Amended Guidance for OSV(Offshore Support Vessels)

2025.11.

HRT

- Main Amendments -

(1) Background of Amendment

1) MSC.1/Circ.1662 Reflection of ‘guidelines for anchor handling’ (effective from 1 January 2026)
: In accordance with SOLAS Chapter II-1/ Regulation 3-13, a separate guidance has been established for the approval and periodic inspection of anchor handling winches. Accordingly, the provisions related to anchor handling appliances in the OSV Guidelines (Anchor Handling and Towing Vessels) have been revised to refer to Guidance for Anchor Handling Appliances

(2) Revised content : See the below table

Present	Amendment	Note
CHAPTER 5 ANCHOR HANDLING AND TOWING VESSELS Section 1 General ~ Section 4 Hull Equipment 〈omitted〉 Section 5 Anchor Handling/Towing Winch and Accessories 〈Added newly〉 501. Arrangement and Control 1. 〈omitted〉 2. 3. 〈omitted〉	CHAPTER 5 ANCHOR HANDLING AND TOWING VESSELS Section 1 General ~ Section 4 Hull Equipment 〈same as the present〉 Section 5 Anchor Handling/Towing Winch and Accessories 501. General *(2026)* Unless otherwise specified in this section, the requirements for anchor handling/towing winch and accessories are to comply with the requirements of Guidance for Anchor Handling Appliances. ~~501.~~ 502. Arrangement and Control 1.〈same as the present〉 2. 3. 〈same as the present〉	- Added following the issuance of the 'Guidance for Anchor Handling Appliances' - Changing reference number

Present	Amendment	Note
502. Mechanical Design 1. ~ 5. 〈deleted〉	~~502.~~ 503. Mechanical Design The requirements for mechanical design of anchor handling/towing winch are to comply with the requirements of Guidance for Anchor Handling Appliances. *(2026)*	
503. Towing Pins and Towing Eyes 〈omitted〉	~~503.~~ 504. Towing Pins and Towing Eyes 〈same as the present〉	
504. Shark Jaws 〈omitted〉	~~504.~~ 505. Shark Jaws 〈same as the present〉	
505. Stern Roller 〈omitted〉	~~505.~~ 506. Stern Roller 〈same as the present〉	
506. A-frame or Shear Leg Type Crane 〈omitted〉	~~506.~~ 507. A-frame or Shear Leg Type Crane 〈same as the present〉	
507. Tests 〈omitted〉	~~507.~~ 508. Tests 〈same as the present〉	
Section 6 Machinery ~ Section 7 Fire Protection and Fire Extinguishing Systems 〈omitted〉	Section 6 Machinery ~ Section 7 Fire Protection and Fire Extinguishing Systems 〈same as the present〉	

(Draft)
Amended Guidance for OSV(Offshore Support Vessels)

(For external opinion inquiry)

2026. 1.

HRT, MRT

- Main Amendments -

(1) Background of Amendment

1) The requirements for Offshore Support Vessel (OSV) have been supplemented to include Cable Laying Vessel, and the class notation “Cable Layer” is now assigned accordingly.
2) The requirements for Offshore Support Vessel (OSV) have been supplemented to include Crew Transfer Vessel, and the class notation “CTV” is now assigned accordingly.
3) The requirements for ships carrying industrial ersonnel(IP)(Annex 1) have been supplemented.
4) Removal of duplicate stability requirements and clarification of their meaning

(2) Revised content : See the below table

(3) Effective date : ships contracted for construction on or after 1 Mar. 2026.

Present	Amendment	Note
# CHAPTER 1 GENERAL ## Section 1 General ### 101. Application 1. Requirements stipulated in this Guidance apply to the Offshore Support Vessels (hereinafter referred to as vessels in this Guidance) defined in **202**. 2. Unless otherwise specified in this Guidance, relevant requirements of **Rules for the Classification of Steel Ships** are to be applied. 3. The hull structures, equipment and scantlings of ships, to be classified for restricted service, may be appropriately modified according to the conditions of service. 4. The Society may request additional requirements, depending upon utility and designated operations. **101. ~ 105.** 〈omitted〉	# CHAPTER 1 GENERAL ## Section 1 General ### 101. Application 1. Requirements stipulated in this Guidance apply to the Offshore Support Vessels (hereinafter referred to as vessels in this Guidance) defined in **202**. 2. Unless otherwise specified in this Guidance, relevant requirements of **Rules for the Classification of Steel Ships** are to be applied. 3. The hull structures, equipment and scantlings of ships, to be classified for restricted service, may be appropriately modified according to the conditions of service. 4. The Society may request additional requirements, depending upon utility and designated operations. 5. The cargo ships and high-speed cargo craft of 500 gross tonnage and above engaged on international voyages that carry more than 12 industrial personnel (IP) are required to comply with **Annex 1** in addition to this guidance. 〈Added newly〉 (1) Wherever in this guidance, or in the **IP Code**, the number of industrial personnel appears as a parameter, it shall be the aggregate number of industrial personnel(IP), special personnel(SP) and passengers carried on board, where the number of passengers shall not exceed 12. **101. ~ 105.** 〈same as the present〉	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly. - The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
Section 2 Definition **201. Application** ⟨omitted⟩ **202. Offshore support vessel** "Offshore Support Vessel" is a self-propelled vessel whose regular trade is to provide services in support of exploration, exploitation, or production of offshore energy or alternative energy resources. These services may include but are not limited to: transportation of supplies and equipment, towing and anchoring of offshore structures, fire fighting, handling heavy surface and subsea loads, oil spill recovery and wind turbine installation. OSV is defined according to their purpose as follows: (1) **Offshore supply vessel** is specified in **Ch 4, 101. 1.** (2) **Anchor handling and towing vessel** is specified in **Ch 5, 101. 1.** (3) **Heavy lift vessel** is specified in **Ch 6, 101. 1.** (4) **Wind turbine installation vessel** is specified in **Ch 7, 101. 1.** (5) **Fire fighting vessel** is specified in **Ch 8, 101.** (6) **Oil recovery vessel** is specified in **Ch 9, 101. 1.**	**Section 2 Definition** **201. Application** ⟨same as the present⟩ **202. Offshore support vessel** "Offshore Support Vessel" is a self-propelled vessel whose regular trade is to provide services in support of exploration, exploitation, or production of offshore energy or alternative energy resources. These services may include but are not limited to: transportation of supplies and equipment, towing and anchoring of offshore structures, fire fighting, handling heavy surface and subsea loads, oil spill recovery and wind turbine installation. OSV is defined according to their purpose as follows: (1) **Offshore supply vessel** is specified in **Ch 4, 101. 1.** (2) **Anchor handling and towing vessel** is specified in **Ch 5, 101. 1.** (3) **Heavy lift vessel** is specified in **Ch 6, 101. 1.** (4) **Wind turbine installation vessel** is specified in **Ch 7, 101. 1.** (5) **Fire fighting vessel** is specified in **Ch 8, 101.** (6) **Oil recovery vessel** is specified in **Ch 9, 101. 1.** (7) **Cable laying vessel** is specified in **Ch 10, 101. 1.** ⟨Added newly⟩ (8) **Crew transfer vessel** is specified in **Ch 11, 101. 1.** ⟨Added newly⟩	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly. - The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Crew Transfer Vessels, and the class notation "CTV" is now assigned accordingly.

