

Amendments of the Rules High Speed and Light Crafts

(External Opinion Inquiry)



2022.01.

Hull Rule Development Team

Main Amendments

(1) Background of Amendment

- 1) To reflect IACS UI HSC2 Del. (relocation of G7.2.201.2→ R7.2.201(3))
 - Added “Corridors in passenger areas and stairway enclosures” in areas of minor fire hazard

Present	Amendment	Note
<p style="text-align: center;">PART 7 FIRE PROTECTION, DETECTION AND EXTINGUISHION</p> <p style="text-align: center;">CHAPTER 1 FIRE PROTECTION</p> <p style="text-align: center;">Section 1 General <omitted></p> <p style="text-align: center;">Section 2 Structural Fire Protection</p> <p>201. Classification of space use and structural fire protection times [See Guidance]</p> <p>The application for Table 7.1.1 and Table 7.1.2 specifying the structural fire protection times for separating bulkheads and decks is to be in accordance with the following grouping of space use. However, the title of each category is intended to be typical rather than restricted.</p> <p>(1) Areas of major fire hazard include the following spaces: <omitted></p> <p>(2) Areas of moderate fire hazard include the following spaces: <omitted></p> <p>(3) Areas of minor fire hazard include the following spaces: [See Guidance]</p> <ul style="list-style-type: none"> - Auxiliary machinery spaces, as defined in 102. 4. - Cargo spaces - Fuel tank compartments - Public spaces and refreshment kiosks [See Guidance] - Tanks, voids and areas of little or no fire risk - Sales shops other than those specified in (1) and (2) - Corridors in passenger areas and stairway enclosures - Crew accommodation other than that mentioned in above (2) <u><newly added></u> - Trunks in direct communication with the above spaces. 	<p style="text-align: center;">PART 7 FIRE PROTECTION, DETECTION AND EXTINGUISHION</p> <p style="text-align: center;">CHAPTER 1 FIRE PROTECTION</p> <p style="text-align: center;">Section 1 General <same as present></p> <p style="text-align: center;">Section 2 Structural Fire Protection</p> <p>201. Classification of space use and structural fire protection times [See Guidance]</p> <p>The application for Table 7.1.1 and Table 7.1.2 specifying the structural fire protection times for separating bulkheads and decks is to be in accordance with the following grouping of space use. However, the title of each category is intended to be typical rather than restricted.</p> <p>(1) Areas of major fire hazard include the following spaces: <same as present></p> <p>(2) Areas of moderate fire hazard include the following spaces: <same as present></p> <p>(3) Areas of minor fire hazard include the following spaces: [See Guidance]</p> <ul style="list-style-type: none"> - Auxiliary machinery spaces, as defined in 102. 4. - Cargo spaces - Fuel tank compartments - Public spaces and refreshment kiosks [See Guidance] - Tanks, voids and areas of little or no fire risk - Sales shops other than those specified in (1) and (2) - Corridors in passenger areas and stairway enclosures - Crew accommodation other than that mentioned in above (2) - <u>Corridors in passenger areas and stairway enclosures</u> - Trunks in direct communication with the above spaces. 	<p>- Reflection of IACS UI HSC 2 Del. (relocate from G7.2.201 to R7.2.201.(3))</p>

Present	Amendment	Note
<p>(4) Control stations are as defined in 102. 6. <omitted></p> <p>(5) Evacuation stations and external escape routes include the following areas: <omitted></p> <p>(6) Open spaces include the following areas: <omitted></p> <p>202. ~ 205. <omitted></p>	<p>(4) Control stations are as defined in 102. 6. <same as present></p> <p>(5) Evacuation stations and external escape routes include the following areas: <omitted></p> <p>(6) Open spaces include the following areas: <omitted></p> <p>202. ~ 205. <same as present></p>	

Amendments of the Guidance relating to the Rules High Speed and Light Crafts

(External Opinion Inquiry)



2022.01.

