財團法人驗船中心

CR CLASSIFICATION SOCIETY

RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT 2026

AMENDMENT

June 2026

財團法人驗船中心
CR CLASSIFICATION SOCIETY

RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT 2026

AMENDMENT

June 2026

RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT 2026

AMENDMENT

The following Parts have been amended and the effective dates are:	
Part	**Effective date**
I	1 January, 2027
II	1 January, 2027
III	1 January, 2027

This Amendment and *the Rules for the Construction and Classification of High-Speed Craft 2026* are to be consolidated and published as *January 2027 Edition*.

AMENDMENT TO "THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT 2026"

PART I CLASSIFICATION AND SURVEY

List of major changes in Part I from 2026 edition

Table I 1-4	Revised
Table I 1-5	Revised
Table I 1-8	Revised
1.10.1~1.10.2	Revised
2.6.4(a)	Revised
2.7.2	Revised

Rules for the Construction and Classification of High-Speed Craft 2026 have been partly amended as follows:

Chapter 1
Classification of High-Speed Craft

1.4 Class Notations

Table I 1-4 has been amended as follows:

Table I 1-4
List of Ship Type Notation

Notation	Description	Reference
Passenger Ship	For ship which carry more than 12 passengers.	The Rules
~~**IP**~~	~~This notation will be assigned to cargo ships and highspeed cargo craft of 500 GT and upwards which carry more than 12 industrial personnel that comply with the IMO Resolution MSC.521(106) containing the new SOLAS Chapter XV and International Code of Safety for Ships Carrying Industrial Personnel (IP Code).~~	~~IMO Resolution MSC.521(106) and IP Code~~

Note:

(1) For craft deemed necessary by the Society, an appropriate notation except specified above may be affixed to classification character.

Table I 1-5 has been amended as follows:

Table I 1-5
List of Additional Service Notation

Notation	Description	Reference
HSC-PA or HSC-PB	This notation will be assigned to the craft meeting the Rules and the requirements of category A (up to 450 passengers) or B (over 450 passengers) of International Code of Safety for High-Speed Craft (hereinafter referred to as HSC Code).	The Rules and HSC Code
HSC-C	This notation will be assigned to the cargo craft meeting the Rules and the requirements of cargo craft category of HSC Code.	The Rules and HSC Code
LSC	This notation (**L**ight **S**tructure **C**raft) will be assigned to craft not engaged in international voyages which are capable of maximum speed $2.36 \leq V/\sqrt{L}$ and not to proceed in the course of their voyage more than the time as specified in 1.3.4 of HSC Code.	The Rules and HSC Code, as applicable.
PSPC	This notation (**P**erformance **S**tandard for **P**rotective **C**oating) will be assigned to any craft where the applicable requirements in 23.1.4 of Part II of the Rules for Steel Ships are complied with.	Part II 23.1.4 of the Rules for Steel Ships
NR-N	This notation (the comfort **R**ating of **N**oise), with N being I or II, will be assigned to craft where the applicable requirements in Chapter 34 of Part II of the Rules for Steel Ships are complied with.	Part II Chapter 34 of the Rules for Steel Ships
IP	This notation will be assigned to cargo ships and high-speed cargo craft of 500 GT and upwards which carry more than 12 industrial personnel and that comply with the IMO Resolution MSC.521(106) containing the new SOLAS Chapter XV and International Code of Safety for Ships Carrying Industrial Personnel (IP Code).	IMO Resolution MSC.521(106) and IP Code
VR	This notation will be assigned to craft which comply with the limits for vibration of ISO 20283-5:2016, as given in Table II 34-2 of the Rules for Steel Ships	Part II Chapter 34 of the Rules for Steel Ships

Table I 1-8 has been amended as follows:

Table I 1-8
List of Special Equipment Notation

Notation	Description	Reference
Helideck-N	This notation (**Heli**copter **deck**), with N being **I**, **II, III** or **IV**, will be assigned to craft provided with helicopter facilities in accordance with related requirements of the Rules for Steel Ships.	Part II Chapter 12A of the Rules for Steel Ships
….		
Cyber-S	The notation (**Cyber-S)** will be assigned to ships which comply with the requirements in Part I of the Guidelines for Cyber Security Onboard Ships.	Guidelines for Cyber Security Onboard Ships Part I
Cyber-R	This notation (**Cyber-R)** will be assigned to craft where the applicable requirements in ~~3.2.12(e)(i) of~~ Part ~~VIII~~ II of the ~~Rules for Steel Ships~~ Guidelines for Cyber Security Onboard Ships are complied with.	~~Part VIII/ 3.2.12(e)(i) of the Rules for Steel Ships~~ Guidelines for Cyber Security Onboard Ships Part II
Cyber-SnE	This notation (**Cyber-SnE)** will be assigned to craft where the applicable requirements in ~~3.2.12(e)(ii) of~~ Part ~~VIII~~ III of the ~~Rules for Steel Ships~~ Guidelines for Cyber Security Onboard Ships are complied with.	~~Part VIII/ 3.2.12(e)(ii) of the Rules for Steel Ships~~ Guidelines for Cyber Security Onboard Ships Part III

1.10 Suspension and Withdrawal of Class

Paragraphs 1.10.1~1.10.2 have been amended as follows:

1.10.1 In any of the following cases, the class of a craft is liable to be withheld or if already granted, may be withdrawn or expunged from the Register:

(a) The wording, symbols or marks on the certificate ~~is~~ are altered, defaced or obliterated.

(b) Any damage or casualty is done to the hull or machinery to such an extent as affecting her class in the Register and the damage so sustained has been un-repaired or not been repaired to the satisfaction of the Society.

(c) The structure or arrangement of the hull, equipment and machinery have been altered without approval of the Society.

(d) The loading of the craft exceeds the load line assigned by the Society or the freeboard marks have been placed higher on the craft's sides than the positions assigned by the Society.

(e) The applicant fails to pay any survey fees or expenses.

(f) The applicant fails to fulfill the Society's requirements.

(g) The Owner so requests.

~~(h) If the Annual Survey or Intermediate Survey is not complete within 3 months of the due date of the survey.~~

1.10.2 Class suspension and cancellation

(a) Class will be suspended automatically ~~in~~ under the following conditions unless the vessel is under attendance for completion of the required survey.

(i) If the ~~a~~ class periodical survey is overdue (Special Survey is to be completed prior to resuming trading).

(ii) If ~~MCS survey or HCS survey~~ Continuous Survey items which are due or overdue at the time of annual survey are not completed and no extension has been granted ~~is over-due~~.

(iii) If any other required survey in the Rules is over-due and no extension has been granted. However, over-due of required survey of environmental protection notation as listed in Table I 1-10 will not cause the suspension of class.

(iv) ~~(ii)~~ If any outstanding recommendation is over-due and no extension has been granted.

Class will be reinstated automatically from the date of satisfactory completion of the over-due surveys or the over-due recommendations.

(b) If the Owners failed to apply for a survey on any casualty, damage, operational failure or any repair upon the first opportunity, class may be suspended until ~~the date before~~ the repair survey has been ~~is~~ completed satisfactorily.

(c) Class Maintenance Certificate is not to be issued during the period of class suspension and before the required survey is completed satisfactorily.

(d) Class suspended for over 3 months may result in cancellation of class.

Chapter 2
Survey Requirements of Craft

2.6 Intermediate Surveys

Paragraph 2.6.4(a) has been amended as follows:

2.6.4 Intermediate Survey – machinery

(a) At each Intermediate Survey, all ~~the~~ applicable requirements for Annual Survey are to be complied with.

2.7 Special Surveys

Paragraph 2.7.2 has been amended as follows:

2.7.2 Special Survey–machinery

All applicable requirements for Intermediate Survey are also to be complied with.

AMENDMENT TO "THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT 2026"

PART II MATERIALS AND WELDING

List of major changes in Part II from 2026 edition

Table II 2-1	Revised

Rules for the Construction and Classification of High-Speed Craft 2026 have been partly amended as follows:

Chapter 2

Aluminium Alloy Welding in Hull Construction ~~during Construction~~

Table II 2-1 has been amended as follows:

Table II 2-1
Minimum Mechanical Properties for Butt-Welded Aluminium Alloys[(1)]