Present	Amendment	Note
	203. Definition of terms 〈Added newly〉 **1. A passenger** is every person other than: (1) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship and (2) a child under one year of age. (3) Industrial personnel (IP) (4) Special personnel (SP) **2. Industrial personnel (IP)** means all persons transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities. **3. Special personnel(SP)** means all persons who are not passengers or members of the crew or children of under one year of age and who are carried on board in connection with the special purpose of that ship **or because of special work being carried out aboard that ship.** **4. IP Code means** the International Code of Safety for Ships Carrying Industrial personnel, as adopted by the Maritime Safety Committee by resolution MSC.527(106), as may be amended. **5. Offshore industrial activities** mean the construction, maintenance, decommissioning, operation or servicing of offshore facilities related, but not limited, to exploration and exploitation of resources by the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities. **6. Carriage** means transportation, accommodation or both. **7. HSC Code** means the International Code of Safety for High-Speed Craft, 2000, as adopted by the Maritime Safety Committee of the Organization by resolution **MSC.97(73),** as amended. **8. IP area** is every area or space where IP are normally intended to stay during voyage or are allowed to access. **9 Personnel transfer** means the full sequence of the operation of transferring personnel and their equipment at sea to or from a ship to which this Code applies and from or to another ship or an offshore facility **10. Essential systems** mean systems referred to in **SOLAS regulation II-2/21.4.**	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
# CHAPTER 2 CLASSIFICATION AND SURVEYS ## Section 1 General 〈omitted〉 ## Section 2 Classification **201. Classification 〈omitted〉** **202. Class notations** 1. The class will be distinguished by the class notations and the class notations assigned to the Offshore Support Vessels classed with the Society are to be in accordance with the requirements specified in **Pt 1, Ch 1, 201.** of **Rules for the Classification of Steel Ships.** However, Offshore Support Vessel shall be assigned as a ship type notation and the Special Feature Notation shall be assigned as followings. (1) Special Feature Notation may be assigned as the following according to the specialized functional service of the Offshore Support Vessel. (A) ~ (G) 〈omitted〉 (H) for other services : Special Feature Notation considered appropriate by the Society 〈omitted〉	# CHAPTER 2 CLASSIFICATION AND SURVEYS ## Section 1 General 〈Same as the present〉 ## Section 2 Classification **201. Classification 〈Same as the present〉** **202. Class notations** 1. The class will be distinguished by the class notations and the class notations assigned to the Offshore Support Vessels classed with the Society are to be in accordance with the requirements specified in **Pt 1, Ch 1, 201.** of **Rules for the Classification of Steel Ships.** However, Offshore Support Vessel shall be assigned as a ship type notation and the Special Feature Notation shall be assigned as followings. (1) Special Feature Notation may be assigned as the following according to the specialized functional service of the Offshore Support Vessel. (A) ~ (G) 〈Same as the present〉 (H) for Submarine cable laying, maintenance and repair service : Cable layer 〈Added newly〉 (I) for Personnel transfer : CTV 〈Added newly〉 (J) ~~(H)~~ for other services : Special Feature Notation considered appropriate by the Society 〈same as the present〉	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly. - The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Crew Transfer Vessels, and the class notation "CTV" is now assigned accordingly.

Present	Amendment	Note
CHAPTER 3 STRUCTURES AND EQUIPMENT Section 1 Stability 〈omitted〉 101. 〈omitted〉 102. Stability Information for Master and Standard Loading Conditions For offshore supply vessels, the requirements in "The Guidance for Stability Information for Master" Pt 1 Annex 1-2. 3 of the Guidance relating to the Rule for the Classification of Steel Ships are to be applied. 〈omitted〉	CHAPTER 3 STRUCTURES AND EQUIPMENT Section 1 Stability 101. 〈same as the present〉 ~~102. Stability Information for Master and Standard Loading Conditions~~ ~~For offshore supply vessels, the requirements in "The Guidance for Stability Information for Master" Pt 1 Annex 1-2. 3 of the Guidance relating to the Rule for the Classification of Steel Ships are to be applied.~~ 〈same as the present〉	- Overlaps with the content of 101. (addressed in Pt 1, Ch 1, 307. Stability of Rules for the Classification of Steel Ships)

Present	Amendment	Note
CHAPTER 5 ANCHOR HANDLING AND TOWING VESSELS **Section 1 General** 101. ~ 102. 〈omitted〉 **Section 2 Stability** 201. General 1. Intact stability are to be in accordance with this section in addition to **Ch 3, Sec 1.** However, for ships specifically approved by the Society, these requirements may be waived. 2. Stability is to be considered especially to the ships that have specially designated operations. 3. Stability calculations and corresponding information for the Master are to be submitted for review and approval. 4. The submission of evidence showing approval by an Administration of stability of the vessel for the towing operations in accordance with a recognized standard may be acceptable. 202. ~ 203 〈omitted〉 〈omitted〉	**CHAPTER 5 ANCHOR HANDLING AND TOWING VESSELS** **Section 1 General** 101. ~ 102. 〈same as the present〉 **Section 2 Stability** 201. General 1. Intact stability during the operation of vessel are to be in accordance with ~~this section in addition to **Ch 3, Sec 1.** However, for ships specifically approved by the Society, these requirements may be waived.~~ the additional requirement of IS Code (2008) / PART B / Chapter 2 / 2.7 Ships engaged in anchor handling operations or IS Code (2008) / PART B / Chapter 2 / 2.8 Ships engaged in towing and escort operations, depending on the operational purpose of the vessel. 2. Stability is to be considered especially to the ships that have specially designated operations. 3. Stability calculations and corresponding information for the Master are to be submitted for review and approval. 4. The submission of evidence showing approval by an Administration of stability of the vessel for the towing operations in accordance with a recognized standard may be acceptable. 202. ~ 203. 〈deleted〉 〈same as the present〉	- Removal of duplicate stability requirements and clarification of their meaning - Overlaps with the content of 201.

