



財團法人驗船中心
CR CLASSIFICATION SOCIETY

RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT 2021

AMENDMENT No.1

January 2022



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The following Parts have been amended and the effective dates are:	
Part	Effective date
III	1 July, 2022
IV	1 July, 2022

The Rules for the Construction and Classification of High-Speed Craft 2021 thereof are to be read in conjunction with this Amendment.

AMENDMENT TO "THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF
HIGH-SPEED CRAFT 2021"

**PART III HULL CONSTRUCTION AND
EQUIPMENT**

List of major changes in Part III from 2021 edition

1.5 New

Rules for the Construction and Classification of High-Speed Craft 2021 have been partly amended as follows:

Chapter 1 General

Section 1.5 has been added as follows:

1.5 Submission of Plans

1.5.1 Plans should generally be submitted electronically to the Society via CR Plan Approval System (CRPA). However, hard copies in triplicate will also be accepted.

Plans showing the scantlings, arrangements, and details of the principal parts of the hull structure of each craft to be built under survey are to be submitted and approved before the work of construction is commenced. These plans are to indicate clearly the scantlings and details of welding, and they are to include such particulars as the design draft and design speed. Where provision is to be made for any special type of cargo or for any exceptional conditions of loading, particulars of the weights to be carried and of their distribution are also to be given. In general, the following plans are to be submitted for review or reference:

- (a) Anchor handling arrangements
- (b) Bottom construction, floors, girders, inner bottom plating, etc.
- (c) Bow framing
- (d) Capacity plan
- (e) Deck plans
- (f) Docking Plan
- (g) Framing plan
- (h) General Arrangement
- (i) Hatches and hatch-closing arrangements
- (j) Hull port (freeing ports, gangways and fueling) and framing details
- (k) Lines and body plan
- (l) Machinery casings, engine and main auxiliary foundations
- (m) Master plan for modular construction

[PART III]

- (n) Midship section
- (o) Miscellaneous nontight bulkheads which are used as structural supports
- (p) Operating manual (see PART III 2.1.5 of the Rules)
- (q) Pillars and girders
- (r) Scantling profile and decks
- (s) Shaft struts
- (t) Shaft tunnels
- (u) Shell expansion
- (v) Stem
- (w) Stern frame and rudder
- (x) Stern framing
- (y) Superstructure and deckhouses, and their closing arrangements
- (z) Through-hull penetrations for thrusters, stabilizers, exhausts, and sea valves
- (aa) Ventilation systems on weather decks
- (ab) Watertight and deep-tank bulkheads
- (ac) Watertight doors and framing
- (ad) Weathertight doors, framing, and sill heights
- (ae) Welding Schedule and details, bonding details
- (af) Windows, Storm Shutters and framing details

AMENDMENT TO "THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF
HIGH-SPEED CRAFT 2021"

PART IV MACHINERY AND SYSTEMS

List of major changes in Part IV from 2021 edition

1.1.3(b)	Revised
1.3.3	Revised
Table 1-1	Revised

Rules for the Construction and Classification of High-Speed Craft 2021 have been partly amended as follows:

Chapter 1 General

Paragraph 1.1.3(b) has been amended as follows:

1.1.3 Sea trial

(b) Residual fuel

The viscosity of the fuel used on the sea trial are to be included in the ~~classification report~~ **sea trial record**.

Paragraph 1.3.3 has been amended as follows:

1.3.3 Inclinations

Machinery installations are to be designed to operate under the **ambient** conditions as shown in Table IV 1-1 below.

Table IV 1-1 has been amended as follows:

**Table IV 1-1
Inclination of crafts**

Type of machinery Installations Installations, components	Athwartships ^(#2)		Bow and stern Fore-and-aft ^(#2)	
	Static inclination (list)	Dynamic inclination (rolling)	Static inclination (trim)	Dynamic inclination (pitching)
Main propulsion machinery Main boilers and important auxiliary boilers Prime movers driving generators (excluding those for emergency) auxiliary machinery (excluding auxiliary machinery for specific use etc.) and their driving units Main and auxiliary machinery	15°	22.5°	5° ⁽⁴⁾	7.5°
Emergency installations (emergency generators, emergency fire pumps and prime movers to drive them) Switch gears⁽²⁾ (Circuit breakers, etc.) Equipment for automatic and remote controls Safety equipment, e.g. emergency power installations, emergency fire pump and their devices Switch gear, electrical and electronic appliances⁽¹⁾, and remote control systems	22.5° ⁽³⁾	22.5° ⁽³⁾	10°	10°

Notes:

- (1) ~~Athwartships and bow and stern inclinations may occur simultaneously.~~ **No undesired switching operations or operational changes are to occur.**
- (2) ~~Up to an angle of inclination of 45°, undesired switching operations or operational changes are not to be caused.~~ **Athwartships and fore-end-aft inclinations may occur simultaneously.**
- (3) ~~In ships carrying liquefied gases in bulk and ships carrying dangerous chemicals in bulk, the arrangement is to be such that the emergency power supply must also remain operable with the ship flooded to a final athwartships inclination up to a maximum of 30°.~~ **In ships for the carriage of liquefied gases and of chemicals the emergency power supply must also remain operable with the ship flooded to a final athwartships inclination up to maximum of 30°.**
- (4) **Where the length of the ship exceeds 100m, the fore-and-aft static angle of inclination may be taken as 500/L degrees where L = length of the ship, in meters.**



Tel: +886 2 25062711

Fax: +886 2 25074722

E-mail: cr.tp@crclass.org

Website: <http://www.crclass.org>

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