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China Corporation Register of Shipping

FOUNDED 1951

RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT 2008

AMENDMENT No.1

November 2011

CHINA CORPORATION REGISTER OF SHIPPING

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RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT 2008

AMENDMENT No.1

The following Chapters have been amended and the effective dates are:

Chapter	Effective date
1	July 1, 2012
3	July 1, 2012
6	July 1, 2012
7	July 1, 2012
8	July 1, 2012
14	July 1, 2012

The Rules for the Construction and Classification of High-Speed Craft 2008 are to be read in conjunction with this Amendment.



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List of major changes from 2008 edition

1.2.2	revised	C6.5.4.4	revised
C1.2(c)	revised	C6.5.4.5	revised
C3.2.3.1.3	revised	C6.5.5.4	revised
C3.2.3.1.5	revised	Fig. 6.5.2	deleted
Table C3.2.1	deleted	Table C6.5.1	revised
Table C3.2.2	deleted	7.17.1	revised
Table C3.2.3	deleted	Table 7.17-1	revised
Table C3.3.1	revised	Table 7.17-3	revised
C6.5.1	revised	8.2.1.2	revised
C6.5.2	revised	14.7.1.3	revised
C6.5.3.1	revised		

AMENDMENT TO THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT, 2008

Rules for the construction and classification of high-speed craft, 2008 has been partly amended as follows:

CHAPTER 1 GENERAL COMMENT AND REQUIREMENTS

Paragraph 1.2.2 has been amended as follows:

1.2.2 On all craft, new installation of materials containing asbestos shall be prohibited. ~~used for the structure, machinery, electrical installations and equipment of a craft to which this Code applies 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 7×10^6 Pa), there is a risk of fire, corrosion or toxicity; and~~
- ~~3~~ ~~supple and flexible thermal insulation assemblies used for temperatures above 1000 °C.~~

Paragraph C1.2(c) has been amended as follows:

C1.2 (c) Special notation for High Speed Craft

- HSC-PA** Notation for craft (up to 450 passengers) meeting the requirements of category A of IMO Res. MSC.97 (73) as per this Rules.
- HSC-PB** Notation for craft (over 450 passengers) meeting the requirements of category B of IMO Res. MSC.97 (73) as per this Rules.
- HSC-C** Notation for cargo craft meeting the requirements of cargo craft category of IMO Res. MSC.97 (73) as per this Rules.
- HSC-H** Notation for craft examined in accordance with Chapter 3 of this Rules.

~~Notation for maximum permitted operating condition expressed in terms of significant wave height are added to the notations **HSC-PA**, **HSC-PB**, and **HSC-C** and **HSC** as follows:~~

H1	Sheltered waters	$H_{1/3} \leq 0.5\text{m}$
H2	Inshore	$H_{1/3} \leq 2.0\text{m}$
H3	Offshore	$H_{1/3} \leq 4.0\text{m}$
H4	Ocean	$H_{1/3} \geq 4.0\text{m}$

~~$H_{1/3}$ = Significant wave height~~

AMENDMENT TO THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT, 2008

Rules for the construction and classification of high-speed craft, 2008 has been partly amended as follows:

CHAPTER 3 STRUCTURES

Paragraph C3.2.3.1.3 has been amended as follows:

- .3 As a rule, series 5000 aluminum-magnesium alloys or series 6000 aluminum-magnesium- silicon alloys (~~Table C3.2.1 C3.2.2 and C3.2.3~~ Table XI 10-3, XI 10-4, XI 10-5 and XI 10-6 in Part XI of the Rules for the Construction and Classification of Steel Ships) shall be used.

Paragraph C3.2.3.1.5 has been amended as follows:

- .5 The list of aluminum alloys given in ~~Tables C3.2.1 C3.2.2 and C3.2.3~~ tables mentioned in paragraph C3.2.3.1.3 is not exhaustive. Other aluminum alloys may be considered, provided the specification (manufacture, chemical composition, temper, mechanical properties, welding, etc.) and the scope of application be submitted to the Society for review.