Present	Amendment	Note
# CHAPTER 6 HEAVY LIFT VESSELS ## Section 1 General 101. ~ 102. 〈omitted〉 ## Section 2 Stability 201. General 1. Intact stability is to be in accordance with this section in addition to the relevant requirement of Ch 3, Sec 1. However, for ships specifically approved by the Society, these requirements may be waived. 2. Stability to be considered especially to the ships that have specially designated operations. 3. The submission of evidence showing approval by an Administration of stability of the vessel for the lifting operations in accordance with a recognized standard may be accepted. 4. The dynamic load chart for each crane shall be included in the Trim and Stability Booklet and shall be posted at the crane operator's station in the clear view of the crane operator. 202. Calculation on stability In applying the requirements in Pt 1, Annex 1-2 of Rules for the Classification of Steel Ships, the heeling lever resulting from designated operations is to be considered the most unfavorable for stability. 203. 〈omitted〉 〈omitted〉	# CHAPTER 6 HEAVY LIFT VESSELS ## Section 1 General 101. ~ 102. 〈same as the present〉 ## Section 2 Stability 201. General 1. Intact stability during the operation of vessel is to be in accordance with ~~this section in addition to the relevant requirement of Ch 3, Sec 1. However, for ships specifically approved by the Society, these requirements may be waived.~~ the additional requirement of IS Code (2008) / PART B / Chapter 2 / 2.9 Ships engaged in lifting operations. 2. Stability to be considered especially to the ships that have specially designated operations. 3. The submission of evidence showing approval by an Administration of stability of the vessel for the lifting operations in accordance with a recognized standard may be accepted. 4. The dynamic load chart for each crane shall be included in the Trim and Stability Booklet and shall be posted at the crane operator's station in the clear view of the crane operator. ~~202. Calculation on stability~~ ~~In applying the requirements in Pt 1, Annex 1-2 of Rules for the Classification of Steel Ships, the heeling lever resulting from designated operations is to be considered the most unfavorable for stability.~~ 203. 〈deleted〉 〈same as the present〉	- Removal of duplicate stability requirements and clarification of their meaning - Overlaps with the content of 201.

