Amendments to the "Rules for the Classification of High-Speed Craft"

Effective from 1/1/2026

List of the amendments:

Chapter/Paragraph amended	Reason
Chapter 1, [1.3.1], [1.3.3], [1.4.34] Chapter 6, [C6.1.5](deleted) Chapter 7, [7.4.2.3] Chapter 8, [8.2.1](new), [8.10.1] Chapter 9, [9.1.5], [9.8] Chapter 14, overall revision Annex 1	to align the requirements with the latest edition of the IMO HSC Code and the relevant existing IACS unified interpretations (IACS UIs HSC6, HSC7, HSC8, HSC9, HSC10); and to remove the requirement of paragraph C6.1.5 – excluding mooring equipment from scope of classification – as it is not consistent with the requirements of paragraph C6.1.3, derived from the IMO HSC Code (Prop.291)
Chapter 7, 7.9.4(new)	to introduce IACS UI HSC11 (New May 2025) "Fire-Extinguishing Media Restrictions"

RULES FOR THE CLASSIFICATION OF HIGH-SPEED CRAFT

PREMISE

P.1 General

P.1.1

.1 *(1/1/2026)*

These Rules incorporate the text in full of the "International Code of Safety for High-Speed Craft (2000)" ("HSC Code") ~~adopted by the IMO Maritime Safety Committee, at its 73rd session, in December 2000, through Resolution MSC. 97(73)~~, as amended ~~by Resolution MSC. 175(79) on 10 December 2004 and Resolution MSC. 222(82) on 8 December 2006~~. This text is printed in italics.

.2 Classification requirements additional to the provisions of the HSC Code are printed in the Roman characters used for this item .2 and the relevant number is prefixed by the letter C.

In Chapter 10, which is subdivided into Parts, additional classification requirements not directly related to a particular HSC Code item are numbered as follows: prefix C, Chapter number, letter indicating the Part concerned and an incremental figure starting from 1. These additional requirements are inserted at the end of the relevant Part of the Chapter.

Where necessary, additional explanatory notes are given at the beginning of each Chapter.

.3 Parts of the HSC Code not applicable for the purpose of classification are identified by a vertical line placed in the margin of the text.

In general the requirements regarding fire safety are no longer mandatory for the purpose of classification, except where the Society carries out surveys relevant to fire safety statutory requirements on behalf of the flag Administration. In such cases, fire safety statutory requirements are considered a matter of class and therefore compliance with these requirements is also verified by the Society for classification purposes at class surveys.

Items of Charter 2 and Annexes 7 and 8 which contain damage stability requirements are not applicable for the purpose of classification but, upon request of the Interested Party, the additional class notation **DMS** is assigned to units classed by the Society and complying with the requirements of these items. These items are also identified by a vertical line placed in the margin of the text.

For this reason, items containing classification requirements (i.e. those items numbered with the prefix C, see item .2 above) relevant to fire safety and damage stability are also identified by a vertical line placed in the margin of the text (e.g. C7.0 of Chapter 7).

.4 Equipment and arrangements dealt with in the parts of the Code mentioned in item .3, such as those concerning life-saving appliances and radiocommunications, which are not subject to control by the Society for the purpose of classification, are intended to be covered by the relevant certification.

P.1.2 In those provisions of the HSC Code that are being used for classification purposes the words "Administration" and "Code", wherever mentioned, are to be understood as equivalent to the words "Society" and "Rules", respectively.

The Rules for Classification of Ships are referred to below simply as the "Society Rules".

CHAPTER 1 GENERAL COMMENTS AND REQUIREMENTS

1.1 General comments

This Code shall be applied as a complete set of comprehensive requirements. It contains requirements for the design and construction of high-speed craft engaged on international voyages, the equipment which shall be provided and the conditions for their operation and maintenance. The basic aim of the Code is to set levels of safety which are equivalent to those of conventional ships required by the International Convention for the Safety of Life at Sea, 1974, as amended, (SOLAS Convention) and the International Convention on Load Lines, 1966, (Load Line Convention) by the application of constructional and equipment standards in conjunction with strict operational controls.

Note: Refer to MSC/Circ.652 on Application of the 1966 LL Convention to high-speed craft.

C1.1(a) The attention of Shipowners, Shipdesigners and Flag Administrations is drawn to the innovative aspects of designs of high-speed craft.

The present Rules may need to be adapted to cover particular designs.

It is assumed as a condition precedent to classification that the craft are operated with professional care and normal prudent seamanship.

C1.1(b) Craft satisfying the requirements of these Rules are assigned the notation HSC (see item P.3 of the Premise).

1.2 General requirements

1.2.1 *The application of the provisions of this Code is subject to the following general requirements that:*

.1 *the Code will be applied in its entirety;*

.2 *the management of the company operating the craft exercises strict control over its operation and maintenance by a quality-management system.*

Note: Refer to the International Safety Management (ISM) Code adopted by the Organisation by resolution A.741(18), as may be amended.

.3 *the management ensures that only persons qualified to operate the specific type of craft used on the intended route are employed;*

.4 *the distances covered and the worst intended conditions in which high-speed craft operations are permitted will be restricted by the imposition of operational limits;*

.5 *the craft will at all times be in reasonable proximity to a place of refuge, having due regard to the provisions of 1.3.4;*

.6 *adequate communications facilities, weather forecasts and maintenance facilities are available within the area of craft operation;*

.7 *in the intended area of operation suitable rescue facilities will be readily available;*

.8 *areas of high fire risk, such as machinery spaces and special category spaces, are protected with fire resistant materials and fire-extinguishing systems to ensure, as far as is practicable, containment and rapid extinguishing of fire;*

.9 *efficient facilities are provided for the rapid and safe evacuation of all persons into survival craft;*

.10 *all passengers and crew are provided with seats;*

.11 *no enclosed sleeping berths for passengers are provided.*

1.2.2 *On all craft, new installation of materials containing asbestos used for the structure, machinery, electrical installations and equipment of a craft to which this Code applies shall be prohibited except for:*

.1 *vanes used in rotary vane compressors and rotary vane vacuum pumps;*

.2 *watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350°C) or pressure (in excess of 7 x 10^6 Pa), there is a risk of fire, corrosion or toxicity; and*

.3 *supple and flexible thermal insulation assemblies used for temperatures above 1000°C.*

C1.2 (a) With reference to 1.2.2, craft managed by companies operating with a Safety Management System complying with the Society Rules are assigned a special notation. To this effect, the relevant requirements of Chapters 18 and 19 are to be checked. This notation is entered in the Class Certificate and the Register Book.

C1.2 (b) The limitations on navigation indicated in 1.2.4 and 1.2.5 are subject to specific navigation/restriction notations in Society Rules.

C1.2 (c) For the application of item 1.2.8 relevant to fire safety, see item 3 of P1.1 of the Premise.

1.3 Application

1.3.1 *(1/1/2026)*
This Code applies to high-speed craft as specified in 1.3.4 engaged in international voyages the keels of which are laid or which are at a similar stage of construction (see also 1.3.3) on or after 1 July 2002.

C1.3.1 In addition to the craft specified in 1.3.1, these Rules also apply to high-speed craft engaged in national voyages. Exemptions from some of the requirements of the Rules may be granted when particular circumstances (e.g. restricted services) warrant this, in the opinion of the Society Head Office.

1.3.2 *For the purpose of this Code, the term "a similar stage of construction" means the stage at which:*

.1 *construction identifiable with a specific craft begins; and*

.2 *assembly of that craft has commenced comprising at least 50 tonnes or three per cent of the estimated mass of all material used in the structure, including superstructure and deckhouse, whichever is less.*

1.3.3 *(1/1/2026)*
For the purpose of this Code:

.1 *the expression "craft constructed" means craft the keels of which are laid or which are at a similar stage of construction; and*

.2 *a cargo craft, whenever built, which is converted to a passenger craft shall be treated as a passenger craft constructed on the date on which such a conversion commences.*
The relevant interpretation in IACS UI HSC9 applies.

1.3.4 *This Code applies to:*

.1 *passenger craft which do not proceed in the course of their voyage more than four hours at 90% of maximum speed from a place of refuge; and*

.2 *cargo craft of 500 gross tonnage and upwards which do not proceed in the course of their voyage more than 8 h at 90% of maximum speed from a place of refuge when fully laden.*

C1.3.4 In addition to the cargo craft specified in 1.3.4.2, these Rules also apply as far as appropriate to cargo craft of less than 500 tons gross tonnage.

1.3.5 *This Code, unless expressly provided otherwise, does not apply to:*

.1 *craft of war and troopcraft;*

.2 *craft not propelled by mechanical means;*

.3 *wooden craft of primitive build;*

.4 *pleasure craft not engaged in trade; and*

.5 *fishing craft.*

C1.3.5 However, classification may be considered for craft referred to in 1, 2, 4 and 5 above.

1.3.6 *This Code does not apply to craft solely navigating the Great Lakes of North America and the River St. Lawrence as far east as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island and, on the north side of Anticosti Island, the 63rd meridian.*

1.3.7 *The application of this Code shall be verified by the Administration and be acceptable to the Governments of the States to which the craft will be operating.*

C1.3.7 The Classification of a craft, or more generally any Society acts and decisions, do not absolve the interested parties from compliance with any additional and/or more stringent requirements issued by the Administration of the State whose flag the craft is entitled to fly, and provisions for their application.

1.4 Definitions

For the purpose of this Code, unless expressly provided otherwise, the terms used therein have the meanings defined in the following paragraphs. Additional definitions are given in the general parts of the various chapters.

1.4.1 *"Administration" means the Government of the State whose flag the craft is entitled to fly.*

1.4.2 *"Air-cushion vehicle (ACV)" is a craft such that the whole or a significant part of its weight can be supported, whether at rest or in motion, by a continuously generated cushion of air dependent for its effectiveness on the proximity of the surface over which the craft operates.*

1.4.3 *"Anniversary date" means the day and the month of each year which will correspond to the date of expiry of the relevant certificate.*

1.4.19 *"Critical design conditions" means the limiting specified conditions, chosen for design purposes, which the craft shall keep in displacement mode. Such conditions shall be more severe than the "worst intended conditions" by a suitable margin to provide for adequate safety in the survival condition.*

1.4.20 *"Datum" means a watertight deck or equivalent structure of a non-watertight deck covered by a weathertight structure of adequate strength to maintain the weathertight integrity and fitted with weathertight closing appliances.*

1.4.21 *"Design waterline" means the waterline corresponding to the maximum operational weight of the craft with no lift or propulsion machinery active and is limited by the requirements of chapters 2 and 3.*

1.4.22 *"Displacement mode" means the regime, whether at rest or in motion, where the weight of the craft is fully or predominantly supported by hydrostatic forces.*

1.4.23 *"Failure Mode and Effect Analysis (FMEA)" is an examination, in accordance with annex 4, of the craft's system and equipment to determine whether any reasonably probable failure or improper operation can result in a hazardous or catastrophic effect.*

1.4.24 *"Fire Test Procedures Code (FTP Code)" means the International Code for Application of Fire Test Procedures, as defined in chapter II-2 of the Convention.*

1.4.25 *"Flap" means an element formed as integrated part of, or an extension of, a foil, used to adjust the hydrodynamic or aerodynamic lift of the foil.*

1.4.26 *"Flashpoint" means a flashpoint determined by a test using the closed-cup apparatus referenced in the International Maritime Dangerous Goods (IMDG) Code.*

1.4.27 *"Foil" means a profiled plate or three dimensional construction at which hydrodynamic lift is generated when the craft is under way.*

1.4.28 *"Fully submerged foil" means a foil having no lift components piercing the surface of the water in the foil-borne mode.*

1.4.29 *"Galleys" are those enclosed spaces containing cooking facilities with exposed heating surfaces, or which have any cooking or food heating appliances each having a power of more than 5 kW.*

1.4.30 *"High-speed craft" is a craft capable of maximum speed, in metres per second (m/s), equal to or exceeding:*

$3.7\nabla^{0.1667}$

where:

∇ : *volume of displacement corresponding to the design waterline (m^3)*

excluding craft the hull of which is supported completely clear above the water surface in non-displacement mode by aerodynamic forces generated by ground effect.

