitted to accommodate on the top of each buoyancy tube, in characters not less than 100 mm in height and of a colour contrasting with that of the tube.

6 Instructions and information

Instructions and information required for inclusion in the craft's training manual and in the instructions for on-board maintenance shall be in a form suitable for inclusion in such training manual and instructions for on-board maintenance. Instructions and information shall be in a clear and concise form and shall include, as appropriate, the following:

- .1 general description of the open reversible liferaft and its equipment;
- .2 installation arrangements;
- .3 operational instructions, including use of associated survival equipment; and
- .4 servicing requirements.

7 Testing of open reversible inflatable liferafts

7.1 When testing open reversible liferafts in accordance with the recommendations of resolution MSC.81(70), part 1:

- .1 tests No. 5.5, 5.12, 5.16, 5.17.2, 5.17.10, 5.17.11, 5.17.12, 5.18 and 5.20 may be omitted;
- .2 the part of test No. 5.8 regarding closing arrangement may be omitted,
- .3 the temperature – 30°C in test No. 5.17.3 and 5.17.5 may be substituted with -18°C; and
- .4 the drop height of 18 m in test No. 5.1.2 may be substituted with 10 m.

Omittances and substitution, as described above, shall be reflected in the type approval certificate.

ANNEX 4

PROPOSED AMENDMENTS TO SOLAS CHAPTER X

CHAPTER X

SAFETY MEASURES FOR HIGH-SPEED CRAFT

Regulation 1 - Definitions

1 Existing paragraph 1 is replaced by the following:

"For the purpose of this chapter:

1 *High-Speed Craft Code, 1994 (1994 HSC Code)* means the International Code of Safety for High-Speed Craft adopted by the Maritime Safety Committee of the Organization by resolution MSC.36(63), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.

2 *High-Speed Craft Code, 2000 (2000 HSC Code)* means the International Code of Safety for High-Speed Craft, 2000 adopted by the Maritime Safety Committee of the Organization by resolution MSC...(...), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I."

2 Existing paragraph 2 is replaced by the following:

"3 *High-speed craft* is a craft capable of a maximum speed, in metres per second (m/s), equal to or exceeding:

$$3.7 \nabla^{0.1667}$$

where:

∇ = volume of displacement corresponding to the design waterline (m³),

excluding craft the hull of which is supported completely clear above the water surface in non-displacement mode by aerodynamic forces generated by ground effect."

3 The existing paragraphs 3 and 4 are renumbered as paragraphs 4 and 5.

4 In the renumbered paragraph 5, in subparagraph .2, the figure "1%" is replaced by "3%".

5 A new paragraph 6 is included as follows:

"6 Craft constructed on or after 1 January 1996 which undergo repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to these craft. Such craft, if constructed before

[1 July 2002], shall comply with the requirements for craft constructed on or after that date to at least the same extent as they did before undergoing such repairs, alterations, modifications or outfitting. Repairs, alterations, modifications of a major character and outfitting related thereto shall meet the requirements for craft constructed on or after [1 July 2002] in so far as the Administration deems reasonable and practicable.”

Regulation 3 - Requirements for high-speed craft

6 Existing paragraph 1 is replaced by the following:

- "1 Notwithstanding the provisions of chapters I to IV and regulation [V/12]*:
- .1 a high-speed craft constructed on or after 1 January 1996 but before [1 July 2002] which complies with the requirements of the High-Speed Craft Code, 1994 in its entirety and which has been surveyed and certified as provided in that Code shall be deemed to have complied with the requirements of chapters I to IV and regulation [V/12]*. For the purpose of this regulation, the requirements of that Code shall be treated as mandatory.
 - .2 a high-speed craft constructed on or after [1 July 2002] which complies with the requirements of the High-Speed Craft Code, 2000 in its entirety and which has been surveyed and certified as provided in that Code shall be deemed to have complied with the requirements of chapters I to IV and regulation [V/12]*.

* To be adjusted after adoption of revised SOLAS chapter V.