Present	Amendment	Note
〈Added newly〉	# CHAPTER 10 CABLE LAYING VESSEL(2026) ## Section 1 General ### 101. Application 1. The requirements in this Chapter apply to Cable Laying Vessels (Cable Layer) (hereinafter referred to as "ships" in this Chapter) for submarine cable laying, maintenance and repair service 2. The ships should comply with the requirements of this chapter in addition to **Ch 1** to **Ch 3**. ### 102. Definition 〈Added newly〉 1. **Cable Laying Equipment** means equipment used for laying or recovering cables at a specified tension and speed, including Linear Cable Engines, Cable Tensioners, Carousels and Storage Winches 2. **Linear Cable Engine (LCE)** means equipment that grips a cable by means of multiple rollers and is used to lay or recover the cable in a linear direction at a specified tension and speed. 3. **Cable Tensioner** means equipment used to control the tensile force applied to a cable so as to maintain a constant tension and to prevent excessive tension or slackening of the cable. 4. **Carousel** means equipment used during marine operations for storing flexible pipelines, umbilicals, cables and other products during transportation and installation, in which the product is stored in horizontal or vertical layers around a central vertical core. 5. **Reel** means equipment used for storing flexible pipes, umbilicals, risers and other offshore products during transportation and installation. 6 .**Traction Winch** means a winch usually consisting of two drums, the operating principle of which is based on the friction build-up between the drums and the wire rope, and which is used to generate and control the tension required for laying or recovering cables or wire ropes. 	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation “Cable Layer” is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	7. **Storage Winch** means a winch arranged to operate in combination with a traction winch, the purpose of which is to store the wire rope and to provide a constant hold-back force to the traction winch. The storage winch has relatively low load capability compared with the traction winch. ## Section 2 Stability ### 201. General 1. Intact stability are to be in accordance with **Ch 3, Sec 1**. However, for ships specifically approved by the Society, these requirements may be waived.	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	**Section 3 Hull Structures** **301. General** 1. Hull structures are to be in accordance with this section in addition to relevant requirements in **Ch 3, Sec 2.** **302. Work Deck** 1. The work deck is to withstand uniform deck loadings specified by the designer and provided with an allowance for corrosion and wear. 2. The work deck is to be away from engine room intakes and exhausts to protect personnel from harmful gases, excessive temperature and noise. In addition, obstructions from tank vents are to be avoided. **303. Deck plating for helicopter landing** 1. Where decks for Helicopter taking off and landing are provided, it shall comply with the relevant requirements of **Pt 3, Ch 5** of **Rules for the Classification of Steel Ships.**	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	**Section 4 Hull Equipment** **401. General** 1. Hull equipment is o be in accordance with this section in addition to relevant requirements in **Ch 3, Sec 3.** 2. In cases where equipment and devices are installed for designated operations, suitable measures are to be prepared that does not damage the safety of the ship. **402. Cranes** **1. General** (1) If a crane is installed, it shall comply with the relevant requirements of **Pt 9, Ch 2** of **Rules for the Classification of Steel Ships.** **2. Crane Supporting Structure** Crane supporting structure is to comply with the requirements of **Ch 6, 402.** **Section 5 Machinery** **501. General** 1. The machinery installations of cable laying vessels are to comply with the relevant requirements of Chapter 3, Section 4, in addition to those specified in this Section. 2. The requirements of this Section apply to all mechanical, hydraulic and electrical drive systems used during cable laying, recovery and storage operations.. 3. Equipment and systems(including components) used solely for cable laying operations may be exempted from classification, provided that they are designed and manufactured in accordance with standards recognized by the Society, such as international standards or other equivalent specifications.	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	4. The standards applied to the design of such equipment are to be clearly indicated and the relevant documentation is to be submitted for review. **502. Main Propulsion and Thrusters** 1. Sufficient propulsion power and thrusters are to be provided so as to ensure safe maneuvering and maintaining of the vessel's operational capability during cable laying and transit operations. 2. Control systems for propulsion and auxiliary thrusters are to be provided with means for automatic shutdown and alarm in the event of overload or power failure, and redundant control and power supply arrangements are to be ensured so that loss of thrust does not occur during operations. **503. Drive Systems for Cable Laying Equipment** 1. Drive systems for cable laying equipment (such as carousel, reel, storage winch and linear cable engine) may be powered from the vessel's main power supply or an independent power source, and are to have adequate capacity for the intended operational loads. 2. Hydraulic pumps, electric motors and control valves are to be capable of maintaining cable tension and speed within the required limits, and are to be provided with emergency stop, manual stop and automatic stop functions. 3. Exhaust and cooling arrangements for such drive systems are to be located so as not to interfere with ventilation of cable storage areas or the cable control room. 4. Upon completion of installation, sea trials are to be carried out for the cable laying equipment, and the trials are to include verification of normal operation, control performance, emergency stopping functions and the performance of safety devices. 5. During sea trials of the cable laying equipment, due care is to be taken regarding rotating components, hot surfaces and other associated hazards, and the consequences of failure of such equipment or their systems are to be duly considered.	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	6. Records of the sea trials for the cable laying equipment, including major test items and results, are to be submitted to the Society for confirmation by the attending Surveyor. **504. Safety and Control Systems** 1. The principal operating parameters of the cable laying equipment, such as cable tension, speed and torque, are to be capable of being monitored from the control room, and automatic shutdown or alarm functions are to be activated in the event of abnormal conditions. 2. Remote and automatic control functions of the equipment are to be arranged so as to be operable from the navigation bridge or cable control room, and redundant arrangements of control and communication circuits are to be provided. 3. Cable laying equipment are to be provided with Emergency Stop and Emergency Release devices, and are to be arranged so as to enable safe stopping even in the event of electrical power failure or loss of hydraulic pressure. **505. Survey** 1. General. (1) Surveys and attendance are to comply with the relevant requirements of **Ch 2, Sec.2** and **Sec.3** (2) Where considered necessary by the Surveyor, or upon the request of the Owner, the scope of survey may be specially considered so that additional inspections or witnessing of tests may be carried out. 2. Annual Survey During the annual survey, cable laying equipment is to be examined with due consideration to the following items, in addition to the applicable survey requirements:	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	(1) General external condition of the equipment, including damage, deformation, wear and corrosion. (2) Condition of supporting structures. (3) Excessive clearances and lubrication condition of main rotating parts, hinged connections and joints. (4) Condition of wire ropes, including end attachments, with respect to wear and corrosion. (5) General external condition of hydraulic and electrical installations. (6) Functional testing of control, safety and emergency stop systems. 3. Special Survey During the special survey, cable laying equipment is to be examined in accordance with the requirements of the annual survey, and in addition, the following items are to be confirmed by surveyor. (1) Open-up inspection of major pins, bolts and connections, or verification of maintenance and inspection records, as applicable. (2) Where deemed necessary, functional testing or load testing taking into account the design loads. (3) Comprehensive functional testing of control, protection and safety systems.	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	**Section 6 Positioning System** **601. Positioning System** 1. General Ships are to be capable of maintaining their positions safely during cable laying, maintenance and repair service. The means to maintain position may be a mooring system with anchors, dynamic positioning system or a combination of both. 2. Dynamic Positioning System Dynamic positioning systems, when used to maintain the vessel's position during heavy lifting operations, are to comply with the requirements for the class notation DPS(2) or DPS(3) in accordance with **Pt 9, Ch 4** of **Rules for the Classification of Steel Ships.** **602. Supporting Structure for Cable laying Equipment** Supporting structure of cable laying equipment is to be in accordance with the requirements of **Ch 6, 402.**	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	**SECTION 7 FIRE PROTECTION AND FIRE FIGHTING** **701. General** 1. Fire protection and fire fighting requirements for cable laying vessels are to comply with **Ch.3 Sec.6** of this Guidance. 2. For open decks or working areas where cable laying equipment is installed, fire fighting arrangements suitable for the risk level and characteristics of the area may be provided in order to prevent the spread of fire in the event of fire occurrence. 3. For areas where cable laying equipment is installed, the installation criteria for fire fighting systems are to be determined taking into account the relevant requirements of the **FSS Code** and **Pt 8 of the Rules for the Classification of Steel Ships**.	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation "Cable Layer" is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	# CHAPTER 11 CREW TRANSFER VESSEL ## Section 1 General 1. The requirements in this Chapter apply to Crew transfer vessels (CTV) (hereinafter referred to as "ships" in this Chapter) of not more than 500 gross tonnage, carrying no more than 12 passengers, and primarily engaged in transporting industrial personnel (IP). 2. The ships should comply with the requirements of this chapter in addition to **Ch 1** to **Ch 3**. 3. For high speed and/or light crafts, the **Rules for the Classification of High Speed and Light Craft** are to be applied. ## Section 2 Stability ### 201. General 1. Intact stability are to be in accordance with this section in addition to **Ch 3, Sec 1**. However, for ships specifically approved by the Society, these requirements may be waived. 2. Stability to be considered especially to the ships that have specially designated operations. ## Section 3 Hull Structures ### 301. General 1. Hull structures are to be in accordance with this section in addition to relevant requirements in **Ch 3, Sec 2.**	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Crew Transfer Vessels, and the class notation "CTV" is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	**Section 4 Hull Equipment** **401. General** 1. Hull equipment is o be in accordance with this section in addition to relevant requirements in **Ch 3, Sec 3.** 2. In cases where equipment and devices are installed for designated operations, suitable measures are to be prepared that does not damage the safety of the ship. **Section 5 Safe Transfer of Personnel** Safe transfer personnel is to be in accordance with relevant requirements in **Annex 1, 102. 2.** However, for ships specifically approved by the Society or the relevant flag state, these requirements may be waived.	- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Crew Transfer Vessels, and the class notation "CTV" is now assigned accordingly.