Table C3.2.1, C3.2.2 and C3.2.3 have been deleted:

Table C3.2.1 Mechanical Properties for Rolled Aluminium Alloy Products

Material Grade	Temper Condition	0.2% Proof Stress (min.) N/mm ²	Tensile Strength N/mm ²	Elongation on L = 5d (min.), (Note 2) (%)	
5083	0 / H111	125	275 ~ 350	15 (16)	
	H112	125	min. 275	10 (12)	
	H116	215	min. 305	10 (12) (10) if t ≤ 6 mm	
	H32 / H321	215	305 ~ 380	9 (10)	
5086	0 / H111	100	240 ~ 310	16 (17)	
	H112	125	min. 250	t ≤ 12.5 mm	(8)
		105	min. 240	t > 12.5 mm	9
	H116	195	min. 275	9 (10)	
	H32 / H321	185	275 ~ 335	9 (10) (8) if t ≤ 6mm	
5754	0 / H111	80	190 ~ 240	17 (18)	

Note : 1. The values in this table are applicable of longitudinal and transverse tensile test specimens as well.

2. The values shown in parentheses are required to the product thickness up to 12.5 mm tested by type T2 test specimen as given in Table XI 2-1 of the Rules for the Construction and Classification of Steel Ships with gauge length of 50 mm.

Table C3.2.2 Mechanical Properties for Extruded Aluminium Alloy Products

Material Grade	Temper Condition	0.2% Proof Stress N/mm ² (min.)	Tensile Strength N/mm ²	Elongation on L = 5d (Note 2) (%) (min.)
5083	H111	110	min. 270	12 (10)
	0 / H112	125	min. 270	12 (10)
5086	0 / H111	95	240 ~ 320	18 (15)
	H112	95	min. 240	12 (10)
6005A	T5 / T6	215	min. 260	6 (8)
6061	T5 / T6	240	min. 260	8 (10)
6082	T5 / T6	260	min. 310	8 (10)

Note : 1. The values are applicable of longitudinal and transverse tensile test specimen as well.

2. The values shown in parentheses are required to the product thickness up to 12.5 mm tested by type T2 test specimen as given in Table XI 2-1 of the Rules for the Construction and Classification of Steel Ships with gauge length of 50 mm.

Table C3.2.3 Mechanical Properties for Extruded Aluminium Alloy Closed Profiles

Material Grade	Temper Condition	0.2% Proof Stress N/mm ² (min.)	Tensile Strength N/mm ² (min.)	Elongation on L = 5 d (%) (min.)
6061	T5 / T6	205	245	4
6005A	T5 / T6	215	250	5
6082	T5 / T6	240	290	5

Note: This table is applicable for testing transverse to extruding direction.

Table C3.3.1 has been amended as follows:

Table C3.3.1

Notation	Area of operation	Significant wave height	F_s *
H4	Unrestricted service area	$H_{1/3} > 4.0\text{m}$	1.0
H3	Restricted service area	$H_{1/3} \leq 4.0\text{m}$	0.7
H2		$H_{1/3} \leq 2.0\text{m}$	0.5
H1		$H_{1/3} \leq 0.5\text{m}$	0.3

* F_s = factor of service restriction

H_{1/3} = significant wave height

AMENDMENT TO THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT, 2008

Rules for the construction and classification of high-speed craft, 2008 has been partly amended as follows:

CHAPTER 6 ANCHORING, TOWING AND BERTHING

Paragraph C6.5.1 has been amended as follows:

C6.5.1 General

.1 The anchoring equipment required in C6.5.2 is intended for temporary, occasional mooring of a craft within a harbour or sheltered area when the craft is awaiting berth, tide, etc.

.2 The equipment is therefore not designed to hold a craft off fully exposed coasts in rough weather or to stop a craft which is moving or drifting. In this condition the loads on the anchoring equipment increase to such a degree that its components may be damaged or lost owing to the high energy forces generated, particularly in large craft.

.3 For craft where frequent anchoring in open sea is expected, the owner's and shipyard's attention is drawn to the fact that anchoring equipment should be provided in excess of the requirements of these Rules.

~~.4 For craft with an Equipment Number greater than 600, two anchors and two relevant chain cables are required. For such ships engaged in a regular service, the second anchor and its relevant chain cable may be held readily available in one of the home ports.~~

.4 The anchoring equipment required in C6.5.2 is designed to hold a ship in good holding ground in conditions such as to avoid dragging of the anchor. In poor holding ground the holding power of the anchors will be significantly reduced.