ANNEX 5**REVISED DRAFT SOLAS REGULATION II-1/3-5**

The following new SOLAS regulation II-1/3-5 is inserted after existing regulation II-1/3-4:

"Regulation 3-5**New installation of materials containing asbestos**

1 This regulation shall apply to materials used for the structure, machinery, electrical installations and equipment covered by the present Convention.

2 For all ships, new installation of materials which contain asbestos shall be prohibited except for:

.1 vanes used in rotary vane compressors and rotary vane vacuum pumps;

.2 watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350°C) or pressure (in excess of 70 bar), there is a risk of fire, corrosion or toxicity; and

.3 supple and flexible thermal insulation assemblies used for temperatures above 1000°C.”

ANNEX 6

**COMMENTS EXPRESSED IN PLENARY ON THE DEVELOPMENT
OF PROVISIONS FOR WIG CRAFT**

and

ANNEX 7

**DRAFT GUIDELINES FOR THE SAMPLING OF FUEL OIL FOR COMBUSTION
PURPOSES DELIVERED FOR USE ON BOARD SHIPS**

(see DE 43/18/Add.1)

ANNEX 8

**DRAFT AMENDMENTS TO ANNEX B TO RESOLUTION A.744(18) ON
GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS
DURING SURVEYS OF OIL TANKERS**

- 1 The following new paragraph 8.1.1.1 is added after the existing paragraph 8.1.1:
 - “.1 In case of oil tankers of 130 m in length and upwards (as defined in the International Convention of Load Lines in force), the ship's longitudinal strength should be evaluated by using the thickness of structural members measured, renewed and reinforced, as appropriate, during the renewal survey of safety construction carried out after the ship reached 10 years of age in accordance with the criteria for longitudinal strength of hull girder for oil tankers specified in Annex 12.”

- 2 The following new paragraph 8.1.2.1 is added after the existing paragraph 8.1.2:
 - “.1 The final result of evaluation of the ship's longitudinal strength required in 8.1.1.1, after renewal or reinforcement work of structural members, if carried out as a result of initial evaluation, should be reported as a part of the condition evaluation report.”

- 3 In Annex 8, the following new paragraph 3.4 is added after the existing paragraph 3.3:

“3.4 Evaluation result of the ship’s longitudinal strength (for oil tankers of 130m in length and upwards and of over 10 years of age).”

- 4 In Annex 9, the following is added after its end.

“Evaluation result of longitudinal strength of hull girder of
oil tankers of 130 m in length and upwards and of over 10 years of age
(Of sections 1, 2 and 3 below, only one applicable section should be completed)

 1. This section applies to ships regardless of the date of construction: Transverse sectional areas of deck flange (deck plating and deck longitudinals) and bottom flange (bottom shell plating and bottom longitudinals) of the ship’s hull girder have been calculated by using the thickness measured, renewed or reinforced, as appropriate, during the SC renewal survey most recently conducted after the ship reached 10 years of age, and found that the diminution of the transverse sectional area does not exceed 10% of the as-built area, as shown in the following table:

| | | Measured | As-built | Diminution |
|----------------------|---------------|-----------------|-----------------|----------------------|
| Transverse section 1 | Deck flange | cm ² | cm ² | cm ² (%) |
| | Bottom flange | cm ² | cm ² | cm ² (%) |
| Transverse section 2 | Deck flange | cm ² | cm ² | cm ² (%) |
| | Bottom flange | cm ² | cm ² | cm ² (%) |
| Transverse section 3 | Deck flange | cm ² | cm ² | cm ² (%) |
| | Bottom flange | cm ² | cm ² | cm ² (%) |

2. This section applies to ships constructed on or after [1 July 2002]: Section moduli of transverse section of the ship's hull girder have been calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the SC renewal survey most recently conducted after the ship reached 10 years of age in accordance with the provisions of paragraph 2.2.1.1 of Annex 12, and are found to be within their diminution limits determined by the Administration, taking into account the recommendations in MSC resolution [... (73)], as shown in the following table:

| | | Z_{act} (cm ³) *1 | Z_{req} (cm ³) *2 | Remarks |
|----------------------|------------|---------------------------------|---------------------------------|---------|
| Transverse section 1 | Upper deck | | | |
| | Bottom | | | |
| Transverse section 2 | Upper deck | | | |
| | Bottom | | | |
| Transverse section 3 | Upper deck | | | |
| | Bottom | | | |

Notes

*1 Z_{act} means the actual section moduli of the transverse section of hull girder calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the renewal survey, in accordance with the provisions of paragraph 2.2.1.1 of Annex 12.

