

2000 HSC Code

International Code of Safety for High-Speed Craft, 2000

2008 Edition

Supplement

December 2013

(incorporating first and second supplements)

Since the publication of the 2008 Edition of the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code), the Maritime Safety Committee has adopted several resolutions amending the Code. Furthermore, the Sub-Committee on Ship Design and Equipment (DE) requested amendments to the foreword of the 2000 HSC Code. This supplement presents, in chronological order, those amendments that will have entered into force before the next edition is published.

Document	Amends	Date	Page
DE 52/20/13	Foreword	March 2009	2
Resolution	Amends	Applicable as on	
MSC.260(84)	Chapter 8 Life-saving appliances and arrangements Chapter 14 Radiocommunications	1 January 2010	4
MSC.271(85)	Chapter 7 Fire safety	1 January 2011	5
MSC.326(90)	Chapter 14 Radiocommunications	1 January 2014	8

The following amendments to the foreword of the 2000 HSC Code were requested by the Sub-Committee on Ship Design and Equipment, at its fifty-second session in March 2009, in line with the proposal in document DE 52/20/13(DE 52/21, paragraph 20.51.2).

Foreword

The Maritime Safety Committee, at its seventy-third session (27 November to 6 December 2000) adopted, by resolution MSC.97(73), the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code), following a revision of the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) (resolution MSC.36(63)), which in turn had been developed following a revision of the Code of Safety for Dynamically Supported Craft (DSC Code) (resolution A.373(X)).

The 1994 HSC Code and the 2000 HSC Code are mandatory under chapter X (Safety measures for high-speed craft) of the 1974 SOLAS Convention and apply to high-speed craft engaged in international voyages the keels of which are laid or which are at a similar stage of construction on or after 1 January 1996 (1994 HSC Code) and on or after 1 July 2002 (2000 HSC Code) respectively. For high-speed craft constructed before 1 January 1996 the DSC Code should be applied.

Since then, amendments to the 2000 HSC Code have been adopted by the Maritime Safety Committee by resolutions MSC.175(79) and MSC.222(82), following the provisions of section 1.15 of the Code for a regular review of the existing requirements to take account of new developments in design and technology.

The present 2008 Edition contains the consolidated text of the 2000 HSC Code, incorporating the amendments adopted by the aforementioned resolutions, which entered into force and apply to high-speed craft engaged in international voyages the keels of which are laid or which are at a similar stage of construction on or after 1 July 2006 and 1 July 2008, respectively. However, the amendments to paragraphs 1.2.2 (use of asbestos), 1.8.1 (carriage of certificates), 1.9.1.1 (transit of voyages without a Permit to operate), 1.9.7 (determining craft operating limitations), 2.7.2 (measurement of lightship where inclining experiment is impractical), 13.8.2 (carriage of ECDIS) and 14.15.10 (testing of satellite EPIRBs) adopted by

resolution MSC.222(82), which entered into force on 1 July 2008, also apply to craft constructed on or after 1 July 2002 but prior to 1 July 2008.

In all other respects the 2000 HSC Code as contained in the 2001 Edition applies to craft constructed on or after 1 July 2002 but prior to 1 July 2008.

The following amendments to the 2000 HSC Code were adopted on 16 May 2008 by the Maritime Safety Committee (MSC) at its eighty-fourth session by resolution MSC.260(84) and entered into force on 1 January 2010.

Chapter 8

Life-saving appliances and arrangements

8.2 Communications

1 *In paragraph 8.2.1, subparagraph .2 is replaced by the following:*

“.2 at least one search and rescue locating device shall be carried on each side of every passenger high-speed craft and every cargo high-speed craft of 500 gross tonnage and upwards. Such search and rescue locating device shall conform to the applicable performance standards not inferior to those adopted by the Organization. The search and rescue locating device shall be stowed in such locations that they can be rapidly placed in any one of the liferafts. Alternatively, one search and rescue locating device shall be stowed in each survival craft.”*

* Refer to the Recommendation on performance standards for survival craft radar transponders for use in search and rescue operations, adopted by the Organization by resolution A.802(19), as amended by MSC.247(83), and the Recommendation on performance standards for survival craft AIS search and rescue transmitters (AIS-SART) for use in search and rescue operations, adopted by the Organization by resolution MSC.246(83).

Chapter 14

Radiocommunications

14.7 Radio equipment: General

2 *In paragraph 14.7.1, subparagraph .3 is replaced by the following:*

“.3 a search and rescue locating device which:”

The following amendments to the 2000 HSC Code were adopted on 4 December 2008 by the MSC at its eighty-fifth session by resolution MSC.271(85) and entered into force on 1 January 2011.

Chapter 7

Fire safety

1 *At the end of paragraph 7.17.1, the following new sentence is added:*

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

* Refer to chapter 3.4 of the IMDG Code.

† Refer to chapter 3.5 of the IMDG Code.

2 *In paragraph 7.17.1, after the words “except when carrying dangerous goods in limited quantities”, the following words are added:*

“and excepted quantities”.*

* Refer to chapter 3.5 of the IMDG Code.

3 *The existing note 1 to table 7.17-1 is replaced by the following:*

- “1 For classes 4 and 5.1 solids not applicable to closed freight containers. For classes 2, 3, 6.1 and 8 when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour. For classes 4 and 5.1 liquids, when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour. For the purpose of this requirement a portable tank is a closed freight container.”*

4 The existing table 7.17-3 is replaced by the following:

Table 7.17-3
Application of the requirements of section 7.17.3 to different classes of dangerous goods
except solid dangerous goods in bulk

Class	1.1 to 1.6 ⁹	1.45	2.1	2.2	2.3 flammable ¹⁷	2.3 non-flammable	3 FP12 < 23°C	3 FP12 ≥ 23°C to ≤ 60°C	4.1	4.2	4.3 liquids ¹⁸	4.3 solids	5.1 ¹⁰	5.2 ¹³	6.1 liquids FP12 < 23°C	6.1 liquids FP12 ≥ 23°C to ≤ 60°C	6.1 liquids	6.1 solids	8 liquids FP12 < 23°C	8 liquids FP12 ≥ 23°C to ≤ 60°C	8 liquids	8 solids	9
Section	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7.17.3.1.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7.17.3.1.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7.17.3.1.3	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.17.3.1.4	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7.17.3.2	X	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	14X
7.17.3.3	X	-	X	-	-	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	-
7.17.3.4.1	-	-	X	-	-	-	X	-	6X	-	X	-	6X	-	X	-	X	-	X	-	X	-	6X
7.17.3.4.2	-	-	X	-	-	-	X	-	-	-	-	-	-	-	X	-	X	-	X	-	X	-	14X
7.17.3.5	-	-	-	-	-	-	X	-	-	-	-	-	-	-	X	-	X	-	X	-	X	-	-
7.17.3.6	-	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	10X
7.17.3.7	-	-	-	-	-	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	X	-	-
7.17.3.8	X ⁹	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7.17.3.9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7.17.3.10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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

The following amendments to the 2000 HSC Code were adopted on 24 May 2012 by the Maritime Safety Committee (MSC) at its ninetieth session by resolution MSC.326(90) and enter into force on 1 January 2014.

Chapter 14

Radiocommunications

In paragraph 14.15.10, subparagraph .1 is replaced by the following:

- “.1 annually tested for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals within three months before the expiry date, or three months before or after the anniversary date, of the High Speed Craft Safety Certificate;*

The test may be conducted on board the craft or at an approved testing station; and”