Hull Rule Development Team

Main Amendments

(1) Background of Amendment

1) To reflect IACS UI HSC2 Del. (relocation of G7.2.201.2→ R7.2.201(3))
- Deleted G7.2.201.2

2) Reflection of IACS UI HSC 2 Del. and HSC Code 7.4.4.2

Present	Amendment	Note
<p style="text-align: center;">PART 7 FIRE PROTECTION, DETECTION AND EXTINCTION</p> <p style="text-align: center;">CHAPTER 1 FIRE PROTECTION</p> <p style="text-align: center;">Section 1 General <omitted></p> <p style="text-align: center;">Section 2 Structural Fire Protection</p> <p>201. Classification of space use and structural fire protection times</p> <p>1. In application to 201. of the Rules, cabinets having a deck area of less than 2 m² may be accepted as part of the space they serve provided they have open ventilation to the space and do not contain any material or equipment which could be a fire risk.</p> <p>Also, in application to NOTES 1 of Table 7.1.1 and Table 7.1.2 of the Rules, the upper side of the decks of open vehicle spaces need not be insulated where the fixed pressure water-spraying fire-extinguishing systems are provided.</p> <p>2. In application to 201. (3) of the Rules, the stairways may be considered as areas of minor fire hazard.</p> <p>3. Ventilation openings may be accepted in entrance doors to public toilets if positioned in the lower portion of such doors and fitted with closable grilles operable from the public space side and made of non-combustible or fire-restricting material.</p> <p>202. ~ 204. <omitted></p> <p>205. Arrangement</p> <p>1. In application to 205. 1 of the Rules, <u>public spaces extending over two decks may be considered as one space, provided that :</u></p>	<p style="text-align: center;">PART 7 FIRE PROTECTION, DETECTION AND EXTINCTION</p> <p style="text-align: center;">CHAPTER 1 FIRE PROTECTION</p> <p style="text-align: center;">Section 1 General <same as present></p> <p style="text-align: center;">Section 2 Structural Fire Protection</p> <p>201. Classification of space use and structural fire protection times</p> <p>1. In application to 201. of the Rules, cabinets having a deck area of less than 2] may be accepted as part of the space they serve provided they have open ventilation to the space and do not contain any material or equipment which could be a fire risk.</p> <p>Also, in application to NOTES 1 of Table 7.1.1 and Table 7.1.2 of the Rules, the upper side of the decks of open vehicle spaces need not be insulated where the fixed pressure water-spraying fire-extinguishing systems are provided.</p> <p>2. In application to 201. (3) of the Rules, the stairways may be considered as areas of minor fire hazard.<deleted></p> <p><u>2. Ventilation openings may be accepted in entrance doors to public toilets if positioned in the lower portion of such doors and fitted with closable grilles operable from the public space side and made of non-combustible or fire-restricting material.</u></p> <p>202. ~ 204. <same as present></p> <p>205. Arrangement</p> <p>1. In application to 205. 1 of the Rules, <u>open stairways may be fitted in public spaces consisting of only two decks</u>, provided that :</p>	<p>- Reflection of IACS UI HSC 2 Del. (relocate from G7.2.201 to R7.2.201.(3))</p> <p>- Reflection of IACS UI HSC 2 Del. and H SC Code 7.4.4.2</p>

Present	Amendment	Note
<p>(1) <u>The mean length and width of the opening area between lower and upper part is at least 25 % of the mean length and width of the upper part of the whole space, or at least of a corresponding area.</u></p> <p>(2) <u>The sufficient means of escape are provided from both levels of the space directly leading to an adjacent safe area or compartment.</u></p> <p>(3) <u>The whole public spaces are protected from a compartment which installed the sprinkler systems having relief valve.</u></p> <p>2. <omitted></p>	<p>(1) <u>all levels are used for the same purpose;</u></p> <p>(2) <u>the area of the opening between the lower and upper parts of the space is at least 10% of the deck area between the upper and lower parts of the space;</u></p> <p>(3) <u>the design is such that persons within the space should be generally aware, or could easily be made aware of, a developing fire or other hazardous situation located within that space;</u></p> <p>(4) <u>sufficient means of escape are provided from both levels of the space directly leading to an adjacent safe area or compartment; and</u></p> <p>(5) <u>the whole space is served by one section of the sprinkler system.</u></p> <p>2. <same as present></p>	

Amendments of the Guidance Relating to the Rules for Classification of Steel Ships

(For external opinion inquiry)

Rules and Guidance for the Classification of High Speed and Light Crafts



2022.1.