*2 Z_{req} means diminution limit of the longitudinal bending strength of ships, as calculated in accordance with the provisions of paragraph 2.2.1.1 of Annex 12.

The calculation sheets for Z_{act} should be attached to this report.

3. This section applies to ships constructed before [1 July 2002]: Section moduli of transverse section of the ship's hull girder have been calculated by using the thickness of structural members measured, renewed or reinforced, as appropriate, during the SC renewal survey most recently conducted after the ship reached 10 years of age in accordance with the provisions of paragraph 2.2.1.2 of Annex 12, and found to meet the criteria required by the Administration or the recognized classification society and that Z_{act} is not less than Z_{mc} (defined in *2 below) as specified in Appendix 2 to Annex 12, as shown in the following table:

Describe the criteria for acceptance of the minimum section moduli of hull girder for ships in service required by the Administration or the recognized classification society.

| Table 3 Transverse section modulus of hull girder | | | | |
|---------------------------------------------------|------------|---------------------|--------------------|--------|
| | | $Z_{act} (cm^3) *1$ | $Z_{mc} (cm^3) *2$ | Remark |
| Transverse section 1 | Upper deck | | | |
| | Bottom | | | |
| Transverse section 2 | Upper deck | | | |
| | Bottom | | | |
| Transverse section 3 | Upper deck | | | |
| | Bottom | | | |

Notes

*1 As defined in note *1 of Table 2.

*2 Z_{mc} means the diminution limit of minimum section modulus calculated in accordance with provisions of paragraph 2.2.1.2 of Annex 12.”

- 5 The following new Annex 12 is added after Annex 11:

“Annex 12

CRITERIA FOR LONGITUDINAL STRENGTH OF HULL GIRDER FOR OIL TANKERS

1 General

1.1 These criteria should be used for the evaluation of longitudinal strength of hull girder as required by paragraph 8.1.1.1.

1.2 In order that ship's longitudinal strength to be evaluated can be recognized as valid, fillet welding between longitudinal internal members and hull envelopes should be in sound condition so as to keep integrity of longitudinal internal members with hull envelopes.

2 Evaluation of longitudinal strength

On oil tankers of 130 m in length and upwards and of over 10 years of age, the longitudinal strength of hull girder should be evaluated in compliance with the requirements of this Annex on the basis of the thickness measured, renewed or reinforced, as appropriate, during the renewal survey of the Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate (SC renewal survey).

2.1 Calculation of transverse sectional areas of deck and bottom flanges of hull girder

2.1.1 The transverse sectional areas of deck flange (deck plating and deck longitudinals) and bottom flange (bottom shell plating and bottom longitudinals) of the ship's hull girder should be calculated by using the thickness measured, renewed or reinforced, as appropriate, during the SC renewal survey.

2.1.2 If the diminution of sectional areas of either deck or bottom flange exceeds 10 % of their respective as-built area (i.e. original sectional area when the ship was built), either one of the following measures should be taken:

- .1 to renew or reinforce the deck or bottom flanges so that the actual sectional area is not less than 90% of the as-built area; or
- .2 to calculate the actual section moduli (Z_{act}) of transverse section of the ship's hull girder by applying the calculation method specified in Appendix 1, by using the thickness measured, renewed or reinforced, as appropriate, during the SC renewal survey.