Alloy	Ultimate Tensile Strength, $\mathbf{U}_{al}$ (N/mm^2)	Yield Strength, $\mathbf{Y}_{al}$[(3)] (N/mm^2)	Shear Strength, τ_a [(3)] (N/mm^2)
5083-H111	269	145	83
5083-H116, H321	276	165	96
5083-H323, H343	276	165	96
5086-H111	241	124	69
5086-H112 6 mm –12 mm	241	117	65
5086-H112 12 mm –25 mm	241	110	62
5086-H112 Greater than 25 mm	241	96.5	55
5086-H32, H34, H116	241	131	76
5383-O, H111	290	145	83
5383-H116, H321	290	165[(4)]	83
5383-H34	290	145	83
5454-H111	214	110	65
5454-H112	214	83	48
5454-H32, H34	214	110	65
5456-H111	283	165	96
5456-H112	283	131	76
5456-H116, H321	290	179	103
5456-H323, H343	290	179	103
6061-T6[(2)] under 9.5 mm	165	138	83
6061-T6[(2)] over 9.5 mm	165	103	62
6082-T6	170	115	66

Notes:
(1) The adoption of test values higher than given in this table will be subject to special consideration. Filler wires are those recommended in Table II 2-2. Values shown are for welds in plate thicknesses up to 38 mm unless otherwise noted.
(2) Values when welded with 4043, 5183, 5356 or 5556 filler wire.
(3) Yield and shear strength ~~is~~ are not required for weld procedure qualification.
(4) Yield strength values as high as 185 N/mm^2 have been satisfactorily demonstrated and statistically verified.

AMENDMENT TO "THE RULES FOR THE CONSTRUCTION AND CLASSIFICATION OF HIGH-SPEED CRAFT 2026"

PART III HULL CONSTRUCTION AND EQUIPMENT

List of major changes in Part III from 2026 edition

2.2.1(a)	Revised
2.2.7(c)	Revised
2.2.8(a)(ii)	Revised
2.4.1(b)(ii)	Revised
2.11.4	Revised
Table III 2-33	Revised

Rules for the Construction and Classification of High-Speed Craft 2026 have been partly amended as follows:

Chapter 2
Hull Structures and Arrangements

2.2 Design Pressures

Paragraph 2.2.1(a) has been amended as follows:

2.2.1 Monohulls

The bottom and side pressures are to be checked using the displacement (Δ), speed (V), draft (d), and running trim (τ) in the full load, half load, and light load conditions. If the craft is receiving a freeboard assignment, the parameters used in the full load condition are to coincide with the assigned freeboard. If the craft is not receiving a freeboard assignment, the parameters used in the full load condition are to correspond to the condition of the craft with the maximum operating deadweight. The parameters used in the half load condition are to correspond to the condition of the craft with 50% of the maximum operating deadweight, and the parameters used in the light load condition are to correspond to the condition of the craft with 10% of the maximum operating deadweight plus the maximum speed of the craft.

(a) Bottom Design Pressure

The bottom design pressure is to be the greater of those, as given in the following equations, for the location under consideration. Bottom structure design pressures are dependent upon the service in which the craft operates. The bottom design pressure applies to hull bottoms below the chines or the upper turn of the bilge.

(i) Bottom Slamming Pressure

$$P_{bcg} = \frac{N_1 \Delta}{L_w B_w}[1 + n_{cg}]F_D \qquad \text{kN/m}^2$$

$$P_{bxx} = \frac{N_1 \Delta}{L_w B_w}[1 + n_{xx}]\left[\frac{70 - \beta_{bx}}{70 - \beta_{cg}}\right]F_D \qquad \text{kN/m}^2$$

(ii) Bottom Slamming Pressure for Craft less than 61 meters~~,~~. The design pressure may be:

$$P_{bxx} = \frac{N_1 \Delta}{L_w B_w}[1 + n_{cg}]F_D F_V \qquad \text{kN/m}^2$$

(iii) Hydrostatic Pressure

$$P_d = N_3(0.64H + d) \qquad \text{kN/m}^2$$

where:

P_{bcg}	=	bottom design pressure at LCG	kN/m^2
P_{bxx}	=	bottom design pressure at any section clear of LCG	kN/m^2
P_d	=	bottom design pressure based on hydrostatic forces	kN/m^2
n_{cg}	=	the vertical acceleration of the craft as determined by a model test, theoretical computation, or service experience (see 1.3 of this Part). If this information is not readily available during the early stages of design, the following formula utilizing the average 1/100 highest vertical accelerations at LCG can be used:	

$$n_{cg} = N_2 \left[\frac{12h_{1/3}}{B_w} + 1.0\right] \tau [50 - \beta_{cg}] \frac{V^2 (B_w)^2}{\Delta} \qquad \text{g's}$$

note that g's are the dimensionless ratio of the acceleration at sea level ($9.8 m/s^2$)
The vertical acceleration, n_{cg}, is typically not to be taken greater than the following:

$$n_{cg} = 1.39 + 0.256 \frac{V}{\sqrt{L}} \qquad \text{g's}$$

for speeds greater than $18\sqrt{L}$, the maximum n_{cg} is 6.0 g (7.0 g for search and rescue type craft)
The vertical accelerations are typically not to be taken less than 1.0 g for craft lengths less than 24 m and 2.0 g for craft lengths less than 12 m. Intermediate values can be determined by interpolation. The vertical acceleration will need to be specially considered for craft fitted with seat belts or special shock mitigation seats
In addition to the above, the n_{cg} is to comply with 2.2.7 of this Chapter.

n_{xx}	=	average of the 1/100 highest vertical accelerations, at any section clear of LCG can be determined by the following equation:	
	=	$n_{cg} K_v$	g's
N_1	=	0.1	
N_2	=	0.0078	
N_3	=	9.8	
Δ	=	displacement at design waterline	kg
L_w	=	craft length on the waterline with the craft at the design displacement and in the displacement mode	m
B_w	=	maximum waterline beam	m
H	=	wave parameter, 0.0172L + 3.653, generally not to be taken less than the maximum survival wave height for the craft	m
$h_{1/3}$	=	significant wave height, see Table III 2-3 of this Chapter	m
τ	=	running trim at V, in degrees, but generally not to be taken less than 4° for craft L < 50 m, nor less than 3° for L > 50 m. Special consideration will be given to~~,~~ designers' values predicted from model tests.	°
β_{cg}	=	~~D~~deadrise of bottom at LCG, in degrees, generally not to be taken less than 10° nor more than 30°	°
β_{bx}	=	deadrise of bottom at any section clear of LCG, in degrees, not to be taken less than 10° nor greater than 30°, see Fig. III 2-5 of this Chapter	°
V	=	craft design speed in knots, see Table III 2-3 of this Chapter	knot
F_D	=	design area factor given in Fig. III 2-7 of this Chapter for given values of A_D and A_R Generally not to be taken less than 0.4. See Table III 2-4 of this Chapter for minimum values of F_D for craft less than 24 m in length	
F_V	=	vertical acceleration distribution factor given in Fig. III 2-9 of this Chapter	
K_V	=	vertical acceleration distribution factor given in Fig. III 2-8 of this Chapter	
A_D	=	design area. For plating it is the actual area of the shell plate panel but not to be taken as more than $2.5s^2$. For longitudinals, stiffeners, transverses and girders it is the shell area supported by the longitudinal stiffener, transverse or girder; for transverses and girders the area used need not be taken less than $0.33l^2$.	cm^2
A_R	=	reference area, $6.95\Delta/d$	cm^2
s	=	spacing of longitudinals or stiffeners	cm
l	=	unsupported span of internals, see 2.4.1(b)(i) of this Chapter	cm
d	=	stationary draft. Vertical measured from baseline to design waterline at middle of design waterline length, but generally not to be taken as less than 0.04L.	m

Paragraph 2.2.7(c) has been amended as follows:

2.2.7 Vertical acceleration at LCG

(a) The design vertical acceleration at LCG, n_{cg}, is defined by the designer and corresponds to the average of the 1/100 highest accelerations in the most severe sea conditions expected, in addition to the gravity acceleration. Generally, it is to be not less than:

$$n_{cg} = Tsc \cdot Sac \cdot \frac{\cancel{v}V}{\sqrt{L}} \qquad g's$$

where:

Tsc = 0.666 for Passenger, Ferry, Cargo
= 1 for Supply
= 1.333 for Pilot, Patrol
= 1.666 for Rescue

Sac = $C_F^{(1)}$ for Open sea
= 0.3 for Restricted open sea
= 0.23 for Moderate environment$^{(2)}$
= 0.14 for Smooth sea$^{(3)}$

Note:(1) For passenger, ferry and cargo craft, their seaworthiness in this condition is to be ascertained. In general, Sac should not be lower than the values given in this Table, where:

$$0.2 + \frac{0.6}{V/\sqrt{L}}\text{, but not less than 0.32.}$$

(2) Not applicable to craft with type of service “Rescue”

(3) Not applicable to craft with type of service “Pilot, Patrol” or “Rescue”

Note: Other than above Tsc and Sac are subject to special consideration by the Society.