1.4.31 *"Hydrofoil craft" is a craft the hull of which is supported completely clear above the water surface in non-displacement mode by hydrodynamic forces generated on foils.*

1.4.32 *"IMDG Code" means the International Maritime Dangerous Goods (IMDG) Code as defined in chapter VII of the Convention.*

1.4.33 *"Length (L)" means the overall length of the underwater watertight envelope of the rigid hull, excluding appendages, at or below the design waterline in the displacement mode with no lift or propulsion machinery active.*

1.4.34 *(1/1/2026)*

"Lightweight" is the displacement of the craft in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, passengers and crew and their effects.

The relevant interpretation in IACS UI HSC10 applies.

1.4.35 *"Life-Saving Appliances Code (LSA Code)" means the International Life-Saving Appliance Code as defined in chapter III of the Convention.*

1.4.36 *"Machinery spaces" are spaces containing internal combustion engines either used for main propulsion or having an aggregate total power output of more than 110 kW, generators, oil fuel units, major electrical machinery and similar spaces and trunks to such spaces.*

1.4.37 *"Maximum operational weight" means the overall weight up to which operation in the intended mode is permitted by the Administration.*

1.4.38 *"Maximum speed" is the speed achieved at the maximum continuous propulsion power for which the craft is certified at maximum operational weight and in smooth water.*

1.4.39 *"Non-displacement mode" means the normal operational regime of a craft when non-hydrostatic forces substantially or predominantly support the weight of the craft.*

1.4.40 *"Oil fuel unit" includes any equipment for the preparation of oil fuel and delivery of oil fuel, heated or*

CHAPTER 6 ANCHORING, TOWING AND BERTHING

C6.0 Documents to be submitted

A detailed drawing, showing all the elements necessary for the evaluation of the equipment number of the craft, is to be submitted together with the calculations of the EN number. The anchoring equipment to be fitted on the concerned craft is to be specified.

Windlass, brake and chain stopper are subject to approval by the Society; the relevant documentation is to be submitted.

6.1 General

6.1.1 *A primary assumption made in this chapter is that high-speed craft will only need an anchor for emergency purposes.*

6.1.2 *The arrangements for anchoring, towing and berthing and the local craft structure, the design of the anchor, towing and berthing arrangements and the local craft structure shall be such that risks to persons carrying out anchoring, towing or berthing procedures are kept to a minimum.*

6.1.3 *All anchoring equipment, towing bitts, mooring bollards, fairleads, cleats and eyebolts shall be so constructed and attached to the hull that, in use up to design loads, the watertight integrity of the craft will not be impaired. Design loads and any directional limitations assumed shall be listed in the craft operating manual.*

6.1.4 *Under any operating load up to the breaking strength of the anchor cable or mooring lines, the loads on the bitts, bollards, etc., shall not result in damage to the hull structure that will impair its watertight integrity. A strength margin of at least 20% above the resultant load based on the minimum specified breaking strength of the relevant cable or warp shall be required.*

~~**C6.1.5** Only anchoring equipment is considered for the purpose of classification. The design of all the out fittings used for mooring operation and their connection to the deck is out of scope of classification.~~

6.2 Anchoring

6.2.1 *High-speed craft shall be provided with at least one anchor with its associated cable or cable and warp and means of recovery. Every craft shall be provided with adequate and safe means for releasing the anchor and its cable and warp.*

6.2.2 *Good engineering practice shall be followed in the design of any enclosed space containing the anchor-recovery equipment to ensure that persons using the equipment are not put at risk. Particular care shall be taken with the means of access to such spaces, the walkways, the illumination and protection from the cable and the recovery machinery.*

6.2.3 *Adequate arrangements shall be provided for two-way voice communication between the operating compartment and persons engaged in dropping, weighing or releasing the anchor.*

6.2.4 *The anchoring arrangements shall be such that any surfaces against which the cable may chafe (for example, hawse pipes and hull obstructions) are designed to prevent the cable from being damaged and fouled. Adequate arrangements shall be provided to secure the anchor under all operational conditions.*

6.2.5 *The craft shall be protected so as to minimize the possibility of the anchor and cable damaging the structure during normal operation.*

6.3 Towing

6.3.1 *Adequate arrangements shall be provided to enable the craft to be towed in the worst intended conditions. Where towage is to be from more than one point, a suitable bridle shall be provided.*

6.3.2 *The towing arrangements shall be such that any surface against which the towing cable may chafe (for example, fairleads) is of sufficient radius to prevent the cable being damaged when under load.*

6.3.3 *The maximum permissible speed at which the craft may be towed shall be included in the operating manual.*

CHAPTER 7 FIRE SAFETY

Part A General

C7.0 Appliction and documents to be submitted

C7.0.1 Application

As stated in item 3 of P.1.1 of the Premise, requirements regarding fire safety are no longer mandatory for the purpose of classification, except where the Society carries out surveys relevant to fire safety statutory requirements on behalf of the flag Administration. In such cases, fire safety statutory requirements are considered a matter of class and therefore compliance with these requirements is also verified by the Society for classification purposes at class surveys.

C7.0.2 Documents to be submitted

The following drawings and documents are to be submitted, at least in triplicate for approval. The Society reserves its right to ask for supplementary copies, if deemed necessary in particular cases.

.1 Plan showing the arrangements of the fire subdivision, including doors and other closing means of openings in fire resisting divisions.

.2 Schematic plan concerning the natural and mechanical ventilation, with indication of location of dampers and identification numbers of the fans serving each craft section.

.3 Plan showing automatic fire detection systems and manually operated call points, including fire alarm systems.

.4 Plan relating to the water fire-fighting system (pumps, piping, etc.).

.5 Plan relating to the arrangement of fixed fire extinguishing systems.

.6 Constructional plans relevant to pressure vessels or bottles serving fixed fire extinguishing systems mentioned under .5.

.7 Plans of pumping and drainage means for the water delivered by fixed water-spraying fire extinguishing systems.

.8 Plan relating to all other fire-fighting installations, either fixed or portable.

C7.0.3 Further documentation may be required, if deemed necessary by the Society.

7.1 General Requirements

7.1.1 *The following basic principles underlie the provisions in this chapter and are embodied therein as appropriate, having regard to the category of craft and the potential fire hazard involved:*

.1 *maintenance of the main functions and safety systems of the craft, including propulsion and control, fire-detection, alarms and extinguishing capability of unaffected spaces, after fire in any one compartment on board;*

.2 *division of the public spaces for category B craft, in such a way that the occupants of any compartment can escape to an alternative safe area or compartment in case of fire;*

.3 *subdivision of the craft by fire-resisting boundaries;*

.4 *restricted use of combustible materials and materials generating smoke and toxic gases in a fire;*

.5 *detection, containment and extinction of any fire in the space of origin;*

.6 *protection of means of escape and access for fire fighting; and*

.7 *immediate availability of fire-extinguishing appliances.*

7.1.2 *The requirements in this chapter are based in the following conditions:*

.1 *Where a fire is detected, the crew immediately puts into action the fire-fighting procedures, informs the base port of the accident and prepares for the escape of passengers to alternative safe area or compartment, or, if necessary, for the evacuation of passengers.*

.2 *The use of fuel with a flashpoint below 43°C is not recommended. However, fuel with a lower flashpoint,*

7.4 *Structural fire protection*

7.4.1 Main structure

7.4.1.1 *The requirements below apply to all craft irrespective of construction material. The structural fire protection times for separating bulkheads and decks shall be in accordance with tables 7.4-1 and 7.4.-2, and the structural fire protection times are all based on providing protection for a period of 60 min as referred to in 4.8.1. If any other lesser structural fire protection time is determined for category A craft and cargo craft by 4.8.1, then the times given below in 7.4.2.2 and 7.4.2.3 may be amended pro rata. In no case shall the structural fire protection time be less than 30 min.*

C7.4.1.1 Fire insulation may be omitted on upper side of decks provided that a fixed water spraying system delivering not less than 5 l/min/mZ is installed.

7.4.1.2 *In using tables 7.4-1 and 7.4-2, it shall be noted that the title of each category is intended to be typical rather than restricted. For determining the appropriate fire integrity standards to be applied to boundaries between adjacent spaces, where there is doubt as to their classification for the purpose of this section, they shall be treated as spaces within the relevant category having the most stringent boundary requirement.*

7.4.1.3 *The hull, superstructure, structural bulkheads, decks, deckhouses and pillars shall be constructed of approved non-combustible materials having adequate structural properties. The use of other fire-restricting materials may be permitted provided the requirements of this chapter are complied with and the materials are in compliance with the Fire Test Procedures Code.*

7.4.1.4 *Paragraph 7.4.1.3 does not apply to appendages such as air propellers, air ducts to propellers, transmission shafts, rudders and other control surfaces, struts, spars, flexible skirts, etc., which do not comprise part of the main structure of the craft.*

Table 7.4.1 - Structural fire protection time for separating bulkheads and decks of passenger craft

		A	B	C	D	E	F
Areas of major fire hazard	A	60 (1,2)	30	(3)	(3,4)	(3)	-
Areas of moderate fire hazard	B	60 (1,2)	60 (1)	60 (1,8)	60 (1)	60 (1)	60 (1,7,9)
Areas of minor fire hazard	C		30 (2)	(3)	(3,4)	(3)	-
Control stations	D		30 (2)	30 (8)	60	30	(3)
Evacuation stations and escape routes	E			(3)	(3,4)	(3)	-
Open spaces	F				30 (8,10)	(3)	(3)
					(3,4)	(3,4)	-
					(3,4)	(3)	-
					(3)	(3)	-
							-

Note: The Notes to Table 7.4.2 apply to this table as appropriate

7.4.2 Fire-resisting divisions

7.4.2.1 *Areas of major and moderate fire hazard shall be enclosed by fire-resisting divisions complying with the requirements of 7.2.1 except where the omission of any such division would not affect the safety of the craft. These requirements need not apply to those parts of the structure in contact with water at least 300 mm below the craft's waterline in the lightweight condition in displacement condition, but due regard shall be given to the effect of temperature of hull in contact with water and heat transfer from any uninsulated structure in contact with water to insulated structure above the water.*

7.4.2.2 *Fire-resisting bulkheads and decks shall be constructed to resist exposure to the standard fire test for a period of 30 min for areas of moderate fire hazard and 60 minutes for areas of major fire hazard except as provided in 7.4.1.1.*

7.4.2.3 *(1/1/2026)*
Main load-carrying structures within areas of major fire hazard and areas of moderate fire hazard and structures supporting control stations shall be arranged to distribute load such that there will be no collapse of the construction of the hull and superstructure when it is exposed to fire for the appropriate fire protection time. The load-carrying structure shall also comply with the requirements of 7.4.2.4 and 7.4.2.5.
The relevant interpretation in IACS UI HSC8 applies.