Present	Amendment	Note
〈Added newly〉	**Annex 1 SHIPS CARRYING INDUSTRIAL PERSONNEL (IP)** **101. General** **1. Application** (1) Matters not specified in this annex shall be governed by the **IP Code**. (2) **IP Code** requirements may be regarded as complying with the requirements of this annex. **102. Goal and functional requirements** **1. Industrial personnel(IP)(IP Code 2.1)** (1) Goal The goal of this paragraph is to provide: (A) for safe operations during the carriage of industrial personnel; and (B) that industrial personnel are medically fit and familiar with the hazards associated with the operational environment including the risks associated with personnel transfer operations. (2) Functional requirements In order to achieve the goal set out in **(1)** above, the following functional requirements are embodied in the regulations in **103.**: Means shall be provided to ensure that industrial personnel: (A) are medically fit; (B) are able to communicate with the ship's crew; (C) have received appropriate safety training; (D) have received onboard ship-specific safety familiarization; and (E) have received onboard familiarization with the ship's transfer arrangements and equipment.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	2. Safe transfer of personnel(IP Code 2.2) (1) Goal The goal of this paragraph is to provide for the safety of all persons involved in personnel transfer, including safe and suitable means of transfer and the capability of safely carrying out the operations connected to personnel transfer. (2) Functional requirements In order to achieve the goal set out in (1) above, the following functional requirements are embodied in the regulations in 103.: (A) Means shall be provided to avoid injuries during personnel transfer. (B) Arrangements for personnel transfer shall be: (a) designed, constructed and maintained to withstand the loads they are subjected to; (b) designed and engineered to fail to a safe condition in the event of a loss or reduction in their associated functionality; and (c) capable of safely returning persons in transfer to a safe location after loss of power. (C) Means for position keeping shall be provided and arranged in a manner that prevents accidents during transfer of personnel and is suitable for the mode of operation and interactions with other ships or offshore facilities. (D) Means shall be provided to ensure that the information on the number of industrial personnel on board and their identity is kept updated to assist in ensuring that the actual number of persons on board is known at all times.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	3. Subdivision and stability(IP Code 2.3) (1) Goal The goal of this paragraph is to provide for adequate stability of the ship, in both the intact and damaged conditions, taking intoconsideration the total number of persons on board. (2) Functional requirement In order to achieve the goal set out in (1) above, the ship shall be designed with weathertight and watertightboundaries providing for an adequate stability standard, in both the intact and damaged conditions, taking into account thetotal number of persons on board. This functional requirement is embodied in the regulations in 104. and 105. 4. Machinery installations(IP Code 2.4) (1) Goal The goal of this paragraph is to provide for machinery installations capable of delivering the required functionality to ensure safenavigation and safe carriage of persons on board both during normal operation and in any emergency situation, taking intoaccount the total number of persons on board. (2) Functional requirements In order to achieve the goal set out in (1) above, the following functional requirements are embodied in the regulations in 104. and 105.; (A) where the capacity needed to ensure the required functionality of any machinery system is dependent on the number of persons on board (e.g. bilge pumping systems), necessary additional capacity shall be provided; (B) steering gear systems shall be capable of maintaining steerage after any incident affecting machinery installations; and (C) essential systems shall have the necessary redundancy or isolation, or a combination thereof, in order to ensure the capability of safely accommodating persons on board after any incident affecting machinery installations, taking into account the number of persons on board.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	5. Electrical installations(IP Code 2.5) (1) Goal The goal of this paragraph is to provide for: (A) emergency sources of power capable of delivering the required functionality of essential systems in emergency situations, taking into account the total number of persons on board; and (B) protection of all persons on board from electrical hazards. (2) Functional requirements In order to achieve the goal set out in (1) above, the following functional requirements are embodied in the regulations in 104. and 105.; (A) emergency power supply to essential systems shall have the necessary redundancy or isolation, or a combination thereof, to ensure the capability of safely accommodating persons on board after damage, taking into account the number of persons on board and the time for orderly evacuation; and (B) precautions against shock, fire and other hazards of electrical origin shall be provided. 6. Periodically unattended machinery spaces(IP Code 2.6) (1) Goal The goal of this paragraph is to ensure that, if and when a machinery space is periodically unattended, this does not impair thesafety of the ship or the persons on board. (2) Functional requirements In order to achieve the goal set out in (1) above, the following functional requirements are embodied in the regulations in 104. and 105.; (A) periodically unattended machinery spaces shall provide safe operations, taking into account the number of persons on board; and (B) a periodically unattended machinery space shall be equipped with additional controls, monitoring and alarm systems to provide safe operation, taking into account the number of persons on board, in order to achieve a safety equivalent to that of a normally attended machinery space.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	7. Fire safety(IP Code 2.7) (1) Goal The goal of this paragraph is to fulfil the fire safety objectives of SOLAS or the basic fire safety principles of the HSC Code, taking into account the number of persons on board. (2) Functional requirement In order to achieve the goal set out in (1) above, the means to fulfil the fire safety functional requirements of SOLAS or the basic fire safety principles of the HSC Code, taking into account the number of persons on board, are embodied in the regulations in 104. and 105. 8. Life-saving appliances and arrangements(IP Code 2.8) (1) Goal The goal of this paragraph is to provide for appropriate and sufficient means to ensure safe abandonment of the ship and recovery of persons. (2) Functional requirements In order to achieve the goal set out in (1) above, the following functional requirements are embodied in theregulations in 104. and 105.; (A) the capacity of the survival craft shall be sufficient to accommodate all persons on board; (B) appropriate and sufficient personal life-saving appliances shall be available for all persons on board; (C) sufficient space for assembling and mustering must be ensured; (D) onboard communication and alarm systems shall be provided to ensure emergency communication to all persons on board; and (E) means shall be provided to ensure the safe recovery of persons.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	9. Dangerous goods(IP Code 2.9) (1) Goal The goal of this paragraph is to provide for the safe carriage of industrial personnel while transporting and handling dangerousgoods on ships certified in accordance with this Annex, taking into consideration the total number of persons on board. (2) Functional requirement In order to achieve the goal set out in (1) above, any hazard caused by the transportation and handling of dangerousgoods shall be taken into account and the risk to all persons on board shall be minimized, having regard to the nature of the dangerous goods. This functional requirement is embodied in the regulations in 104. and 105.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	103. Regulations 1. Industrial personnel(IP)(IP Code 3.1) (1) In order to meet the functional requirements set out in 102. 1, (2), (A), all industrial personnel shall be at least 16 years of age and documentary evidence shall be made available to the master that they are physically and medically fit to fulfil all therequirements in this regulation, based on a standard acceptable to the Administration. (2) In order to meet the functional requirements set out in 102. 1, (2), (B),, all industrial personnel shall demonstrate adequateknowledge of the working language on board in order to be able to communicate effectively and understand any instructions given by the ship's crew. (3) In order to meet the functional requirements set out in 102. 1, (2), (C), all industrial personnel shall, prior to boarding the ship, receive training or instruction with respect to: (A) personal survival that includes: (a) knowledge of emergency situations that may occur on board a ship; (b) the use of personal life-saving equipment; (c) safely entering the water from a height, and survival in the water; and (d) boarding a survival craft from the ship and water while wearing a lifejacket; (B) fire safety that includes knowledge of the types of fire hazards on board ships and precautionary measures to be taken to prevent a fire; and (C) personal safety and social responsibilities that include: (a) understanding the authority of the master or their representative on board; (b) complying with instructions provided by the shipboard personnel; and (c) understanding safety information, symbols, signs and alarm signals found on board ships.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	(4) Notwithstanding the requirements of **(3)**, suitably qualified industrial personnel based on a standard acceptable tothe Administration may be considered to meet the functional requirements set out in **102. 1, (2), (C)** (5) No industrial personnel shall be carried on board the ship unless the master has been provided with documentation confirming that such personnel have received the training or instructions required by this regulation. (6) In order to meet the functional requirement set out in **102. 1, (2), (D)**, all industrial personnel shall, prior to leaving port or immediately after boarding, receive onboard ship-specific safety familiarization that includes: (A) the layout of the ship; (B) the location of personal life-saving appliances, muster and embarkation stations, emergency escape routes and first aid stations; (C) the safety information, symbols, signs and alarms on board; and (D) action to be taken in the event of an alarm sounding or the declaration of an emergency. (7) In order to meet the functional requirement set out in **102. 1, (2), (E)**, all industrial personnel shall, prior to beingtransferred, receive familiarization in the ship's procedures, arrangements and any additional safety measures or equipment for the transfer of personnel to other ships and/or offshore facilities.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	2. Safe transfer(IP Code 3.2) (1) In order to meet the functional requirement in 102. 2, (2), (A), the following applies: (A) Personnel transfer appliances and arrangements shall be kept clean, properly maintained and regularly inspected to ensure that they are safe to use. (B) The rigging and use of the personnel transfer arrangements shall be supervised by a responsible officer and operated byproperly trained personnel. Safety procedures shall be established and followed by personnel engaged in rigging and operatingany mechanical equipment. (C) Means of communication shall be provided between the supervising responsible officer and the navigation bridge. (D) All personnel transfer arrangements shall be permanently marked to enable identification of each appliance for the purposes of survey, inspection and record-keeping. A record of use and maintenance shall be kept on board the ship. (E) Prior to commencing personnel transfer operations, the personnel transfer arrangements shall be checked to ensure they are functioning properly. (F) Means shall be provided to ensure safe and unobstructed passage for industrial personnel between the personnel transfer arrangements and where they are being transported or accommodated on board. (G) Lighting capable of being supplied by the emergency source of power shall be provided to illuminate the personnel transferarrangements, the water below the transfer arrangements and the passage specified in (F) above. (H) The deck area for personnel transfer shall be designated and free from obstructions. (I) A job safety analysis shall be carried out when planning, and before executing, personnel transfer at sea. The analysis shall take into account environmental conditions, as well as operational and equipment limitations.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	(J) When planning personnel transfer, the guidance developed by the Organization(**MSC-MEPC.7/Circ.10**) or other relevant guidance acceptable to the Administration should be taken into account. (2) In order to meet the functional requirement in **102. 