2.2 Requirements for transverse section modulus of hull girder

2.2.1 The actual section moduli of transverse section of the ship's hull girder calculated in accordance with paragraph 2.1.2.2 should satisfy either of the following provisions, as applicable:

- .1 for ships constructed on or after [1 July 2002], the actual section moduli (Z_{act}) of the transverse section of the hull girder calculated in accordance with the requirements of paragraph 2.1.2.2 should be not less than the diminution limits determined by the Administration, taking into account the recommendations adopted by the Organization*; or
- .2 for ships constructed before [1 July 2002], the actual section moduli (Z_{act}) of transverse section of the hull girder calculated in accordance with the requirements of paragraph 2.1.2.2 should meet the criteria for minimum section modulus for ships in service required by the Administration or recognized classification society, provided that in no case Z_{act} should be less than the diminution limit of the minimum section modulus (Z_{mc}) as specified in Appendix 2.

Appendix 1

Calculation criteria of section moduli of midship section of hull girder

- 1 When calculating the transverse section modulus of hull girder, the sectional area of all continuous longitudinal strength members is to be taken into account.
- 2 Large openings, i.e. openings exceeding 2.5m in length or 1.2m in breadth and scallops, where scallop welding is applied, are always to be deducted from the sectional areas used in the section modulus calculation.
- 3 Smaller openings (manholes, lightening holes, single scallops in way of seams, etc.) need not be deducted provided that the sum of their breadths or shadow area breadths in one transverse section does not reduce the section modulus at deck or bottom by more than 3% and provided that the height of lightening holes, draining holes and single scallops in longitudinals or longitudinal girders does not exceed 25% of the web depth, for scallops maximum 75mm.
- 4 A deduction-free sum of smaller opening breadths in one transverse section in the bottom or deck area of $0.06(B - \sum b)$ (where B = breadth of ship, $\sum b$ = total breadth of large openings) may be considered equivalent to the above reduction in sectional modulus.
- 5 The shadow area will be obtained by drawing two tangent lines with an opening angle of 30° .
- 6 The deck modulus is related to the moulded deck line at side.
- 7 The bottom modulus is related to the base line.

* Refer to MSC resolution [...] on Recommendation on compliance with the requirements of paragraph 2.2.1.1 of Annex 12 to Annex B to resolution A.744(18).

- 8 Continuous trunks and longitudinal hatch coamings are to be included in the longitudinal sectional area provided they are effectively supported by longitudinal bulkheads or deep girders. The deck modulus is then to be calculated by dividing the moment of inertia by the following distance, provided this is greater than the distance to the deck line at side:

$$y_t = y \left(0.9 + 0.2 \frac{x}{B} \right)$$

where:

y = distance from neutral axis to top of continuous strength member

x = distance from top of continuous strength member to centreline of the ship

x and y to be measured to the point giving the largest value of y_t .

- 9 Longitudinal girders between multi-hatchways will be considered by special calculations.

Appendix 2

Diminution limit of minimum longitudinal strength of ships in service

- 1 The diminution limit of the minimum section modulus (Z_{mc}) of oil tankers in service is given by the following formula:

$$Z_{mc} = cL^2 B(C_b + 0.7)k \quad (\text{cm}^3)$$

where

L = Length of ships. L is the distance, in meters, on the summer load waterline from the fore side of stem to the after side of the rudder post, or the centre of the rudder stock if there is no rudder post. L is not to be less than 96%, and need not be greater than 97%, of the extreme length on the summer load waterline. In ships with unusual stern and bow arrangement the length L may be specially considered.

B = Greatest moulded breadth in meters.

C_b = Moulded block coefficient at draught d corresponding to summer load waterline, based on L and B . C_b is not to be taken less than 0.60.

$$C_b = \frac{\text{moulded displacement}(\text{m}^3) \text{ at draught } d}{LBd}$$

$$c = 0.9c_n$$

$$c_n = 10.75 - \left(\frac{300-L}{100} \right)^{1.5} \quad \text{for } 130 \text{ m} \leq L \leq 300 \text{ m}$$
$$= 10.75 \quad \text{for } 300 \text{ m} < L < 350 \text{ m}$$
$$c_n = 10.75 - \left(\frac{L-350}{150} \right)^{1.5} \quad \text{for } 350 \text{ m} \leq L \leq 500 \text{ m}$$

k = material factor, e.g.