7.4.2.4 *If the structures specified in 7.4.2.3 are made of aluminium alloy their installation shall be such that the temperature of the core does not rise more than 200°C above the ambient temperature in accordance with the times in 7.4.1.1 and 7.4.2.2.*

7.4.2.5 *If the structures specified in 7.4.2.3 are made of combustible material, their insulation shall be such that their temperatures will not rise to a level where deterioration of the construction will occur during the exposure to the standard fire test in accordance with the Fire Test Procedures Code to such an extent that the load-carrying capability, in accordance with the times in 7.4.1.1 and 7.4.2.3, will be impaired.*

7.4.2.6 *The construction of all doors, and door frames in fire-resisting divisions, with the means of securing them when closed, shall provide resistance to fire as well as to the passage of smoke and flame equivalent to that of the bulkheads in which they are situated. Watertight doors of steel need not be insulated. Also, where a fire-resisting division is penetrated by pipes, ducts, electrical cables etc., arrangements shall be made to ensure that the fire-resisting integrity of the division is not impaired, and necessary testing shall be carried out in accordance with the Fire Test Procedures Code.*
Where machinery shafts penetrate fire-resisting watertight divisions, arrangements shall be made to ensure that the required watertight and fire-resisting integrity of the division is not impaired.

7.4.2.7 *Ventilation openings may be accepted in entrance doors to public toilets, provided they are positioned in the lower portion of the door and fitted with closable grilles made of non-combustible or fire-restricting material and operable from outside the space.*

7.4.3 Restricted use of combustible materials

7.4.3.1 *All separating divisions, ceilings or linings if not a fire resisting division, shall be of non-combustible or fire restricting materials. Draught stops shall be of non-combustible or fire-restricting material.*

7.4.3.2 *Where insulation is installed in areas in which it could come into contact with any flammable fluids or their vapours, its surface shall be impermeable to such flammable fluids of vapours.*
The fire insulation in such spaces may be covered by metal sheets (not perforated) or by vapour proof glass cloth sealed at joints.

7.4.3.3 *Furniture and furnishings in public spaces and crew accommodation shall comply with the following standards:*

.1 *all case furniture e.g., desks, wardrobes, dressing tables, bureaux and dressers, is constructed entirely of approved non-combustible or fire-restricting materials, except that a combustible veneer with a calorific value not exceeding 45 MJ/m^2 may be used on the exposed surface of such articles;*

.2 *all other furniture such as chairs, sofas and tables, is constructed with frames of non-combustible or fire-restricting materials;*

.3 *all draperies, curtains and other suspended textile materials have qualities of resistance to the propagation of flame, this being determined in accordance with the Fire Test Procedures Code;*

.4 *all upholstered furniture has qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code;*

.5 *all bedding components have qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code; and*

.6 *all deck finish materials comply with the Fire Test Procedures Code.*

7.4.3.4 *Subject to 7.4.3.5, the following surfaces shall, as a minimum standard, be constructed of materials having low flame-spread characteristics:*

7.8.6.2 *In respect of scuppers and drainage pumps fitted in accordance with 7.8.6.1:*

.1 *the amount of water for which drainage is provided shall take into account the capacity of both the water spraying system pumps and required number of fire hose nozzles;*

.2 *the drainage system shall have a capacity of not less than 125% of the capacity specified in .1 above; and*

.3 *bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment.*

7.8.7 Precautions against ignition of flammable vapours or liquids

7.8.7.1 *On any deck or platform, if fitted, on which vehicles are carried and on which explosive vapours might be expected to accumulate, except platforms with openings of sufficient size permitting penetration of petrol gases downwards, equipment which may constitute a source of ignition of flammable vapours and, in particular, electrical equipment and wiring, shall be installed at least 450 mm above the deck or platform. Electrical equipment installed more than 450 mm above the deck or platform shall be of a type enclosed and protected by an enclosure having an ingress protection based on an international standard acceptable to the Organization (see Note 1). However, if the installation electrical equipment and wiring less than 450 mm above the deck or platform is necessary for the safe operation of the craft, such electrical equipment and wiring may be installed provided that the equipment is certified "safe type" based on an international standard acceptable to the Organization (see Note 2).*

Note 1 *: Refer to publication IEC 60529 – Degrees of protection provided by enclosures (IP Code), in particular, refer to the standards for an ingress protection of at least IP 55 or refer to the publication IEC 60079 series – Electrical apparatus for explosive gas atmospheres, in particular, refer to the standards for protection by an apparatus for use in zone 2 areas.*

Note 2 *: Refer to the publication IEC 60079 series – Electrical apparatus for explosive gas atmospheres, in particular, refer to the standards for equipment and wiring to be suitable for use in zone 1 areas.*

7.8.7.2 *If installed in an exhaust ventilation duct, electrical equipment shall be certified "safe type" (see Note 1). The equipment and wiring, if fitted, shall be suitable for use based on standards acceptable to the Organization (see Note 2) and the outlet from any exhaust duct shall be sited in a safe position, having regard to other possible sources of ignition.*

Note 1 *: Refer to publication IEC 60092.*

Note 2 *: Refer to zone 1 areas as defined in the publication IEC 60079 series.*

7.8.7.3 *If pumping and drainage arrangements are provided, it shall be ensured that:*

.1 *water contaminated with petrol or other flammable substances is not drained to machinery spaces or other spaces where sources of ignition may be present; and*

.2 *electrical equipment fitted in tanks or other components of the drainage system shall be of a type suitable for use in explosive petrol/air mixtures.*

7.8.8 Open ro-ro spaces

7.8.8.1 *Open ro-ro spaces shall comply with the requirements set out in 7.8.1.1, 7.8.2, 7.8.3, 7.8.4 and 7.8.6.*

7.8.8.2 *For those parts of a ro-ro space which are completely open from above, the requirements set out in 7.8.2, 7.8.3.1 and 7.8.6 need not be complied with. However, a continuous fire patrol or a television surveillance system shall be maintained.*

7.9 Miscellaneous

7.9.1 *There shall be permanently exhibited, for the guidance of the master and officers of the craft, fire control plans showing clearly for each deck the following positions: the control stations, the sections of the craft which are enclosed by fire-resisting divisions together with particulars of the fire alarms, fire detection systems, the sprinkler installations, the fixed and portable fire-extinguishing appliances, the means of access to the various compartments and decks in the craft, the ventilating system (including particulars of the master fan controls, the positions of dampers and identification numbers of the ventilating fans serving each section of the craft), the location of the international shore connection, if fitted, and the position of all means of control referred to in 7.5.3, 7.6.2, 7.7.1 and 7.7.3.1. The text of such plans shall be in the official language of the flag state. However, if the language is not English. French or Spanish, a translation into one of those languages shall be included.*

Note: Refer to Graphical Symbols for Fire Control Plans, adopted by the Organization by resolution A.654(16).

7.9.2 *A duplicate set of fire control plans or a booklet containing such plans shall be permanently stored in a prominently marked weathertight enclosure outside the deckhouse for the assistance of shore-side fire-fighting personnel.*

7.9.3 Openings in fire resisting divisions

7.9.3.1 *Except for any hatches between cargo, special category, ro-ro, store, and baggage spaces and between such spaces and the weather decks, all openings shall be provided with permanently attached means of closing*

which shall be at least as effective for resisting fires as the divisions in which they are fitted.

7.9.3.2 *It shall be possible for each door to be opened and closed from each side of the bulkhead by one person only.*

7.9.3.3 *Fire doors bounding areas of major fire hazard and stairway enclosures shall satisfy the following requirements:*

.1 *The doors shall be self-closing and be capable of closing with an angle of inclination of up to 3.5° opposing closure. The approximate time of closure for hinged fire doors shall be no more than 40 s and no less than 10 s from the beginning of their movement with the craft in the upright position. The approximate uniform rate of closure for sliding fire doors shall be of no more than 0.2 m/s and no less than 0.1 m/s with the craft in the upright position.*

.2 *Remote released sliding or power-operated doors shall be equipped with an alarm that sounds at least 5 s but no more than 10 s after the door is released from the continuously manned control station and before the door begins to move and continue sounding until the door is completely closed. Doors designed to reopen upon contacting an object in their paths shall re-open no more than 1 m from the point of contact.*

.3 *All doors shall be capable of remote release from a continuously manned central control station, either simultaneously or in groups, and shall be capable of release also individually from a position at both sides of the door. Indication shall be provided at the fire door indicator panel in the continuously manned control station whether each of the remote released doors is closed. The release mechanism shall be so designed that the door will automatically close in the event of disruption of the control system or main source of electrical power. Release switches shall have an on-off function to prevent automatic resetting of the system. Hold-back hooks not subject to continuously manned control station release shall be prohibited.*

.4 *A door closed remotely from the continuously manned control station shall be capable of being re-opened at both sides of the door by local control. After such local opening, the door shall automatically close again.*

.5 *Local power accumulators for power-operated doors shall be provided in the immediate vicinity of the doors to enable the doors to be operated after disruption of the control system or main source of electric power at least ten times (fully opened and closed) using the local controls.*

.6 *Disruption at one door of the control system or main source of electric power shall not impair the safe functioning of the other doors.*

.7 *Double-leaf doors equipped with a latch necessary to their fire integrity shall have a latch that is automatically activated by the operation of the doors when released by the system.*

.8 *Doors giving direct access to special category spaces which are power-operated and automatically closed need not be equipped with alarms and remote-release mechanisms required in .2 and .3.*

.9 *The components of the local control system shall be accessible for maintenance and adjusting.*

.10 *Power operated doors shall be provided with a control system of an approved type which shall be able to operate in case of fire, this being determined in accordance with the Fire Test Procedures Code. This system shall satisfy the following requirements:*

- ***.1*** *the control system shall be able to operate at a temperature of at least 200°C for at least 60 min, served by the power supply;*
- ***.2*** *the power supply for all other doors not subject to fire shall not impaired; and*
- ***.3*** *at temperatures exceeding 200°C the control system shall be automatically isolated from the power supply and shall be capable of keeping the door closed up to at least 945°C.*

7.9.3.4 *The requirements for integrity of fire-resisting divisions of the outer boundaries facing open spaces of a craft shall not apply to glass partitions, windows and side scuttles. Similarly, the requirements for integrity of fire-resisting divisions facing open spaces shall not apply to exterior doors in superstructures and deck houses.*

7.9.3.5 *Doors in smoke-tight divisions shall be self-closing. Doors which are normally kept open shall close automatically or by remote control from a continuously manned control station.*

7.9.4 Fire-extinguishing media restrictions

7.9.4.1 (1/1/2026)

The following restrictions shall apply for the use, storage or disposal of perfluorooctane sulfonic acid (PFOS):

1 *On craft constructed on or after 1 January 2026, use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) shall be prohibited;*

2 *Craft constructed before 1 January 2026 shall comply with the requirements of 7.9.4.1.1 no later than the date of the first survey on or after 1 January 2026; and*

3 *The substances prohibited by the requirements of 7.9.4.1.1 or 7.9.4.1.2 shall be delivered to appropriate shore-based reception facilities when removed from the craft.*

The relevant interpretation in IACS UI HSC I I applies.