2, (2), (B)**, personnel transfer arrangements shall be designed, constructed, tested and installed in accordance with standards acceptable to the Administration or requirements of a classification society which is recognized by the Administration in accordance with the provisions of **SOLAS regulation XI-1/1**. (3) In addition, the following applies: (A) The design of the personnel transfer arrangements shall be suitable for the arrangement on the ship. (B) An analysis shall be performed in order to evaluate failures in IP transfer arrangements and all its associated systems which might impair the availability of the transfer arrangements and/or endanger the safety of the persons involved. Appropriate analysis may be QFA or FMEA and their associated reports. (a) consider the effects of failure in all the equipment and systems due to single failure, fire in any space or flooding of any watertight compartment that could affect the availability of the transfer arrangements; and (b) provide solutions to ensure the availability of the IP transfer arrangements and the safety of all persons involved upon such failures identified in **(a)**. (C) Where a single failure results in failure of more than one component in a system (common cause failure), all the resulting failures shall be considered together. Where the occurrence of a failure leads directly to further failures, all those failures shall be considered together.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	(4) In order to meet the functional requirement in **102. 2, (2), (C)**, the manoeuvrability of the ship together with the expected need for the ship to keep position over time shall be evaluated, to ensure the correct use of position-keeping equipment. (5) In order to meet the functional requirement in **102. 2, (2), (D)**, procedures shall be in place to ensure correct information on the number and identity of personnel on board at all times.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	104. Additional regulations for ships certified in accordance with SOLAS Chapter 1 1. General(IP Code 4.1) (1) Unless expressly provided otherwise in this part, ships carrying industrial personnel shall meet the SOLAS requirements for cargo ships and the applicable regulations in this part. (2) Ships complying with (1) in addition to the applicable regulations in this part are considered to meet the goals and functional requirements in 102. 3 to 102. 9. 2. Subdivision and stability(IP Code 4.2) (1) In order to meet the functional requirement set out in 102. 3, (2), the following applies: (A) Where the ship is certified to carry more than 240 persons on board, it shall meet the requirements of SOLAS regulation II-1/5 as though the ship is a passenger ship and the industrial personnel are counted as passengers. However, SOLAS regulationII-1/5.5 is not applicable. (B) Subdivision and damage stability shall be in accordance with SOLAS chapter II-1, where the ship is considered a passengership and industrial personnel are counted as passengers, with the value R as follows: (a) where the ship is certified to carry more than 240 persons, the value R is assigned as R; (b) where the ship is certified to carry not more than 60 persons, the value R is assigned as 0.8R; or (c) for more than 60 persons, but not more than 240 persons, the value R shall be determined by linear interpolation between the values given in sub-paragraphs (a) and (b) above.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	$R = 1 - \frac{5{,}000}{L_s + 2.5N + 15{,}225}$ Where: $N = N_1 + 2\ N_2$ N_1 = number of persons for whom lifeboats are provided N_2 = number of persons (including officers and crew) the ship is permitted to carry in excess of N_1 (C) Where the conditions of service are such that compliance with **2. (1), (B)** above on the basis of $N_1 + 2\ N_2$ is impracticable and where the Administration considers that a suitably reduced degree of hazard exists, a lesser value of N may be taken but in no case less than $N_1 + N_2$. (D) For ships to which **2. (1), (B), (a)** above applies, the requirements of **SOLAS regulations II-1/8 and II-1/8-1** and of **SOLAS chapter II-1 parts B-2, B-3 and B-4** shall be applied as though the ship is a passenger ship and the industrial personnel are passengers. However, **SOLAS regulations II-1/14** and **II-1/18** are not applicable. (E) For ships to which **2. (1), (B), (b)** and **2. (1), (B), (c)** above apply, except as provided in paragraph 2.1.6 below, the provisions of **SOLAS chapter II-1, parts B-2, B-3 and B-4** shall apply as though the ship is a cargo ship and the industrial personnel are crew. However, the requirements of **SOLAS regulations II-1/8** and **II-1/8-1** need not be applied and **SOLAS regulations II-1/14 and II-1/18** are not applicable. (F) All ships certified in accordance with this regulation shall comply with **SOLAS regulations II-1/9, II-1/13, II-1/19, II-1/20 and II-1/21** as though the ship is a passenger ship.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	3. Machinery installations(IP Code 4.3) (1) In order to meet the functional requirement set out in 102. 4, (2), (A), the ship shall comply with SOLAS regulation II-1/35-1 as though the ship is a passenger ship. (2) In order to meet the functional requirement set out in 102. 4, (2), (B), where the ship is certified to carry more than 240 persons on board, it shall comply with the requirements of SOLAS regulation II-1/29 as though the ship is a passenger ship. 4. Electrical installations(IP Code 4.4) (1) In order to meet the functional requirement set out in 102. 5, (2), (A), the following applies: (A) for installations in ships of more than 50 m in length carrying not more than 60 persons on board, the requirements in SOLAS regulation II-1/42.2.6.1 shall apply in addition to the requirements in SOLAS regulation II-1/43; and (B) for installations in ships carrying more than 60 persons on board, SOLAS regulation II-1/42 shall apply. (2) In order to meet the functional requirement set out in 102. 5, (2), (B), for installations on ships carrying more than 60 persons on board, SOLAS regulation II-1/45.12 shall apply. 5. Periodically unattended machinery spaces(IP Code 4.5) In order to meet the functional requirements set out in 102. 6, (2), ships carrying more than 240 persons on board shall be considered as passenger ships in relation to SOLAS chapter II-1, part E.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	6. Fire safety(IP Code 4.6) (1) In order to meet the functional requirements set out in 102. 7, (2) and 102. 4, (2), (C), the following applies: (A) where the ship is certified to carry more than 240 persons on board, the requirements of SOLAS chapter II-2 for passenger ships carrying more than 36 passengers shall apply; and (B) where the ship is certified to carry more than 60, but not more than 240 persons on board, the requirements of SOLAS chapter II-2 for passenger ships carrying not more than 36 passengers apply, except that SOLAS regulations II-2/21 and 22 need not apply. 7. Life-saving appliances and arrangements(IP Code 4.7) (1) In order to meet the functional requirement set out in 102. 8, (2), the following applies: (A) for ships carrying more than 60 persons on board, the requirements of SOLAS chapter III for passenger ships engaged on international voyages, which are not short international voyages, shall apply; (B) regardless of the number of the persons on board, SOLAS regulations III/2 and III/19.2.3 are not applicable; (C) where the term "passenger" is used in SOLAS chapter III, it shall be read to mean industrial personnel as prescribed in SOLAS regulation XV/2.3; and (D) notwithstanding (C) above, the required number of infant or child lifejackets shall be calculated solely based on the number of passengers on board.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	8. Dangerous goods(IP Code 4.8) (1) General Industrial personnel may only bring dangerous goods on board for the purpose of their role off the ship and with the prior consent of the master of the ship. These dangerous goods shall be considered as cargo and shall be transported in accordance with part A of SOLAS chapter VII. (2) Carriage of dangerous goods in packaged form In order to meet the functional requirements in 102. 9, (2): (A) for ships certified to carry more than 240 persons on board, SOLAS regulation II-2/19.3.6.2 for passenger ships carrying more than 36 passengers shall apply; and (B) for the purpose of the requirements of the IMDG Code, ships certified to carry more than 240 persons on board shall be considered as passenger ships and those certified to carry 240 or fewer persons on board shall be considered as cargo ships. (3) Carriage of dangerous goods in solid form in bulk In order to meet the functional requirements in 102. 9, (2): (A) for ships certified to carry more than 240 persons on board, SOLAS regulation II-2/19.3.6.2 for passenger ships carrying more than 36 passengers shall apply; and (B) for the purpose of the requirements of the IMSBC Code, industrial personnel shall be considered as personnel in the context of personnel protection. (4) Carriage of dangerous liquid chemicals, liquefied gases and oil (A) In order to meet the functional requirements in 102. 9, (2), when simultaneously carrying dangerous liquid chemicals and/or liquefied gases as cargo in bulk and industrial personnel, the ship shall either be certified in accordance with therequirements of parts B or C of SOLAS chapter VII or meet and be certified in accordance with a standard not inferior to that developed by the Organization.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	In addition: (a) carriage of toxic products, low-flashpoint products or acids shall not be allowed when the total number of persons on board exceeds 60; (b) for the purpose of carrying industrial personnel, the areas and spaces on ships where industrial personnel are not permitted to enter shall be clearly marked; (c) the arrangements for personnel transfer shall be located outside the cargo area; (d) the access to the arrangements for personnel transfer shall, as far as practicable, be located outside the cargo area; and (e) embarkation or personnel transfer and loading or unloading of cargo shall not take place simultaneously. (B) In order to meet the functional requirements in **102. 9, (2)**, when simultaneously carrying oil as cargo, as defined in Annex I of MARPOL, and industrial personnel, the additional requirements in **(A)** above shall apply. (C) low-flashpoint products mean: (a) noxious liquid substances with a flashpoint not exceeding 60°C; (b) oil with a flashpoint not exceeding 60°C; and (c) liquefied gases which require flammable vapour detection in accordance with **chapter 19 of the IGC Code**; (D) toxic products mean: (a) dangerous chemicals to which special requirement **15.12 of the IBC Code** applies; and (b) liquefied gases which require toxic vapour detection in accordance with **chapter 19 of the IGC Code**; and (E) acids mean dangerous chemicals to which special requirement **15.11 of the IBC Code** applies. (F) In order to meet the functional requirements in **102. 9, (2)** when carrying liquefied gases in bulk, for the purpose of the requirements of the **IGC Code**, industrial personnel shall be considered as personnel in the context of training and personnel protection.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	105. Additional regulations for craft certified in accordance with SOLAS Chapter X 1. General(IP Code 5.1) (1) High-speed cargo craft certified in accordance with SOLAS chapter X shall not carry more than 60 persons on board. (2) Unless expressly provided otherwise in this part, high-speed craft carrying not more than 60 persons on board shall meet the requirements for cargo craft in the HSC Code and the applicable regulations in this part. (3) Craft complying with (2) above in addition to the applicable regulations in this part are considered to meet the goals and functional requirements in 102. 3 to 102. 9. (4) The carriage of IP on high-speed craft is not considered as transit voyage, as specified in 1.9.1.1 of the HSC Code, and a permit to operate is required. (5) Where the term "passenger" is used in applicable requirements in the HSC Code, it shall be read to mean persons on board other than crew. 2. Subdivision and stability(IP Code 5.2) In order to meet the functional requirement set out in 102. 3, (2), the following applies: (1) Chapter 2, part B, except 2.13.2 and 2.14, of the HSC Code shall apply in lieu of chapter 2, part C of the HSC Code. (2) When applying the provisions of chapter 2 of the HSC Code, the expression "passenger" shall be read as "persons on board other than crew". In addition, the mass of each such person shall be assumed to be 90 kg instead of 75 kg. 3. Machinery installations(IP Code 5.3) (1) In order to meet the functional requirement set out in 102. 4, (2), provisions in chapter 10, part B of the HSC Code shall apply as applicable to category A passenger craft in lieu of chapter 10, part C of the HSC Code.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