(b) Lower n_{cg} values may be accepted at the Society's discretion, if justified, on the basis of model tests and full-scale measurements.

(c) In general, ~~A~~an acceleration greater than $n_{cg} = 1.5 \cdot Tsc$ may not be adopted for the purpose of defining limit operating conditions.

(d) The sea areas are defined with reference to significant wave heights $h_{1/3}$ which are exceeded for an average of not more than 10% of the year:

(i) Open-sea service: $h_{1/3} \geq 4.0$ m

(ii) Restricted open-sea service: 2.5 m $\leq h_{1/3} <$ 4.0 m

(iii) Moderate environment service: 0.5 m $< h_{1/3} <$ 2.5 m

(iv) Smooth sea service: $h_{1/3} \leq$ 0.5 m.

Paragraph 2.2.8(a)(ii) has been amended as follows:

2.2.8 Assessment of limit operating conditions

(a) General

(i) It is the designer's responsibility to specify the format and the values of the limit operating conditions. Their format may be for example a relation between speed and significant wave height which ~~ascertains~~ ensures that actual loads are less than ~~the one~~ those used for structural design. They must include the maximum allowed significant wave height H_{sm} consistent with the structural strength. H_{sm} is not to be greater than the value calculated according to 2.2.8(a)(ii) below.

(ii) It is assumed that, on the basis of weather forecast, the craft does not encounter, within the time interval required for the voyage, sea states with significant wave heights, in m, greater than the following:

$$H_{sm} = 5 \cdot \frac{n_{cg}}{V/\sqrt{L}} \cdot \frac{L}{6 + 0.14 \cdot L}$$

where ~~vertical acceleration~~ n_{cg} and V ~~is~~are defined in 2.2.1(a) of this Chapter.

2.4 Framing

Paragraph 2.4.1(b)(ii) has been amended as follows:

2.4.1 Aluminum and Steel

(b) Strength and Stiffness

(ii) Moment of Inertia

The moment of inertia of each longitudinal, stiffener, transverse web, stringer or girder, including the plating to which it is attached, is to be not less than that given by the following equation:

$$I = \frac{260psl^3}{K_4E} \qquad \cancel{mm}\,cm^4$$

where

K_4	=	0.0015	for shell and deep tank girders, stringers and transverse webs, constructed of steel.	
	=	0.0011	for deck girders and transverses constructed of steel.	
	=	0.0021	for shell and deep tank stringers and transverse webs constructed of aluminum.	
	=	0.0018	for deck girders and transverses constructed of aluminum.	
E	=	2.06×10^5	for steel	N/mm^2
	=	6.9×10^4	for aluminum	N/mm^2

p, s and *l* are as given in 2.4.1(b)(i) of this Chapter.

2.11 Bulwarks, Rails, Ports, Portlights, Windows, Ventilators, Tank Vents and Overflows

Paragraph 2.11.4 has been amended as follows:

2.11.4 Windows

(a) Construction

Windows are defined as being rectangular openings generally, or oval, openings with an area exceeding 0.16 m^2.

Windows to spaces within enclosed superstructure and deckhouses are to be fitted with strong steel, aluminum or other approved material, storm shutters. Windows are not to be fitted below the freeboard deck. Windows are not to be fitted in the first tier end bulkheads or sides of enclosed superstructures. Windows are not to be fitted in first tier deckhouses considered buoyant in the stability calculations or protecting openings leading below. Window frames are to be of steel or other approved material and are to be attached by through bolts or equivalent.

Windows on the second tier above the freeboard deck may not require deadlights depending upon the arrangement of the craft. Window frames are to be metal or other ~~approval~~ approved material, and effectively secured to the adjacent structure. Windows are to have a minimum of a 1/4 inch radius at all corners. The glazing is to be set into the frames in a suitable, approved packing or compound. Special consideration is to be given to angled house fronts.

For externally fitted storm covers an arrangement for safe and easy access is to be provided.

For craft limited in service range and weather conditions and not receiving a Load Line Certificate, consideration will be given to the omission of deadlights depending on the location, type and thickness of the windows.