CHAPTER 8 LIFE-SAVING APPLIANCES AND ARRANGEMENTS

8.1 General and definitions

8.1.1 *Life-saving appliances and arrangements shall enable abandonment of the craft in accordance with the requirements of 4.7 and 4.8.*

8.1.2 *Except where otherwise provided in this Code, the life-saving appliances and arrangements required by this chapter shall meet the detailed specifications set out in chapter III of the Convention and the LSA Code and be approved by the Administration.*

C8.1.2 Davits and life saving arrangements permanently attached to the hull structure are to be examined by the Society in accordance with the applicable requirements of Chapter III of the Convention and the LSA Code.

8.1.3 *Before giving approval to life-saving appliances and arrangements, the Administration shall ensure that such life-saving appliances and arrangements:*

.1 *are tested to confirm that they comply with the requirements of this chapter, in accordance with the recommendations of the Organization (see note); or*

.2 *have successfully undergone, to the satisfaction of the Administration, tests which are substantially equivalent to those specified in those recommendations.*

Note: Refer to the Revised Recommendation on Testing of Life-Saving Appliances, adopted by the Organization by resolution MSC.81(70).

8.1.4 *Before giving approval to novel life-saving appliances or arrangements, the Administration shall ensure that such appliances or arrangements:*

.1 *provide safety standards at least equivalent to the requirements of this chapter and have been evaluated and tested in accordance with the recommendations of the Organization (see note); or*

.2 *have successfully undergone, to the satisfaction of the Administration, evaluation and tests which are substantially equivalent to those recommendations.*

Note: Refer to the Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances and Arrangements, adopted by the Organization by resolution A.520(13).

8.1.5 *Before accepting life-saving appliances and arrangements that have not been previously approved by the Administration, the Administration shall be satisfied that life-saving appliances and arrangements comply with the requirements of this chapter.*

8.1.6 *Except where otherwise provided in this Code, life-saving appliances required by this chapter for which detailed specifications are not included in the LSA Code shall be to the satisfaction of the Administration.*

8.1.7 *The Administration shall require life-saving appliances to be subjected to such production tests as are necessary to ensure that the life-saving appliances are manufactured to the same standard as the approved prototype.*

8.1.8 *Procedures adopted by the Administration for approval shall also include the conditions whereby approval would continue or would be withdrawn.*

8.1.9 *The Administration shall determine the period of acceptability of life-saving appliances which are subject to deterioration with age. Such life-saving appliances shall be marked with a means for determining their age or the date by which they shall be replaced.*

8.1.10 *For the purposes of this chapter, unless expressly provided otherwise:*

.1 *"Detection" is the determination of the location of survivors or survival craft.*

.2 *"Embarkation ladder" is the ladder provided at survival craft embarkation stations to permit safe access to survival craft after launching.*

.3 *"Embarkation station" is the place from which a survival craft is boarded. An embarkation station may also serve as an assembly station, provided there is sufficient room, and the assembly station activities can safely take place there.*

.4 *"Float-free launching" is that method of launching a survival craft whereby the craft is automatically released from a sinking craft and is ready for use.*

.5 *"Free-fall launching" is that method of launching a survival craft whereby the craft with its complement of persons and equipment on board is released and allowed to fall into the sea without any restraining apparatus.*

.6 *"Immersion suit" is a protective suit which reduces the body heat-loss of a person wearing it in cold water.*

.7 *"Inflatable appliance" is an appliance which depends upon non-rigid, gas-filled chambers for buoyancy and which is normally kept uninflated until ready for use.*

.8 *"Inflated appliance" is an appliance which depends upon non-rigid, gas-filled chambers for buoyancy and which is normally kept inflated and ready for use at all times.*

.9 *"Launching appliance or arrangement" is a means of transferring a survival craft or rescue boat from its stowed position safely to the water.*

.10 *"Marine evacuation system (MES)" is an appliance designed to rapidly transfer a large number of persons from an embarkation station by means of a passage to a floating platform for subsequent embarkation into associated survival craft or directly into associated survival craft.*

.11 *"Novel life-saving appliance or arrangement" is a life-saving appliance or arrangement which embodies new features not fully covered by the provisions of this chapter but which provides an equal or higher standard of safety.*

.12 *"Rescue boat" is a boat designed to assist and rescue persons in distress and to marshal survival craft.*

.13 *"Retrieval" is the safe recovery of survivors.*

.14 *"Retro-reflective material" is a material which reflects in the opposite direction a beam of light directed on it.*

.15 *"Survival craft" is a craft capable of sustaining the lives of persons in distress from the time of abandoning the craft.*

.16 *"Thermal protective aid" is a bag or suit of waterproof material with low thermal conductance.*

8.2 Communications

8.2.1 *(1/1/2026)*

Refer to chapter 14 for provisions related to two-way VHF radiotelephone apparatus and search and rescue locating devices.

8.2.2~~1~~ *(1/1/2010)*

Craft shall be provided with the following radio life-saving appliances:

.1 *at least three two-way VHF radiotelephone apparatus shall be provided on every passenger high-speed craft and on every cargo high-speed craft of 500 gross tonnage and upwards. Such apparatus shall conform to performance standards not inferior to those adopted by the Organization (see note 1);*

8.9.9 *An Administration which approves new and novel inflatable liferaft arrangements pursuant to 8.1 may allow for extended service intervals under the following conditions:*

8.9.9.1 *The new and novel liferaft arrangement shall maintain the same standard, as required by testing procedure, throughout the extended service intervals.*

8.9.9.2 *The liferaft system shall be checked on board by certified personnel according to paragraph 8.9.7.1.*

8.9.9.3 *Service at intervals not exceeding five years shall be carried out in accordance with recommendations of the Organization.*

8.9.10 *All repairs and maintenance of inflated rescue boats shall be carried out in accordance with the manufacturer's instructions. Emergency repairs may be carried out on board the craft, however, permanent repairs shall be effected at an approved servicing station.*

8.9.11 *An Administration which permits extension of liferaft service intervals in accordance with 8.9.9 shall notify the Organization of such action in accordance with regulation I/5(b) of the Convention.*

8.9.12 Periodic servicing of hydrostatic release units

Hydrostatic release units shall be serviced:

.1 *at intervals not exceeding 12 months, provided where in any case this is impracticable, the Administration may extend this period by one month;*

.2 *at a servicing station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel.*

8.9.13 Marking of stowage locations

Containers, brackets, racks and other similar stowage locations for life-saving equipment, shall be marked with symbols in accordance with the recommendations of the Organization, indicating the devices stowed in that location for that purpose. If more than one device is stowed in that location, the number of devices shall also be indicated.

8.9.14 Periodic servicing of launching appliances

8.9.14.1 *Launching appliances:*

.1 *shall be serviced at recommended intervals in accordance with instructions for on-board maintenance as required by regulation III/36 of the Convention;*

.2 *shall be subject to a thorough examination at the annual surveys required by paragraph 1.5.1.3;*

.3 *shall upon completion of the examination in .2 be subjected to a dynamic test of the winch brake at maximum lowering speed. The load to be applied shall be the mass of the survival craft or rescue boat without persons on board, except that, at intervals not exceeding five years, the test shall be carried out with a proof load equal to 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment.*

8.10 Survival craft and rescue boats

8.10.1 *(1/1/2026)*

All craft shall carry:

.1 *survival craft with sufficient capacity as will accommodate not less than 100% of the total number of persons the craft is certified to carry, subject to a minimum of two such survival craft being carried;*

.2 *in addition, survival craft with sufficient aggregate capacity to accommodate not less than 10% of the total number of persons the craft is certified to carry;*

.3 *sufficient survival craft to accommodate the total number of persons the craft is certified to carry, even in the event that all the survival craft to one side of the craft centreline and within the longitudinal extent of damage defined in 2.6.7.1 are considered lost or rendered unserviceable;*

.4 *at least one rescue boat for retrieving persons from the water, but not less than one such boat on each side when the craft is certified to carry more than 450 passengers;*

.5 *notwithstanding the provision of .4 above, craft should carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:*

5.1 *not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or*

5.2 *if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and*

5.3 *the craft can be evacuated within the time specified in 4.8.*

.5 *craft of less than 30 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:*

~~5.1~~ *the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;*

~~5.2~~ *recovery of the helpless person can be observed from the navigating bridge; and*

~~5.3~~ *the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions.*

~~.6 notwithstanding the provisions of .4 and .5 above, craft shall carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:~~

~~6.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or~~

~~6.2 if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and~~

~~6.3 the craft can be evacuated within the time specified in 4.8.~~

8.10.2 *Where the Administration considers it appropriate, in view of the sheltered nature of the voyages and the suitable climatic conditions of the intended area of operations, the Administration may permit the use of open reversible inflatable liferafts complying with annex 11 on category A craft as an alternative to liferafts complying with paragraph 4.2 or 4.3 of the LSA Code.*

8.11 Helicopter pick-up areas

8.11.1 *Craft operating on voyages having a duration of 2 h or more between each port of call shall be provided with a helicopter pick-up area approved by the Administration having regard to the recommendations adopted by the Organization.*

Note: Refer to the Merchant ship search and rescue manual (MERSAR), adopted by the Organization by resolution A.229(VII), as amended.

CHAPTER 9 MACHINERY

Part A General

9.1 General

9.1.1 *The machinery, associated piping systems and fittings relating to main machinery and auxiliary power units shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. The design shall have regard to materials used in construction, the purpose for which the equipment is intended, the working conditions to which it will be subjected and the environmental conditions on board.*

9.1.2 *All surfaces with temperatures exceeding 220°C where impingement of flammable liquids may occur as a result of a system failure shall be insulated. The insulation shall be impervious to flammable liquids and vapours.*

C9.1.2 For the application of item 9.1.2 relevant to fire safety, see item 3 of P1.1 of the Premise.

9.1.3 *Special consideration shall be given to the reliability of single essential propulsion components and a separate source of propulsion power sufficient to give the craft a navigable speed, especially in the case of unconventional arrangements, may be required.*

9.1.4 *Means shall be provided whereby normal operation of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Special consideration shall be given to the malfunctioning of:*

.1 *a generating set which serves as a main source of electrical power;*

.2 *the fuel oil supply systems for engines;*

.3 *the sources of lubricating oil pressure;*

.4 *the sources of water pressure;*

.5 *an air compressor and receiver for starting or control purposes;*

.6 *the hydraulic, pneumatic or electrical means for control in main propulsion machinery, including controllable-pitch propellers.*

However, having regard to overall safety considerations, a partial reduction in propulsion capability from normal operation may be accepted.