~~.6 The Equipment Numeral (EN) formula for anchoring equipment, as stipulated in C6.5.2, is based on an assumed current speed of 2.5 m/s, wind speed of 25 m/s and a scope of chain cable between 6 and 10, the scope being the ratio between length of chain paid out and water depth.~~

.5 For small craft, with a length $L \leq 25$ m, some partial exemption from these Rules may be accepted especially for what concerns anchor operation; in particular, where proper and safe anchor operation is assured, hand-operated machinery and/or absence of hawse pipe may be accepted.

Paragraph C6.5.2 has been amended as follows:

C6.5.2 Equipment number

C6.5.2.1 General

.1 Each craft is to be provided with anchors and relevant stud link chain cables according to its equipment number EN, as stipulated in Table C6.5.1.

.2 When two bow anchors are fitted, the mass of each anchor, the diameter and the length of each chain cable are to comply with the requirements of the above-mentioned table.

~~C6.5.2.2 Monohull craft~~

.3 The equipment number EN is to be calculated as follows:

$$\text{EN} = \frac{\Delta^{2/3}}{2} + 2(aB + \sum_i b_i h_i \sin \theta_i) + 0.1A$$

$$\text{EN} = \Delta^{2/3} + 2BH + 0.1A$$

where:

Δ = the maximum displacement (t)

H = effective height (m) from the summer load waterline to the top of the uppermost deckhouse, to be measured as follows:

$$H = a + \sum h_i \sin \theta_i$$

a = the distance (m) from summer load water line amidships to the upper deck at side

h_i = the height (m) on the centerline of each tier of deck houses having an actual breadth b_i greater than B/4, where B is the breadth (m) as defined in C3.1.4 of Chapter 3

θ_i = the angle of inclination aft of each front bulkhead as shown on Fig. C6.5.1.

A = the area (m²) in profile view of the hull superstructures and deck houses above the summer load waterline which is within the rule length of the craft defined in C3.1.4 of Chapter 3 and with a breadth greater than B/4.

In the measurement of $\sum h_i$ and A, sheer and trim are to be ignored.

If a deck house broader than B/4 is placed on top of another deck house equal to or less than B/4 in breadth, only the widest is to be considered and the narrowest may be ignored.

Windscreens or bulwarks and hatch coamings more than 1.5 m in height above the deck at side are to be regarded as parts of superstructures and houses when determining H, h_i and A. ~~The height of hatch coamings may be ignored in the evaluation of h_i and A.~~

In the calculation of A, when a bulwark is more than 1.5 m in height, the crosshatched area of Fig. C6.5.1 is to be considered.

For catamarans, the cross-sectional area of the tunnel above the waterline may be deducted from BH in the formula.

C6.5.2.3 Multihull craft

~~The equipment number is to be calculated as follows:~~

~~$$EN = K_m \Delta^{2/3} + 2(aB + \sum_i b_i h_i \sin \theta_i + S_t) + 0.1A$$~~

~~where:~~

~~for craft with N identical hulls:~~

~~$$K_m = N^{1/3}$$~~

~~i.e.:~~

~~$K_m = 1.26$ for catamarans,~~

~~$K_m = 1.44$ for trimarans,~~

~~$K_m = 1.59$ for quadrimarans.~~

~~for craft with one mid hull and 2 x n non-identical lateral hulls (N = 2n + 1):~~

~~$$K_m = \frac{[(B_0 T_0)^{2/3} + 2 \sum_{i=1}^n (B_i T_i)^{2/3}] / (B_0 T_0 + 2 \sum_{i=1}^n B_i T_i)^{2/3}}{(N \text{ odd})}$$~~

~~for craft with non-identical hulls, but of an even number (N = 2n):~~

~~$$K_m = 2^{1/3} \frac{(B_i T_i)^{2/3} + (B_j T_j)^{2/3}}{(N \text{ even})}$$~~

~~S_t is, amidships, the transverse area of the tunnel (s) existing between the hulls and the waterline,~~

~~B_0, T_0 and B_i, T_i are, respectively, the breadth and the draught of the mid hull (if any) and of the lateral hulls, measured amidships, (see Fig. C6.5.2)~~

~~N is the total number of craft hulls,~~

~~n is the number of lateral hulls on one side of the longitudinal symmetry plane of the craft,~~

~~A is the total displacement of the craft, in t.~~

~~other symbols are defined in C6.5.2.2~~

Paragraph C6.5.3.1 has been amended as follows:

C6.5.3.1 Mass of anchors

.1 Table C6.5.1 indicates the mass of a "high holding power anchor" (HHP) i.e. anchor having a holding power greater than that of an ordinary anchor.