$k = 1.0$ for mild steel with yield stress of 235N/mm² and over

$k = 0.78$ for high tensile steel with yield stress of 315N/mm² and over

$k = 0.72$ for high tensile steel with yield stress of 355N/mm² and over

- 2 Scantlings of all continuous longitudinal members of hull girder based on the section modulus requirement in 1 above are to be maintained within 0.4 L amidships. However, in special cases, based on consideration of type of ship, hull form and loading conditions, the scantlings may be gradually reduced towards the end of 0.4 L part, bearing in mind the desire not to inhibit the ship's loading flexibility.
- 3 However, the above standard may not be applicable to ships of unusual type or design, e.g. for ships of unusual main proportions and/or weight distributions."

ANNEX 9**DRAFT RESOLUTION (MSC ...(...))****(adopted on ...)****RECOMMENDATION ON COMPLIANCE WITH THE REQUIREMENTS OF
PARAGRAPH 2.2.1.1 OF ANNEX 12 TO ANNEX B TO RESOLUTION A.744(18)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

HAVING ADOPTED amendments to resolution A.744(18), as amended, concerning the evaluation of longitudinal strength of hull girder of oil tankers,

CONSIDERING that paragraph 2.2.1.1 of Annex 12 to Annex B to resolution A.744(18) requires that oil tankers of 130 m in length and upward and constructed on [entry into force date] should have sufficient Zact, which should be not less the diminution limit determined by the Administration, taking into account the recommendation adopted by the Organization,

NOTING that IACS has issued the following relevant Unified Requirements:

- S7 Minimum longitudinal strength standards
- S11 Longitudinal strength standard

BEING OF THE OPINION that 90% of the transverse section modulus of hull girder specified in the said Unified Requirements for new building will be the appropriate diminution limit prescribed in paragraph 2.2.1.1 of Annex 12 to Annex B to resolution A.744(18),

URGES Governments to ensure that the actual transverse section modulus of the hull girder of oil tankers calculated under paragraph 2.2.1.1 of Annex 12 to Annex B to resolution A.744(18) is not less than 90% of the required section modulus for new building specified in IACS' Unified Requirements S7* or S11, whichever is the greater, whether or not they are classed with a classification society being member of IACS.”

* $c=1.0c_n$ should be used for the purpose of this calculation.

ANNEX 10

**DRAFT GUIDELINES FOR THE DESIGN, CONSTRUCTION AND OPERATION OF
PASSENGER SUBMERSIBLE CRAFT**

(see DE 43/18/Add.1)

ANNEX 11

**DRAFT REVISED WORK PROGRAMME OF THE SUB-COMMITTEE
AND DRAFT PROVISIONAL AGENDA FOR DE 44**

| | | Target completion date/number of sessions needed for completion | Reference |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------------------------------------------------------------------------|
| 1 | Casualty analysis (co-ordinated by FSI) | Continuous | MSC 70/23, paragraphs 9.17 and 20.4 |
| H.1 | Low-powered radio homing devices for liferafts on ro-ro passenger ships (co-ordinated by COMSAR) | 2000 2001 | MSC 66/24, paragraph 21.24.1; DE 43/18, section 7 |
| H.2 | Revision of the HSC Code (in co-operation with FP, COMSAR, NAV and SLF) | 2000 | MSC 66/24, paragraph 21.27; DE 43/18, section 4 |
| H.3 H.2 | Asbestos-related problems on board ships (in cooperation with FP) | 2000 2001 | MSC 68/23, paragraph 20.7; DE 43/18, section 6 |
| H.4 H.3 | Development of guidelines for ships operating in ice-covered waters (in co-operation with BLG, FP, COMSAR, NAV, SLF, STW and MEPC) | 2001 | MSC 68/23, paragraph 20.4; DE 43/18, section 12 |
| H.5 H.4 | Guidelines under MARPOL Annex VI on prevention of air pollution from ships | 2003 | MEPC 41/20, paragraph 8.22.1; DE 43/18, section 10 and paragraph 16.1.1.2 |
| | 1 guidelines on representative samples of the fuel delivered for use on board ships * | | |

- Notes:**
- "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
 - Struck-out text indicates proposed deletions and shaded text shows proposed additions or changes.
 - Items printed in bold letters have been selected for the provisional agenda for DE 44.