9.1.5 *(1/1/2026)*
Means shall be provided to ensure that the machinery can be brought into operation from the dead craft condition without external aid.
The relevant interpretation in IACS UI HSC7 applies.

9.1.6 *All parts of machinery, hydraulic, pneumatic and other systems and their associated fittings which are under internal pressure shall be subjected to appropriate tests including a pressure test before being put into service for the first time.*

9.1.7 *Provision shall be made to facilitate cleaning, inspection and maintenance of main propulsion and auxiliary machinery including boilers and pressure vessels.*

9.1.8 *The reliability of machinery installed in the craft shall be adequate for its intended purpose.*

9.1.9 *The Administration may accept machinery which does not show detailed compliance with the Code where it has been used satisfactorily in a similar application, provided that it is satisfied:*

.1 *that the design, construction, testing, installation and prescribed maintenance shall gether adequate for its use in a marine environment; and*

.2 *that an equivalent level of safety will be achieved.*

9.1.10 *A failure mode and effect analysis shall include machinery systems and their associated controls.*

9.1.11 *Such information as is necessary to ensure that machinery can be installed correctly regarding such factors as operating conditions and limitations shall be made available by the manufacturers.*

Part B Requirements for passenger craft

9.7 Independent means of propulsion for category B craft

Category B craft shall be provided with at least two independent means of propulsion so that the failure of one engine or its support systems would not cause the failure of the other engine or engine systems and with additional machinery controls in or close to the machinery space.

9.8 Means for return to a port of refuge for category B craft (1/1/2026)

Category B craft shall be capable of maintaining the essential machinery and control so that, in the event of a fire or other casualties in any one compartment on board, the craft can return to a port of refuge under its own power.
The relevant interpretation in IACS UI HSC6 applies.

Part C Requirements for cargo craft

9.9 Essential machinery and control

Cargo craft shall be capable of maintaining the essential machinery and control in the event of a fire or other casualties in any one compartment on board. The craft need not be able to return to a place of refuge under its own power.

CHAPTER 14 RADIOCOMMUNICATIONS

14.1 Application

14.1.1 *Unless expressly provided otherwise, this chapter applies to all craft specified in 1.3.1 and 1.3.2.*

14.1.2 *This chapter does not apply to craft to which this Code would otherwise apply while such craft are being navigated within the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada.*

Note: Such craft are subject to special requirements relative to radio for safety purposes, as contained in the relevant agreement between Canada and the United States.

14.1.3 *No provision in this chapter shall prevent the use by any craft, survival craft or person in distress of any means at their disposal to attract attention, make known their position and obtain help.*

14.2 Terms and definitions

14.2.1 *(1/1/2026)*

For the purpose of this chapter, the following terms shall have the meanings defined below:

.1 "AIS-SART" means an automatic identification system search and rescue transmitter capable of operating on frequencies dedicated for AIS (161.975 MHz (AIS1) and 162.025 MHz (AIS2)).

.~~1~~2 "Bridge-to-bridge communications" means safety radiocommunications between craft and ships from the position from which the craft is normally navigated.

.~~2~~3 "Continuous radio watch" means that the radio and listening watch concerned shall not be interrupted other than for brief intervals when the craft's receiving capability is impaired or blocked by its own communications or when the facilities are under periodical maintenance or checks.

.~~3~~4 "Digital selective calling (DSC)" means a technique using digital codes which enables a radio station to establish contact with, and transfer information to, another station or group of stations, and complying with the relevant recommendations of the International Telecommunication Union Radiocommunication Sector (ITU-R).

.5 "Emergency position-indicating radio beacon (EPIRB)" means a transmitter operating in the frequency band 406.0-406.1 MHz capable of transmitting a distress alert via satellite to a rescue coordination centre and transmitting signals for on-scene locating.

~~.4 "Direct-printing" telegraphy means automated telegraphy techniques which comply with the relevant recommendations of the International Telecommunication Union Radiocommunication Sector (ITU-R).~~

.~~5~~6 "General radiocommunications" means ~~operational and public correspondence traffic~~communications other than distress, urgency and safety ~~messages, conducted by radio~~communications.

.~~6~~7 "Global Maritime Distress and Safety System (GMDSS)~~ Identities~~" means a system that performs the functions set out in paragraph 14.5.~~maritime mobile services identity, the craft's call sign, Inmarsat~~

.8 "GMDSS" identities ~~and serial number identity~~means information which may be transmitted ~~by the craft's equipment and used~~ to uniquely identify the craft or its associated rescue boats and survival craft. These identities are the craft's call sign, Maritime Mobile Service Identity (MMSI), EPIRB hexadecimal identity, recognized mobile satellite service identities and equipment serial numbers.

~~.7 "Inmarsat" means the Organization established by the Convention on the International Maritime Satellite Organization (Inmarsat) adopted on 3 September 1976.~~

~~.8 "International NAVTEX" service means the co-ordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language.~~

Note~~: Refer to the NAVTEX Manual approved by the Organization.~~

~~.9~~ "Locating" means the finding of ~~the~~ ships, craft, aircraft, ~~units~~survival craft or persons in distress.

~~.10~~ "Maritime safety information (MSI)" means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships and craft.

Note: Refer to Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI) (MSC.1/Circ.1310, superseded by MSC.1/Circ.1310/Rev.1).

~~.11~~ ~~"Polar orbiting satellite service~~Radar SART" means a ~~service which is based on polar orbiting satellites which receive and relay distress alerts from satellite EPIRBs and which provides their position~~search and rescue transponder operating on radar frequencies in the frequency band 9.2-9.5 GHz.

~~.12~~ "Radio Regulations" mean the Radio ~~Regulations annexed to, or regarded as being annexed to, the most recent~~ Regulations complementing the Constitution and Convention of the International Telecommunication ~~Convention~~Union which is in force at any given time.

~~.13~~ "Recognized mobile satellite service" means any service which operates through a satellite system and is recognized by the Organization, for use in GMDSS.

~~.14~~ "Satellite service on 406 MHz" means a service operating through a satellite system having global availability designed to detect EPIRBs transmitting in the frequency band 406.0-406.1 MHz.

.1~~3~~5 "Sea area A1" means an area within the radiotelephone coverage of at least one very high frequency (VHF) coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government to the Convention~~coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government to the Convention~~.

Note: Refer to ~~the~~ Provision of radio services for the ~~g~~Global ~~m~~Maritime ~~d~~Distress and ~~s~~Safety ~~s~~System (GMDSS)~~, adopted by the Organization by~~ (resolution ~~A~~MSC.~~801~~509(1~~9~~05).

.1~~4~~6 "Sea area A2" means an area, excluding sea area A1, within the radiotelephone coverage of at least one medium frequency (MF) coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government to the Convention.

Note: Refer to ~~the~~ Provision of radio services for the ~~g~~Global ~~m~~Maritime ~~d~~Distress and ~~s~~Safety ~~s~~System (GMDSS)~~, adopted by the Organization by~~ (resolution ~~A~~MSC.~~801~~509(1~~9~~05).

.1~~5~~7 "Sea area A3" means an area, excluding sea areas A1 and A2, within the coverage of ~~an Inmarsat geostationary~~a recognized mobile satellite service supported by the ship earth station carried on board, in which continuous alerting is available.

.1~~6~~8 "Sea area A4" means an area outside of sea areas A1, A2 and A3.

14.2.2 (1/1/2026)

All other terms and abbreviations which are used in this chapter and which are defined in the Radio Regulations and in the International Convention on Maritime Search and Rescue ~~(SAR)~~, 1979, as it may be amended, shall have the meanings as defined in those Regulations and the SAR Convention.

14.3 Exemptions

14.3.1 It is considered highly desirable not to deviate from the requirements of this chapter; nevertheless the Administration, in conjunction with the base port State, may grant partial or conditional exemptions to individual craft from the requirements of 14.7 to 14.11 provided:

.1 such craft comply with the functional requirements of 14.5; and

.2 the Administration has taken into account the effect such exemptions may have upon the general efficiency of the service for the safety of all ships and craft.

14.3.2 An exemption may be granted under 14.3.1 only:

.1 if the conditions affecting safety are such as to render the full application of 14.7 to 14.11 unreasonable or unnecessary; or

.2 in exceptional circumstances, for a single voyage outside the sea area or sea areas for which the craft is equipped.

14.3.3 (1/1/2026)

Each Administration shall ~~submit~~report to the Organization~~, as soon as possible after the first of January in each year, a report showing~~ on all exemptions granted under 14.3.1 and 14.3.2 ~~during the previous calendar year and giving~~ the reasons for granting such exemptions.

Note: Exemptions should be reported through the Organization's Global Integrated Shipping Information System (GISIS) with reference to Issue of Exemption Certificates under the 1974 SOLAS Convention and Amendments thereto (SLS.14/Circ.115).

14.4 G~~lobal maritime distress and safety system~~MDSS identities

14.4.1 This section applies to all craft on all voyages.

14.4.2 (1/1/2026)

Each Administration undertakes to ensure that suitable arrangements are made for registering ~~Global Maritime Distress and Safety System (~~GMDSS~~)~~ Identities and for making information on these identities available to ~~R~~rescue ~~C~~coordination ~~C~~centres on a 24-hour basis. Where appropriate, international organizations maintaining a registry of these identities, such as the ITU Maritime Mobile Access and Retrieval System (MARS), shall be notified by the Administration of these identity assignments.

14.5 Functional requirements

14.5.1 (1/1/2026)
Every craft, while at sea, shall be capable of:

.1 ~~except as provided in 14.8.1.1 and 14.10.1.4.3, of~~ performing the GMDSS functions, which are as follows:

1.1 transmitting ship-to-shore distress alerts by at least two separate and independent means, each using a different radiocommunication service;

1.2 ~~of~~ receiving shore-to-ship distress alerts ~~relays~~;

1.3 ~~of~~ transmitting and receiving ship-to-ship distress alerts;

1.4 ~~of~~ transmitting and receiving search and rescue co-ordinating communications;

1.5 ~~of~~ transmitting and receiving on-scene communications;

1.6 ~~of~~ transmitting and~~, as required by 13.5,~~ receiving signals for locating.;

Note: Refer also to 13.5 and 13.15, as appropriate~~Refer to Carriage of radar operating in the frequency band 9,300-9,500 MHz, adopted by the Organization by resolution A.614(15)~~.

1.7 ~~of transmitting and~~ receiving ~~maritime~~MSI;

Note: It should be noted that craft may have a need for reception of certain maritime safety information while in port.

1.8 ~~of~~ transmitting and receiving urgency and safety radiocommunications~~general radiocommunications to and from shore-based radio systems or networks subject to 14.15.8~~; and

1.9 ~~of~~ transmitting and receiving bridge-to-bridge communications.; and

.2 transmitting and receiving general radiocommunications.

Note: It should be noted that ships performing GMDSS functions should use Guidelines for the avoidance of false distress alerts (resolution MSC.514(105)).