Present	Amendment	Note
〈Added newly〉	4. Electrical installations(IP Code 5.4) In order to meet the functional requirement set out in 102. 5, (2), 12.7.10 of the HSC Code shall apply. 5. Periodically unattended machinery spaces(IP Code 5.5)-No provisions 6. Fire safety(IP Code 5.6)-No provisions 7. Life-saving appliances and arrangements(IP Code 5.7) In order to meet the functional requirement set out in 102. 8, (2), the following applies: (1) 4.2.3 of the HSC Code shall apply; (2) 8.4.3 of the HSC Code shall apply - the expression "passenger spaces" shall be read as "IP area"; and (3) the required number of infant or child lifejackets shall be calculated solely based on the number of passengers on board. 8. Dangerous goods(IP Code 5.8) (1) General Industrial personnel may only bring dangerous goods on board for the purpose of their role off the craft and with the prior consent of the master of the craft. These dangerous goods shall be considered as cargo and shall be transported in accordance with chapter 7, part D of the HSC Code. (2) In order to meet the functional requirements in 102. 9, (2): (A) for the purpose of carrying IP, the areas and spaces on craft where IP are not permitted to enter shall be clearly marked; (B) the arrangement for personnel transfer shall be located outside the cargo area; (C) the access to the arrangements for personnel transfer shall, as far as practicable, be located outside the cargo area; and (D).4 embarkation or personnel transfer and loading or unloading of cargo shall not take place simultaneously.	- The requirements for ships carrying industrial personnel(IP)(Annex 1) have been supplemented.