Machinery Rule Development Team

- Main Amendments -

(1) Effective date : 1 July 2022 (based on contract date for construction)

- reflected of MAM4300-832-2021
- Expression was clarified during internal review

Amendment	Note
<p style="text-align: center;">CHAPTER 3 PRIME MOVERS, POWER TRANSMISSION SYSTEMS AND LIFT DEVICES, ETC.</p> <p style="text-align: center;">Section 1 General</p> <p>101. Application</p> <p>1. In application to Ch 3, Sec 101, 1 of the Rules, it shall be complied with the requirement of Pt 5, Ch 3, 203 and 204 of Rules for the Classification of Steel Ships.</p> <p>(1) Intermediate shaft and thrust shaft</p> <p>(A) The diameter d_o of intermediate shaft and thrust shaft shall be not less than</p> $d_o = F \cdot K_1 \cdot \sqrt[3]{\frac{P}{n} \cdot \frac{560}{(t+160)}} \quad (\text{mm})$ <p>P, n, F, T, K_1 : according to Pt 5, Ch 3, 203 of Rules for the Classification of Steel Ships.</p> <p>(B) For ship restricted in coastal service, it may be reduced to 95 % of values calculated by (a) above.</p> <p>(2) Propeller shaft and stern tube shaft</p> <p>(A) The diameter d_p of propeller shaft and stern tube shaft with effective protection against seawater corrosion shall be not less than</p> $d_p = F \cdot K_2 \cdot K_m \cdot \sqrt[3]{\frac{P}{n}} \quad (\text{mm})$ <p>P, n, F, K_2 : according to Pt 5, Ch 3, 203 and 204 of Rules for the Classification of Steel Ships</p> <p>K_m : factor concerning material of shaft as follows</p> $K_m = \sqrt[3]{\frac{560}{T + 160}}$ <p>T : specified minimum tensile strength (N/mm²) of proposed material. For the tensile strength exceeding 800 N/mm², T is to be taken 800 N/mm².</p> <p>(B) For propeller shaft and stern tube shaft with corrosion-resistant materials or without effective protection against seawater corrosion it shall be applied to Pt 5, Ch 3, 204 of Guidance for the Classification of Steel Ships.</p> <p>(C) For a ship of 25 m in length and belows, the following formula shall be complied with</p> $d_p = K_s \cdot \sqrt[3]{\frac{P}{n}} \quad (\text{mm})$ <p>P, n : according to Pt 5, Ch 3, 204 of Rules for the Classification of Steel Ships</p> <p>K_s : factor concerning material of shaft is to be complied with the requirement given in Table 5.3.1 of the Guidance</p> <p>(D) For a ship restricted in coastal service, it may be reduced to 95 % of values calculated by (A) or (B) above.</p> <p>2. In application to Ch 3, 101. 1 of the Rules, in the case of a ship having two or more engine rooms, FRP may be used as the material for shafting systems if the ship can maintain navigable speed even in the event of a fire in one engine room. In case that FRP is used as the material for shafting systems, documents of strength evaluation including fatigue evaluation are to be submitted in consideration of the characteristics of FRP. For materials, the relevant provisions of Pt 2, Annex 2-8 of the Guidance relating to the Rules for the Classification of Steel Ships are to apply with appropriate modifications. (2022) ↓</p>	<p>– MAM4300–83 2–2021</p>