14.6 Radio installations

14.6.1 Every craft shall be provided with radio installations capable of complying with the functional requirements prescribed by 14.5 throughout its intended voyage and, unless exempted under 14.3, complying with the requirements of 14.7 and, as appropriate for the sea area or areas through which it will pass during its intended voyage, the requirements of either 14.8, 14.9, 14.10 or 14.11.

14.6.2 (1/1/2026)
Every radio installation shall be:

.1 ~~be so~~ located in such a way that no harmful interference of mechanical, electrical or other origin affects its proper use, and ~~so as to ensure~~that electromagnetic compatibility is ensured and ~~avoidance of~~ harmful interaction avoided with other equipment and systems;

.2 ~~be~~ so located as to ensure the greatest possible degree of safety and operational availability;

.3 ~~be~~ protected against harmful effects of water, extremes of temperature and other adverse environmental conditions;

.4 ~~be~~ provided with reliable, permanently arranged electrical lighting, independent of the main source~~s~~ of electrical power, for the adequate illumination of the radio controls for operating the radio installation; and

.5 ~~be~~ clearly marked with the ~~call sign, the ship station identity and other codes~~GMDSS identities, as applicable, for ~~the~~ use ~~of~~by the radio installation operator.

14.6.3 Control of the VHF radiotelephone channels, required for navigational safety, shall be immediately available on the navigating bridge convenient to the conning position, and, where necessary, facilities shall be available to permit radiocommunications from the wings of the navigating bridge. Portable VHF equipment may be used to meet the latter provision.

14.6.4 (1/1/2026)
In passenger craft, a distress panel shall be installed at the conning position, which~~. This panel~~ shall:

1 contain either one single button which, when pressed, initiates a distress alert using all radio~~communication~~ installations required on board for that purpose or one button for each individual installation~~. The panel shall~~;

2 clearly and visually indicate whenever any button or buttons have been pressed~~. Means shall~~; and

3 be provided with means to prevent inadvertent activation of the button or buttons~~. If the satellite~~ referred to in 14.6.4.1 and 14.6.4.2.

~~EPIRB is used as the secondary means of distress alerting and is not remotely activated, it shall be acceptable to have an additional EPIRB installed in the wheelhouse near the conning position.~~

14.6.5 (1/1/2026)

In passenger craft, if an EPIRB is used as the secondary means of distress alerting and is not remotely activated from the distress panel, it shall be acceptable to have an additional EPIRB installed in the wheelhouse near the conning position~~information on the craft's position shall be continuously and automatically provided to all relevant radiocommunication equipment to be included in the initial distress alert when the button or buttons on the distress panel is pressed~~.

14.6.6 (1/1/2026)

In passenger craft, a distress alert panel shall be installed at the conning position, which:~~. The distress alarm panel~~

.1 *shall provide visual and aural indication of any distress alert or alerts received on board~~and~~;*

.2 *shall ~~also~~ indicate through which radiocommunication service the distress alerts have been received~~.~~; and*

.3 *may be combined with the distress panel referred to in 14.6.4.*

14.7 Radio equipment: general

14.7.1 *(1/1/20~~10~~26)*

Every craft shall be provided with:

.1 *a VHF radio installation capable of transmitting and receiving, for distress, urgency and safety communications purposes:*

1.1 *DSC on the frequency 156.525 MHz (channel 70). It shall be possible to initiate the transmission of distress alerts on channel 70 from the position from which the craft is normally navigated; and*

1.2 *radiotelephony on the frequencies 156.300 MHz (channel 6), 156.650 MHz (channel 13) and 156.800 MHz (channel 16);*

.2 *a radio installation capable of maintaining a continuous DSC watch on VHF channel 70 which may be separate from, or combined with, that required by 14.7.1.1.1;*

.3 *a ~~search and rescue locating device~~radar SART or an AIS-SART, which:*

3.1 *shall be so stowed that it can be easily utilized; and*

3.2 *may be one of those required by ~~8~~14.7.2.1~~.2~~ for a survival craft;*

.4 *a receiver or receivers capable of receiving ~~International NAVTEX service broadcasts if~~MSI and search and rescue related information throughout the entire voyage in whch the craft is engaged~~ on voyages in any area in which an International NAVTEX service is provided~~;*

Note: Refer to Guidance for the reception of maritime safety information and search and rescue related information as required in the Global Maritime Distress and Safety System (GMDSS) (MSC.1/Circ.1645).

.5 ~~*a radio facility for reception (see note 1) of maritime safety information by the Inmarsat enhanced group calling system if the craft is engaged on voyages in any area of Inmarsat coverage but in which an International NAVTEX service is not provided. However, craft engaged exclusively on voyages in areas where a HF direct printing telegraphy maritime safety information service is provided and fitted with equipment capable of receiving such service may be exempt from this requirements (see note 2).*~~

Note ~~1~~ ~~*: Refer to Carriage of Inmarsat enhanced group call SafetyNET receivers under the GMDSS, adopted by the Organization by resolution A.701(17).*~~

Note ~~2~~ ~~*: Refer to the Recommendation on Promulgation of Maritime Safety Information, adopted by the Organization by resolution A.705(17).*~~

.~~6~~5 ~~*subject to the provisions of 14.8.3, a satellite emergency position indicating radio beacon (satellite*~~ *EPIRB~~)~~ which shall be:*

Note: Refer to Search and rescue homing capability~~, adopted by the Organization by~~ (resolution A.616(15)).

~~**1.1** *capable of transmitting a distress alert either through the polar orbiting satellite service operating in the 406 MHz band or, if the craft is engaged only on voyages within Inmarsat coverage, through the Inmarsat geostationary satellite service operating in the 1.6 GHz band;*~~

.~~6~~5.~~2~~1 *installed in an easily accessible position;*

.~~6~~5.~~3~~2 *ready to be manually released and capable of being carried by one person into a survival craft;*

.~~6~~5.~~4~~3 *capable of floating free if the craft sinks and of being automatically activated when afloat; and*

.~~6~~5.~~5~~4 *capable of being activated manually~~.~~; and*

.6 *a radio installation capable of transmitting and receiving general radiocommunications operating on working frequencies in the band between 156 MHz and 174 MHz. This requirement may be fulfilled by the addition of this capability in the equipment required by 14.7.1.1.*

14.7.2 (1/1/2026)

Every passenger high-speed craft and every cargo high-speed craft of 500 gross tonnage and upwards shall be provided with at least:

.1 one radar SART or AIS-SART on each side of the craft; and

.2 three two-way VHF radiotelephone apparatuses.

14.7.3 (1/1/2026)

The radar SARTs or AIS-SARTs required by 14.7.2.1 shall be stowed in such locations that they can be rapidly placed in any one of the liferafts. Alternatively, one radar SART or AIS-SART shall be stowed in each survival craft.

14.7.~~2~~4 (1/1/2026)

Every passenger craft shall be provided with means for two-way on-scene radiocommunications for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123.1 MHz from the position from which the craft is normally navigated. These means may be portable.

14.8 Radio equipment: sea area A1

14.8.1 (1/1/2026)

In addition to meeting the requirements of 14.7, every craft engaged on voyages ~~exclusively~~ in sea area A1 shall be provided with a radio installation capable of initiating the transmission of ship-to-shore distress alerts from the position from which the craft is normally navigated, operating either:

~~.1 on VHF using DSC; this requirement may be fulfilled by the EPIRB prescribed by 14.8.3, either by installing the EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or~~

.~~2~~1 through the ~~polar orbiting~~ satellite service on 406 MHz; ~~this requirement may be fulfilled by the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated;~~ or

.~~3~~2 if the craft is on voyages within coverage of MF coast stations equipped with DSC, on MF using DSC; or

.~~4~~3 on high frequency (HF) using DSC; or

.~~5~~4 through a recognized mobile satellite service ship earth station. ~~the Inmarsat geostationary satellite service; this requirement may be fulfilled by:~~

14.8.2 (1/1/2026)

The requirement in 14.8.1.1 may be fulfilled by installing:

.1 the EPIRB required by 14.7.1.5 close to the position from which the craft is normally navigated, but in a location whereby it can still float free of the craft in an emergency; or

.2 the EPIRB required by 14.7.1.5 elsewhere on the craft, provided that this EPIRB has a means of remote activation which is installed near the position from which the craft is normally navigated; or

.3 a second EPIRB near the position from which the craft is normally navigated.

~~5.1 an Inmarsat ship earth station (see note); or~~

~~5.2 the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.~~

Note~~: This requirement can be met by Inmarsat ship earth stations capable of two-way communications, such as Inmarsat-A and -B (resolution A.808(19)) or Inmarsat-C (resolution A.807(19) and MSC.68(68), annex 4) ship earth stations. Unless otherwise specified, this footnote applies to all requirements for an Inmarsat ship earth station prescribed by this chapter.~~

~~**14.8.2** The VHF radio installation, required by 14.71.1, shall also be capable of transmitting and receiving general radiocommunications using radiotelephony.~~

~~**14.8.3** Craft engaged on voyages exclusively in sea area A1 may carry, in lieu of the satellite EPIRB required by 14.7.1.6, an EPIRB which shall be:~~

~~.1 capable of transmitting a distress alert using DSC on VHF channel 70 and providing for locating by means of a radar transponder operating in the 9 GHz band;~~

~~.2 installed in an easily accessible position;~~

~~.3 ready to be manually released and capable of being carried by one person into a survival craft;~~

~~.4 capable of floating free if the craft sinks and of being automatically activated when afloat; and~~

~~.5 capable of being activated manually.~~

14.9 Radio equipment: sea area~~s A1 and~~ A2

14.9.1 (1/1/2026)

In addition to meeting the requirements of 14.7, every craft engaged on voyages ~~beyond sea area A1, but remaining~~ within sea area A2, shall be provided with:

.1 *an MF radio installation capable of transmitting and receiving, for distress, urgency and safety communications purposes, on the frequencies:*

1.1 *2,187.5 kHz using DSC; and*

1.2 *2,182 kHz using radiotelephony;*

.2 *a radio installation capable of maintaining a continuous DSC watch on the frequency 2~~,~~ 187.5 kHz which may be separate from, or combined with, that required by 14.9.1.1.1; and*

.3 *a secondary means of initiating the transmission of ship-to-shore distress alerts by a radio service other than MF, operating either:*

3.1 *through the ~~polar orbiting~~ satellite service on 406 MHz; or~~this requirement may be fulfilled by the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or~~*

3.2 *on HF using DSC; or*

3.3 *through a recognized mobile~~the Inmarsat geostationary~~ satellite service ship earth station~~; this requirement may be fulfilled by~~:.*

~~**3.3.1** the equipment specified in 14.9.3.2; or~~

~~**3.3.2** the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.~~

14.9.2 *It shall be possible to initiate transmission of distress alerts by the radio installations specified in 14.9.1.1 and 14.9.1.3 from the position from which the craft is normally navigated.*

14.9.3 (1/1/2026)

requirement in 14.9.1.3.3.1 may be fulfilled by installing:

.1 *the EPIRB required by 14.7.1.5 close to the position from which the craft is normally navigated, but in a location whereby it can still float free of the craft in an emergency; or*

.2 *the EPIRB required by 14.7.1.5 elsewhere on the craft, provided that this EPIRB has a means of remote activation which is installed near the position from which the craft is normally navigated; or*