* Subject to the decision by the MEPC.

| | | Target completion date/number of sessions needed for completion | Reference |
|------------------------------|-----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| | 2 .1 guidelines for on-board NOx monitoring and recording devices | | |
| H.6 H.5 | Revision of resolutions MEPC.60(33) and A.586(14) | 2002 | MEPC 42/22, paragraph 15.7; DE 43/18, section 11 |
| H.7 H.6 | Amendments to resolution A.744(18) | 2001 | MSC 70/23, paragraphs 9.29 and 20.23; DE 43/18, section 13 |
| H.8 H.7 | Use of desalinators on lifeboats and liferafts | 2 sessions 2002 | MSC 71/23 paragraph 20.38; DE 43/18, paragraphs 16.1.3.1 and 16.2.2 |
| H.9 H.8 | Safety aspects of water ballast management | 1 session | MSC 71/23, paragraph 9.11 |
| L.1 | Development of requirements for wing-in-ground (WIG) craft | 2000 2003 | DE 42/15, section 8; DE 43/18, section 8 and paragraph 16.1.2.3 |
| L.2 | Safety of passenger submersible craft (in co-operation with FP, COMSAR, NAV and SLF) | 2000 | DE 42/15, paragraph 14.10 and 14.12; DE 43/18, section 14 and paragraph 16.1.1.3 |
| L.3 | International approval procedures for life-saving appliances | 2000 | DE 42/15, section 3; DE 43/18, section 3 and paragraph 16.1.1.4 |

| | | Target completion date/number of sessions needed for completion | Reference |
|-----------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------------------------------------------------------------------------|
| L.4 L.2 | Improved thermal protection | 2001 | DE 42/15, paragraph 14.3; MSC 71/23, paragraph 20.36; DE 43/18, section 9 |
| L.5 L.3 | Guidelines under MARPOL Annex VI on prevention of air pollution from ships | 2003 | MEPC 41/20, paragraph 8.22.1; DE 42/15, paragraphs 10.2 to 10.4 |
| | .1 guidelines on equivalent methods to reduce on-board NOx emission | | |
| | .2 guidelines on on-board exhaust gas cleaning systems | | |
| | .3 guidelines on other technological methods verifiable or enforceable to limit SOx emission | | |
| L.6 L.4 | Revision of the Interim Standards for ship manoeuvrability (resolution A.751(18)) | 2 sessions 2002 | MSC 71/23, paragraph 20.39; DE 43/18, paragraphs 16.1.3.2 and 16.2.1 |
| L.7 L.5 | Amendments to SOLAS requirements on electrical installations | 2 sessions 2002 | MSC 71/23, paragraph 20.45; DE 43/18, paragraphs 16.1.3.3 and 16.2.3 |

Draft provisional agenda for the forty-fourth session of the Sub-Committee*

3 At its forty-third session, the Sub-Committee invited the Committee to approve the provisional agenda for DE 44 as follows:

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Casualty analysis
- 4 Revision of the Interim Standards for ship manoeuvrability
- 5 Use of desalinators on lifeboats and liferafts
- 6 Asbestos-related problems on board ships
- 7 Low-powered radio homing devices for liferafts on ro-ro passenger ships
- 8 Amendments to SOLAS requirements on electrical installations
- 9 Improved thermal protection
- 10 Guidelines under MARPOL Annex VI on prevention of air pollution from ships
 - .1 guidelines for on-board NO_x monitoring and recording devices
- 11 Revision of resolutions MEPC.60(33) and A.586(14)
- 12 Development of guidelines for ships operating in ice-covered waters
- 13 Amendments to resolution A.744(18)
- 14 Work programme and agenda for DE 45
- 15 Election of Chairman and Vice-Chairman for 2002
- 16 Any other business
- 17 Report to the Maritime Safety Committee

* Agenda item numbers do not necessarily indicate priority.