In addition to the above, where the craft is assigned a load line in accordance with the International Convention on Load Lines, 1966 (as amended), windows and storm shutters are to meet the requirements of Regulation 23 of the Convention.

The thickness of the window is not to be less than that obtained from 2.11.4(a)(i), 2.11.4(a)(ii) or 2.11.4(a)(iii) below, whichever is greater.

(i)

$$t = s\left(\sqrt{\frac{pk}{1000\sigma_a}}\right) \quad \text{mm}$$

(ii)

$$t = s\left(\sqrt[3]{\frac{pk_1}{20E}}\right) \quad \text{mm}$$

(iii) Minimum Tempered Monolithic Glass Thicknesses:

t = 9.5 mm for front windows

t = 6.5 mm for side and end windows

where

t = required window thickness, in mm ~~(in.)~~

s = lesser dimension of window, in mm ~~(in.)~~

p = pressure head for window location as determined by 2.2.4

k = factor given in Table III 2-32 of this Chapter

k_1 = factor given in Table III 2-32 of this Chapter

σ_a = $0.30\sigma_f$

σ_f = material flexural strength; see Table III 2-33 of this Chapter

E = material flexural modulus; see Table III 2-33 of this Chapter

Table III 2-32

l/s	k	k_1
>5	0.750	0.142
5	0.748	0.142
4	0.741	0.140
3	0.713	0.134
2	0.610	0.111
1.8	0.569	0.102
1.6	0.517	0.091
1.4	0.435	0.077
1.2	0.376	0.062
1	0.287	0.044

Note: *s* = lesser dimension of window panel, in mm
l = greater dimension of window panel, in mm

Intermediate values may be determined by linear interpolation.

Table III 2-33 has been amended as follows:

Table III 2-33

Glazing	Flexural Strength	Flexural Modulus
Tempered Monolithic**	119 MPa	73,000 MPa
~~Laminated Glass~~	~~69 MPa~~	~~2,620 MPa~~
Polycarbonate*	93 MPa	2,345 MPa
Acrylic (PMMA)*	110 MPa	3,000 MPa

* Special considerations will be made with regard~~s~~ to design, manufacture and testing of glass specimens.

** As an alternative, mechanical properties may be determined in accordance with 2.11.4(b)(ii).

(iv) Laminated Glass

(1) For laminated toughened safety glass, when it is used for windows, the equivalent offered thickness (t_0) is to be determined from the following formula:

$$t_0 = \sqrt{t_{L1}^2 + t_{L2}^2 + \ldots t_{Ln}^2}$$

where

t_0 = equivalent offered thickness of laminated glass

t_{Li} = thickness of glass laminate

n = number of laminates

The equivalent offered thickness of laminated glass is not to be less than required by 2.11.4(a)(i), (ii) or (iii), whichever is greater, obtained from the monolithic panel equation using the mechanical properties reported in Table III 2-33.

The laminated construction and glazing is to meet the requirements outlined in ISO 12543-1.

(2) For laminated toughened safety glass, the verified flexural strength and flexural modulus recognized in accordance with 2.11.4(b)(ii) may, as an alternative, be used in the calculation formulas of 2.11.4(a)(i) or (ii) to determine the required thickness.

(b) Testing

(i) Tightness Test After Installation

All windows are to be hose tested in position under a water pressure of at least 2 bar at the time of construction and, if considered necessary, at subsequent surveys in case of modifications or repairs.

(ii) Glazing Material Mechanical Properties

The flexural strength of ~~the~~monolithic glass is to be verified by compliance with the proof load ~~in~~and markings in accordance with ISO 614.

Where it is intended to utilize higher flexural strength and moduli for glazing design than those listed in Table III 2-33, a satisfactory destructive test plan is to be submitted to the Society. Glazing specimens are to be tested using a four-point bend test to a recognized standard (such as ISO 1288). A minimum of 10 specimens of each material thickness and glazing configuration type are to be tested to validate the use of alternative mechanical properties for design. A statistical assessment is to be applied to determine a lower bound estimate for flexural strength. The flexural strength value used for calculation is to be two standard deviations from the mean of the test results.

Tel: *+886 2 25062711*
Fax: *+886 2 25074722*
E-mail: *cr.tp@crclass.org*
Website: *http://www.crclass.org*