.2 "Very high holding power anchors" (VHHP), i.e. anchors having a holding power equal to, at least, four times that of an ordinary anchor, may be used as indicated in Table C6.5.1.

.3 The actual mass of each anchor may vary within (+ 7, -7.5) percent of the value shown in the table, provided that the total mass of all anchors is not less than that required for anchors of equal mass.

~~.4 The mass of a VHHP anchor is to be not less than 2/3 of the mass required for the HHP anchor it replaces.~~

.4 Normally HHP or VHHP anchors are to be used. Possible use of ordinary anchors would be specially considered by the Society.

Paragraph C6.5.4.4 has been amended as follows:

.4 For craft with an Equipment Number EN ≤ 205 studless short link chain cables may be used provided that:

a) steel grade of the studless chain is to be equivalent to the steel grade of the stud chains it replaces, i.e. referring to ISO standard 1834:

- Class M (4) [grade 400] in lieu of grade 2,
- Class P (5) [grade 500] in lieu of grade 13,

b) equivalence in strength is to be based on breaking proof load (not on breaking load).

c) the studless chain cable meets the requirements of the Society.

Paragraph C6.5.4.5 has been amended as follows:

.5 The proof loads PL and breaking loads BL, in kN, required for the studless link chain cables are given by the following formulae, where d, in mm, is the required diameter of grade 2 and grade 3 stud chain cables taken from Table C 6.5.1:

$$\begin{aligned} \text{grade 2: } PL_2 &= 9.807 d^2 (44 - 0.08 d) 10^{-3} \\ BL_2 &= \frac{2 PL_2}{3} 13.73 d^2 (44 - 0.08 d) 10^{-3} \end{aligned}$$

$$\begin{aligned} \text{grade 3: } PL_3 &= 13.73 d^2 (44 - 0.08 d) 10^{-3} \\ BL_3 &= \frac{2 PL_3}{3} 19.61 d^2 (44 - 0.08 d) 10^{-3} \end{aligned}$$

Paragraph C6.5.5.4 has been amended as follows:

.4 The effective breaking load of the steel wire rope is to be not less than the required breaking load of the chain cable it replaces.

~~The breaking load, in kN, of the chain cable diameters shown between parentheses in Table C6.5.1 may be derived from the following formulae:~~

$$BL = 13.73 d^2 (44 - 0.08 d) 10^{-3}$$

for grade 2 chain cables

$$BL = 19.61 d^2 (44 - 0.08 d) 10^{-3}$$

for grade 3 chain cables

where d , in mm, is the chain cable diameter picked out from Table C6.5.1 corresponding to grade 2 and grade 3 chain cable, respectively.

Fig. C6.5.2 has been deleted:

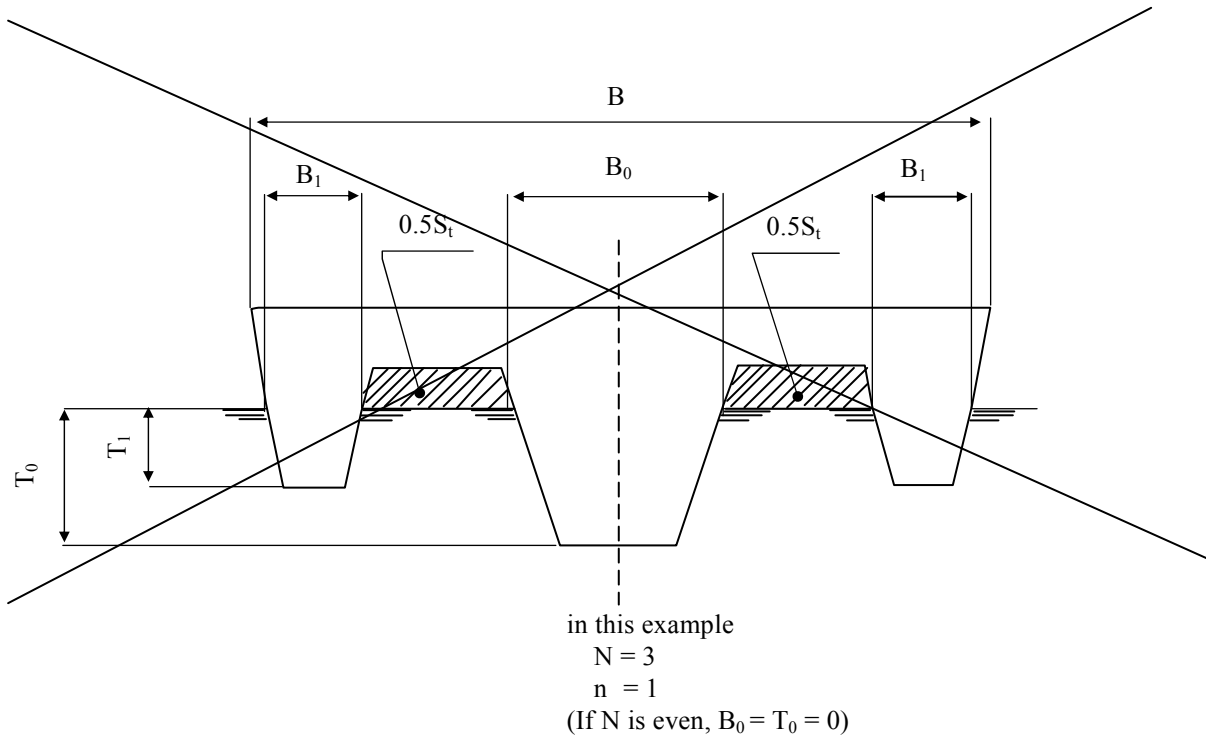


Fig. C6.5.2

Table C6.5.1 has been amended as follows:

Table C6.5.1 Equipment

Equipment No.		Number	Anchors		Stud-link chain cables			
			Mass per anchor		Total length (m)	Diameter and steel grade		
Over	Up to		HHP (kg)	VHHP (kg)		Grade 1 (mm)	Grade 2 (mm)	Grade 3 (mm)
30	39	1	93	62	115	12.5		
40	49	1	119	79	115	12.5		
50	59	1	146	97	130	14	12.5	
60	69	1	171	114	130	14	12.5	
70	79	1	198	138	130	16	14	
80	89	1	224	149	130	16	14	
90	99	1	251	167	150	17.5	16	
100	109	1	276	184	150	17.5	16	
110	119	1	303	202	150	19	17.5	
120	129	1	329	219	150	19	17.5	
130	139	1	356	237	165	20.5	17.5	
140	149	1	383	255	165	20.5	17.5	
150	159	1	408	272	165	22	19	
160	174	1	441	294	165	22	19	
175	189	1	480	320	180	24.5	20.5	
190	204	1	521	347	180	24.5	20.5	
205	219	1	560	373	180	26	22	20.5
220	239	1	606	404	180	26	22	20.5
240	259	1	659	439	200	28	24	22
260	279	1	711	474	200	28	24	22
288	299	1	764	509	215	30	26	24
300	319	1	816	544	215	30	26	24
320	339	1	869	579	215	32	28	24
340	359	1	926	617	215	32	28	24
360	379	1	974	649	230	34	30	26
380	399	1	1028	685	230	34	30	26
400	424	1	1086	724	230	36	32	28
425	449	1	1152	768	230	36	32	28
450	474	1	1226	817	230	36	32	28
475	499	1	1284	856	230	38	34	30
500	549		1403	935	248	40	34	30
550	599		1535	1024	264	42	36	32
600	659		1694	1129	264	44	38	34
660	719		1853	1235	264	46	40	36
720	779		2012	1341	281	48	42	36
780	839		2171	1447	281	50	44	38
840	909		2329	1553	281	52	46	40
910	979		2515	1676	297	54	48	42
980	1059		2700	1800	297	56	50	44
1060	1139		2912	1941	297	58	50	46
1140	1219		3124	2082	314	60	52	46
1220	1299		3335	2224	314	62	54	48
1300	1389		3574	2382	314	64	56	50
1390	1479		3812	2541	330	66	58	50
1480	1569		4050	2700	330	68	60	52
1570	1669		4315	2876	330	70	62	54
1670	1789		4632	3088	347	73	64	56
1790	1930		4950	3300	347	76	66	58

AMENDMENT TO THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT, 2008

Rules for the construction and classification of high-speed craft, 2008 has been partly amended as follows:

CHAPTER 7 FIRE SAFETY

Paragraph 7.17.1 has been amended as follows:

*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** and excepted 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 1 July 2002 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. Craft constructed on or after 1 July 2002 but before 1 January 2011, with cargo spaces intended for the carriage of packaged dangerous goods, shall comply with 7.13.3, except when carrying dangerous goods specified as classes 6.2 and 7 and dangerous goods in limited quantities and excepted quantities in accordance with tables 7.17-1 and 7.17-3, not later than the date of the first renewal survey on or after 1 January 2011.*

*** Refer to chapter 3.5 of the IMDG Code.

Existing note 1 to Table 7.17-1 has been amended as follows:

- 1 For classes 4 and 5.1 solids 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 per hour. For classes 4 and 5.1 liquids when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour. For the purpose of this requirement a portable tank is a closed freight container.