.3 *a second EPIRB near the position from which the craft is normally navigated.*

14.9.4 (1/1/2026)

The craft shall, in addition, be capable of transmitting and receiving general radiocommunications ~~using radiotelephony or direct-printing telegraphy~~ by either:

.1 *a radio installation operating on working frequencies in the bands between 1~~,~~ 605 kHz and 4~~,~~ 000 kHz or between 4~~,~~ 000 kHz and 27~~,~~ 500 kHz~~;~~ ~~t~~This requirement may be fulfilled by the addition of this capability in the equipment required by 14.9.1.1; or*

.2 *a~~n Inmarsat~~ recognized mobile satellite service ship earth station.*

14.10 Radio equipment: sea area~~s A1, A2 and~~ A3

14.10.1 (1/1/2026)

In addition to meeting the requirements of 14.7, every craft engaged on voyages ~~beyond sea areas A1 and A2, but remaining~~ within sea area A3, shall~~, if it does not comply with the requirements of 14.10.2,~~ be provided with:

.1 *~~an Inmarsat~~recognized mobile satellite service ship earth station capable of:*

1.1 *transmitting and receiving distress, urgency and safety communications~~ using direct-printing telegraphy~~;*

1.2 *initiating and receiving distress priority calls; and*

1.3 *maintaining watch for shore-to-ship distress alert~~s~~ relays, including those directed to specifically defined geographical areas; ~~and~~*

~~**.1.4** transmitting and receiving general radiocommunications, using either radiotelephony or direct-printing telegraphy;~~

.2 *an MF radio installation capable of transmitting and receiving, for distress, urgency and safety communications purposes, on the frequencies:*

2.1 *2,187.5 kHz using DSC; and*

2.2 *2,182 kHz using radiotelephony;*

.3 *a radio installation capable of maintaining a continuous DSC watch on the frequency 2~~,~~ 187.5 kHz which may be separate from, or combined with, that required by 14.10.1.2~~.1~~; and*

.4 a secondary means of initiating the transmission of ship-to-shore distress alerts by a radio service operating either:

4.1 through the ~~polar orbiting~~satellite service on 406 MHz; ~~this requirement may be fulfilled by the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated;~~ or

4.2 on HF using DSC; or

4.3 through ~~the Inmarsat geostationary~~any recognized mobile satellite service on an additional ship earth station~~, by an additional ship earth station or by the satellite EPIRB required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated~~.

~~**14.10.2** In addition to meeting the requirements of 14.7, every craft engaged on voyages beyond sea areas A1 and A2, but remaining within sea area A3, shall, if it does not comply with the requirements of 14.10.1, be provided with:~~

~~.1 an MF/HF radio installation capable of transmitting and receiving, for distress and safety purposes, on all distress and safety frequencies in the bands between 1,605 kHz and 4,000 kHz and between 4,000 kHz and 27,500 kHz:~~

~~1.1 using DSC;~~

~~1.2 using radiotelephony; and~~

~~1.3 using direct-printing telegraphy;~~

~~.2 equipment capable of maintaining a DSC watch on 2,187.5 kHz, 8,414.5 kHz and on at least one of the distress and safety DSC frequencies 4,207.5 kHz, 6,312 kHz, 12,577 kHz or 16,804.5 kHz at any time, it shall be possible to select any of these DSC distress and safety frequencies. This equipment may be separate from, or combined with, the equipment required by 14.10.2.1;~~

~~.3 means of initiating the transmission of ship-to-shore distress alerts by a radiocommunication service other than HF operating either:~~

~~3.1 through the polar orbiting satellite service on 406 MHz; this requirement may be fulfilled by the satellite EPIRB required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; or~~

~~3.2 through the Inmarsat geostationary satellite service, this requirement may be fulfilled by:~~

~~3.2.1 an Inmarsat ship earth station; or~~

~~3.2.2 the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated; and~~

~~.4 in addition, the craft shall be capable of transmitting and receiving general radiocommunications using radiotelephony or direct-printing telegraphy by an MF/HF radio installation operating on working frequencies in the bands between 1,605 kHz and 4,000 kHz and between 4,000 kHz and 27,500 kHz. This requirement may be fulfilled by the addition of this capability in the equipment required by 14.10.2.1.~~

14.10.~~3~~2 (1/1/2026)

It shall be possible to initiate transmission of distress alerts by the radio installations specified in 14.10.1.1, 14.10.1.2~~, 14.10.1.4, 14.10.2.1~~ and 14.10.~~2~~1.~~3~~4 from the position from which the craft is normally navigated.

~~**14.10.3**~~ (1/1/2026)

The requirement in 14.10.1.4.1 may be fulfilled by installing:

.1 the EPIRB required by 14.7.1.5 close to the position from which the craft is normally navigated, but in a location whereby it can still float free of the craft in an emergency; or

.2 the EPIRB required by 14.7.1.5 elsewhere on the craft, provided that this EPIRB has a means of remote activation which is installed near the position from which the craft is normally navigated; or

.3 a second EPIRB near the position from which the craft is normally navigated.

~~**14.10.4**~~ (1/1/2026)

The craft shall, in addition, be capable of transmitting and receiving general radiocommunications by either:

.1 a recognized mobile satellite service ship earth station; or

.2 a radio installation operating on working frequencies in the bands between 1 605 kHz and 4 000 kHz or between 4 000 kHz and 27 500 kHz.

~~**14.10.5**~~ (1/1/2026)

The requirements in 14.10.4.1 and 14.10.4.2 may be fulfilled by the addition of this capability in the equipment required by 14.10.1.1 or 14.10.1.2, respectively.

14.11 Radio equipment: sea area~~s A1, A2, A3 and~~ A4

14.11.1 (1/1/2026)

In addition to meeting the requirements of 14.7, every craft engaged on voyages ~~in all~~within sea area~~s~~ A4 shall be provided with:

.1 an MF/HF radio installation capable of transmitting and receiving, for distress, urgency and safety communications purposes, on all distress, urgency and safety frequencies in the bands between 1 605 kHz and 4 000 kHz and between 4 000 kHz and 27 500 kHz:

1.1 using DSC; and

1.2 using radiotelephony;

.2 equipment capable of maintaining DSC watch on 2 187.5 kHz, 8 414.5 kHz and on at least one of the DSC frequencies 4 207.5 KHz, 6 312 kHz, 12 577 kHz or 16 804.5 kHz; it shall be possible at any time to select any of these DSC frequencies for distress, urgency and safety communications purposes. This equipment may be separate from, or combined with, the equipment required by 14.1.1; and

.3 a secondary means of initiating the transmission of ship-to-shore distress alerts through the satellite service on 406 MHz.

14.11.2 (1/1/2026)

The craft shall, in addition, be capable of transmitting and receiving general radiocommunications by a radio installation operating on working frequencies in the bands between 1 605 kHz and 4 000 kHz and between 4 000 kHz and 27 500 kHz. This requirement may be fulfilled by the addition of this capability in the equipment required by 14.11.1.1.

14.11.3 (1/1/2026)

It shall be possible to initiate transmission of distress alerts by the radio installations specified in 14.11.1.1 and 14.11.1.3~~and equipment required by 14.10.2, except that the equipment required by 14.10.2.3.2 shall not be accepted as an alternative to~~ from the position from which the craft is normally navigated.

14.11.4 (1/1/2026)

The requirement in 14.11.1.1.3 may be fulfilled by installing:

.1 the EPIRB required by 14.7.1.5 close to the position from which the craft is normally navigated, but in a location whereby it can still float free of the craft in an emergency; or

.2 the EPIRB required by 14.7.1.5 elsewhere on the craft, provided that ~~required by 14.10.2.3.1, which shall always be provided. In addition, craft engaged on voyages in all sea areas shall comply with the requirements of 14.10.3~~ this EPIRB has a means of remote activation which is installed near the position from which the craft is normally navigated; or.

.3 a second EPIRB near the position from which the craft is normally navigated.

14.12 Watches

14.12.1 (1/1/2026)

Every craft, while at sea, shall maintain a continuous ~~watch~~radio watch for distress, urgency and safety communications purposes:

.1 on VHF DSC channel 70~~,~~; ~~if the craft, in accordance with the requirements of 14.7.1.2, is fitted with a VHF radio installation;~~

.2 on DSC frequency 2 187.5 kHz, if the craft, in accordance with the requirements of ~~the distress and safety DSC frequency 2,187.5 kHz, if the craft, in accordance with the requirements of~~ 14.9.1.2 or 14.10.1.3, is fitted with an MF radio installation;

.3 on ~~the distress and safety~~ DSC frequencies 2~~,~~ 187.5 kHz and 8~~,~~ 414.5 kHz and also on at least one of the ~~distress and safety~~ DSC frequencies 4~~,~~ 207.5 kHz, 6~~,~~ 312 kHz, 12~~,~~ 577 kHz or 16~~,~~ 804.5 kHz, appropriate to the time of day and the geographical position of the craft, if the craft, in accordance with the requirement~~s~~ of ~~14.10.2.2 or~~ 14.11.1.2, is fitted with an MF/HF radio installation. This watch may be kept by means of a scanning receiver; and

.4 for satellite shore-to-ship distress alert~~s~~ relays, if the craft, in accordance with the requirements of 14.10.1.1, is fitted with a~~n Inmarsat~~ recognized mobile satellite service ship earth station.

14.12.2 (1/1/2026)

Every craft, while at sea, shall maintain a radio watch for broadcasts of ~~maritime safety~~MSI and search and rescue related information on the appropriate frequency or frequencies on which such information is broadcast for the area in which the craft is navigating.

14.12.3 (1/1/2026)

~~Until 1 February 2005, e~~Every craft, while at sea, shall ~~continue to~~ maintain, when practicable, a continuous listening watch ~~on VHF channel 16. This watch~~, which shall be kept at the position from which the craft is normally navigated, on.:

.1 VHF channel 16; and

.2 other appropriate frequencies for urgency and safety radiocommunications for the area in which the craft is navigating.

14.13 Sources of energy

14.13.1 (1/1/2026)
While ~~There shall be available at all times, while~~ the craft is at sea, a supply of electrical energy shall be available at all times sufficient to operate the radio installations and to charge any batteries used as part of a reserve source or sources of energy for the radio installations.

14.13.2 (1/1/2026)
A ~~R~~reserve source or ~~and emergency~~ sources of energy shall be provided on every craft to supply radio installations, for the purpose of conducting distress, urgency and safety ~~radio~~communications, in the event of failure of the craft's main and emergency sources of electrical power. The reserve source or sources of energy shall be capable of simultaneously operating the VHF radio installation required by 14.7.1.1 and, as appropriate for the sea area or sea areas for which the craft is equipped, either the MF radio installation required by 14.9.1.1 or 14.10.1.2, the MF/HF radio installation required by ~~14.10.2.1 or~~ 14.11.1.1 or the ~~Inmarsat~~ ship earth station required by 14.10.1.1 and any of the additional loads mentioned in 14.13.5 and 14.13.8 for a period of at least ~~1 h~~:

.1 one hour on craft provided with an emergency source of electrical power, if such source of power complies fully with all relevant provisions of 12.3 and 12.7 or 12.8, including the supply of such power to the radio installations; and

.2 six hours on craft not provided with an emergency source of electrical power complying fully with all relevant provisions of 12.3 and 12.7 or 12.8, including the supply of such power to the radio installations.