(Draft)

Amended Rules for the Classification of Steel Ships

(Part 1 Classification and Surveys)

(For external opinion inquiry)

2026. 1.

HRT, MRT

- Main Amendments -

(1) Background of Amendment

1) The requirements for Offshore Support Vessel (OSV) have been supplemented to include Cable Laying Vessel, and the class notation “Cable Layer” is now assigned accordingly.
2) The requirements for Offshore Support Vessel (OSV) have been supplemented to include Crew Transfer Vessel, and the class notation “CTV” is now assigned accordingly.

(2) Revised content : See the below table

(3) Effective date : ships contracted for construction on or after 1 Mar. 2026.

Present

Ship Types	Special Feature Notations		Remarks
〈omitted〉			
26. Offshore Support Vessel	A	B	
	Supply AH Tow HL WTIMR FFS1 FFS2 FFS3 FF Oil Spill Recovery 〈Added newly〉 〈Added newly〉	HDC(*P*, Locations) HLC(ρ, Tanks)	
〈omitted〉			

〈hereinafter, omitted〉

Amendments

Ship Types	Special Feature Notations		Remarks
〈same as the current Guidance〉			
26. Offshore Support Vessel	A	B	
	Supply AH Tow HL WTIMR FFS1 FFS2 FFS3 FF Oil Spill Recovery Cable Layer(*2026*) CTV(*2026*)	HDC(*P*, Locations) HLC(ρ, Tanks)	
〈same as the current Guidance〉			

〈hereinafter, same as the current Guidance〉

Reason

- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Cable Laying Vessels, and the class notation “Cable Layer” is now assigned accordingly.

- The requirements for Offshore Support Vessels (OSVs) have been supplemented to include Crew Transfer Vessels, and the class notation “CTV” is now assigned accordingly.