Table 7.17-3 has been amended as follows:

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 ⁹	1.4S	2.1	2.2	2.3 flammable ⁷	2.3 non- flammable	3 liquids <23°C ¹² ≤60°C	3 liquids ≥23°C ¹² ≤60°C	4.1	4.2	4.3 liquids ⁸	4.3 solids	5.1 ¹⁰	5.2 ¹³	6.1 liquids	6.1 liquids <23°C ¹² ≤60°C	6.1 liquids ≥23°C ¹² ≤60°C	6.1 solids	8 liquids	8 liquids <23°C ¹² ≤60°C	8 liquids ≥23°C ¹² ≤60°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	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	X	X	-
7.17.3.1.3	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.17.3.1.4	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.17.3.2	X	-	X	-	X	-	X	-	-	-	X ¹⁵	-	-	-	X	-	-	-	-	X	-	-	X ¹⁴
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 ⁸	X ⁸	X	X	X ⁸	-	X	X	X	X ⁸	-	X	X	-	X ⁸
7.17.3.4.2	-	-	X	-	-	-	X	-	-	-	-	-	-	-	X	-	-	-	X	-	-	-	X ¹⁴
7.17.3.5	-	-	-	-	-	-	X	-	-	-	-	-	-	-	X	X	X	-	X ¹⁶	X	X ¹⁶	-	-
7.17.3.6	-	-	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X ¹¹
7.17.3.7	-	-	-	-	-	-	X	X	X	X	X	X	X	-	-	-	-	-	-	-	-	-	-
7.17.3.8	X ⁹	X	X	X	X	X	X	X	X	X	X	X	X ¹⁰	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	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	X	X

NOTES:

- 8 When "mechanically-ventilated spaces" are required by the International Maritime Dangerous Goods Code (IMDG Code), as amended.
- 9 Stow 3 m horizontally away from the machinery space boundaries in all cases.
- 10 Refer to the International Maritime Dangerous Goods Code.
- 11 As appropriate for the goods being carried.
- 12 Refer to flashpoint.
- 13 Under the provisions of the IMDG Code, stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces is prohibited.
- 14 Only applicable to dangerous goods evolving flammable vapour listed in the IMDG Code.
- 15 Only applicable to dangerous goods having a flashpoint less than 23°C listed in the IMDG Code.
- 16 Only applicable to dangerous goods having a subsidiary risk class 6.1.
- 17 Under the provisions of the IMDG Code, stowage of class 2.3 having subsidiary risk class 2.1 under deck or in enclosed ro-ro spaces is prohibited.
- 18 Under the provisions of the IMDG Code, stowage of class 4.3 liquids having a flashpoint less than 23°C under deck or in enclosed ro-ro spaces is prohibited.

AMENDMENT TO THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT, 2008

Rules for the construction and classification of high-speed craft, 2008 has been partly amended as follows:

CHAPTER 8 LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Paragraph 8.2.1.2 has been amended as follows:

.2 at least one search and rescue locating device ~~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 search and rescue locating device ~~radar transponders~~ shall conform to the applicable performance standards not inferior to those adopted by the Organization^{*}. The search and rescue locating device ~~radar transponders~~ shall be stowed in such locations that they can be rapidly placed in any one of the liferafts. Alternatively, one search and rescue locating device ~~radar transponder~~ shall be stowed in each survival craft.

* 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 MSC.247(83) (A.802(19)), as amended) and the Recommendation on performance standards for survival craft AIS search and rescue transmitter (AIS SART), adopted by the Organization by resolution MSC.246(83).

AMENDMENT TO THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF
HIGH-SPEED CRAFT, 2008

Rules for the construction and classification of high-speed craft, 2008 has been partly amended as follows:

CHAPTER 14 RADIO COMMUNICATIONS

Paragraph 14.7.1.3 has been amended as follows:

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