The reserve source or sources of energy need not supply independent HF and MF radio installations at the same time.

14.13.3 (1/1/2026)
The reserve source or sources of energy shall be independent of the propelling power of the craft and the craft's electrical system.

14.13.4 (1/1/2026)
Where, in addition to the VHF radio installation, two or more of the other radio installations referred to in 14.13.2 can be connected to the reserve source or sources of energy, they shall be capable of simultaneously supplying, for the period specified, as appropriate, in 14.13.2.1 or 14.13.2.2, the VHF radio installation and:

.1 all other radio installations which can be connected to the reserve source or sources of energy at the same time; or

.2 whichever of the other radio installations will consume the most power, if only one of the other radio installations can be connected to the reserve source or sources of energy at the same time as the VHF radio installation.

14.13.5 (1/1/2026)
The reserve source or sources of energy may be used to supply the electrical lighting required by 14.6.2.4.

14.13.6 (1/1/2026)
Where a reserve source of energy consists of a rechargeable accumulator battery or batteries:

.1 a means of automatically charging such batteries shall be provided which shall be capable of recharging them to minimum capacity requirements within 10 hours; and

.2 the capacity of the battery or batteries shall be checked, using an appropriate method, at intervals not exceeding 12 months, when the craft is not at sea.

Note: One method of checking the capacity of an accumulator battery is to fully discharge and recharge the battery, using normal operating current and period ~~(e.g. 10 h)~~. Assessment of the charge condition can be made at any time, but it should be done without significant discharge of the battery when the ~~craft~~ship is at sea.

14.13.7 The siting and installation of accumulator batteries which provide a reserve source of energy shall be such as to ensure:

.1 the highest degree of service;

.2 a reasonable lifetime;

.3 reasonable safety;

.4 that the battery temperatures remain within the manufacturer's specifications whether under charge or idle; and

.5 that when fully charged, the batteries will provide at least the minimum required hours of operation under all weather conditions.

14.13.8 If an uninterrupted input of information from the craft's navigational or other equipment to a radio installation required by this chapter is needed to ensure its proper performance, including the navigation receiver referred to in 14.18, means shall be provided to ensure the continuous supply of such information in the event of failure of the craft's main or emergency source of electrical power.

14.14 Performance standards

14.14.1 (1/1/2026)

All equipment to which this chapter applies shall be of a type approved by the Administration. Such equipment shall conform to appropriate performance standards not inferior to those adopted by the Organization.

Note: Refer to the following ~~resolutions~~performance standards adopted by the Organization:

General requirements

(1) ~~Resolution A.525(13): Performance Standards for Narrow-Band Direct-Printing Telegraph Equipment for the Reception of Navigational and Meteorological Warnings and Urgent Information to Ships.~~

(2) ~~Resolution A.694(17):~~ General ~~R~~requirements for ~~S~~shipborne ~~R~~radio e~~E~~quipment ~~F~~forming ~~P~~part of the Global Maritime Distress and Safety System (GMDSS) and for ~~E~~electronic ~~N~~navigational ~~A~~aids~~.~~ (resolution A.694(17));

(3) ~~Resolution A.808(19):~~ Performance ~~S~~standards for the presentation of navigation-related information on shipborne navigational displays (resolution MSC.191(79), as amended);~~Ship Earth Stations Capable of Two-Way Communications, and resolution A.570(14), Type Approval of Ship Earth Stations.~~

(4) Performance standards for bridge alert management (resolution MSC.302(87));~~Resolutions A.803(19) and MSC.68(68), annex 1: Performance Standards for Shipborne VHF Radio installations Capable of Voice Communication and Digital Selective Calling.~~

VHF equipment

(5) ~~Resolutions A.804(19) and MSC.68(68), annex 2:~~ Performance ~~S~~standards for ~~S~~shipborne ~~M~~VHF ~~R~~radio ~~I~~installations ~~C~~capable of ~~V~~voice ~~C~~communication and ~~D~~digital ~~S~~selective ~~C~~calling (resolution MSC.511(105)).

(6) ~~Resolutions A.806(19) and MSC.68(68), annex 3:~~ Performance ~~S~~standards for survival craft portable two-way VHF radiotelephone apparatus (resolution MSC.515(105));~~Shipborne MF/HF Radio Installations Capable of Voice Communication, Narrow-Band Direct Printing and Digital Selective Calling.~~

(7) ~~Resolutions A.810(19) and MSC.56(66):~~ Recommendation on Performance ~~S~~standards for on-scene (aeronautical) portable two-way VHF radiotelephone apparatus (annex 1 to resolution MSC.80(70), as amended);~~Float-Free Satellite Emergency Position-Indicating Radio Beacons (EPIRBs) Operating on 406 MHz (see also Assembly resolution A.696(17): Type Approval of Satellite Emergency Position-Indicating Radio Beacons (EPIRBs) Operating in the COSPAS-SARSAT System).~~

MF and HF equipment

(8) ~~Resolution A.802(19):~~System Performance ~~S~~standards for the promulgation and coordination of maritime safety information using high-frequency narrow-band direct-printing (resolution MSC.507(105));~~Survival Craft Radar Transponders for Use in Search and Rescue Operations.~~

(9) ~~Resolution A.805(19): Performance Standards for Float-Free VHF Emergency Position-Indicating Radio Beacons.~~

(10) ~~Resolutions A.807(19) and MSC.68(68), annex 4: Performance Standards for Inmarsat Standard-C Ship Earth Stations Capable of Transmitting and Receiving Direct-Printing Communications, and resolution A.570(14), Type Approval of Ship Earth Stations.~~

(11) ~~Resolution A.664(16): Performance Standards for Enhanced Group Call Equipment.~~

(12) ~~Resolution A.812(19): Performance Standards for Float-Free Satellite Emergency Position-indicating Radio Beacons Operating Through the Geostationary Inmarsat Satellite System on 1.6 GHz.~~

(13) ~~Resolution A.662(16): Performance Standards for Float-Free Release and Activation Arrangements for Emergency Radio Equipment.~~

(14) ~~Resolution A.699(17): System Performance Standard for the Promulgation and Co-ordination of Maritime Safety Information Using High-Frequency Narrow-Band Direct Printing.~~

(15) ~~Resolution A.700(17): Performance Standards for Narrow-Band Direct-Printing Telegraph Equipment for the Reception of Navigational and Meteorological Warnings and Urgent Information to Ships (MSI) by HF.~~

(16) ~~Resolution MSC.80(70): Recommendation on Performance Standards for on-scene (Aeronautical) Portable Two-Way VHF Radiotelephone Apparatus.~~

(17) Performance standards for shipborne MF and MF/HF radio installations capable of voice communication, digital selective calling and reception of maritime safety information and search and rescue related information (resolution MSC.512(105));

(18) Performance standards for the reception of maritime safety information and search and rescue related information by MF (NAVTEX) and HF (resolution MSC.508(105));

Ship earth stations and enhanced group call (EGC) equipment

(19) Performance standards for Inmarsat-C ship earth stations capable of transmitting and receiving direct- printing communications (resolution MSC.513(105));

(20) Revised performance standards for enhanced group call (EGC) equipment (resolution MSC.306(87), as amended);

(21) Performance standards for a ship earth station for use in the GMDSS (resolution MSC.434(98));

Integrated radiocommunication systems

(22) Performance standards for a shipborne integrated communication system (ICS) when used in the Global Maritime Distress and Safety System (GMDSS) (resolution MSC.517(105));

Emergency position-indicating radio beacons

(23) Performance standards for float-free release and activation arrangements for emergency radio equipment (resolution A.662(16));

(24) Performance standards for float-free emergency position-indicating radio beacons (EPIRBs) operating on 406 MHz (resolution MSC.471(101));

Search and rescue transmitters and transponders

(25) Performance standards for search and rescue radar transponders (resolution MSC.510(105)); and

(26) Performance standards for survival craft AIS search and rescue transmitters (AIS-SART) for use in search and rescue operations (resolution MSC.246(83)).

14.15 Maintenance requirements

14.15.1 Equipment shall be so designed that the main units can be replaced readily without elaborate recalibration or readjustment.

14.15.2 Where applicable, equipment shall be so constructed and installed that it is readily accessible for inspection and on-board maintenance purposes.

14.15.3 (1/1/2026)

Adequate information shall be provided to enable the equipment to be properly operated and maintained, taking into account the recommendations of the Organization.

Note: Refer to ~~the Recommendation on~~ General ~~R~~requirements for ~~S~~shipborne ~~R~~radio ~~E~~equipment ~~F~~forming ~~P~~part of the Global Maritime Distress and Safety System (GMDSS) and for ~~E~~electronic ~~N~~navigational ~~A~~aids~~, adopted by the Organization by~~ (resolution A.694(17)), General requirements for electromagnetic compatibility (EMC) for all electrical and electronic ship's equipment (resolution A.813(19)), and Clarifications of certain requirements in IMO performance standards for GMDSS equipment (MSC/Circ.862).

14.15.4 Adequate tools and spares shall be provided to enable equipment to be maintained.

14.15.5 The Administration shall ensure that radio equipment required by this chapter is maintained to provide the availability of the functional requirements specified in 14.5 and to meet the recommended performance standards of such equipment.

14.15.6 (1/1/2026)

On craft engaged on voyages in sea areas A1 ~~and~~or A2, the availability shall be ensured by using such methods as duplication of equipment, shore-based maintenance or at-sea electronic maintenance capability, or a combination of these, as may be approved by the Administration.

14.15.7 (1/1/2026)

On craft engaged on voyages in sea areas A3 ~~and~~or A4, the availability shall be ensured by using a combination of at least two methods, such as duplication of equipment, shore-based maintenance or at-sea electronic maintenance capability, as may be approved by the Administration~~, taking into account the recommendations of the Organization~~.

Note~~: Administrations should take account of the Radio Maintenance Guidelines for the Global Maritime Distress and Safety System (GMDSS) related to Sea Areas A3 and A4, adopted by the Organization by resolution A.702(17).~~

14.15.8 (1/1/2026)

However, for craft operating solely between ports where adequate facilities for shore-based maintenance of the radio installations are available, and provided that no journey between two such ports exceeds six hours, then the Administration may exempt such craft from the requirement to use at least two maintenance methods. For such craft, at least one maintenance method shall be used.

14.15.9 (1/1/2026)

While all reasonable steps shall be taken to maintain the equipment in efficient working order to ensure compliance with all the functional requirements specified in 14.5, malfunction of the equipment for providing the general radiocommunications, required by 14.~~8~~5.1.2, shall not be considered as making a craft unseaworthy or as a reason for delaying the craft in ports where repair facilities are not readily available, provided the craft is capable of performing all distress, urgency and safety functions.

14.15.10 (1/1/20~~14~~26)

~~Satellite~~ EPIRBs ~~on all craft~~ shall be:

.1 annually tested, either on board the craft or at an approved testing station, for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals ~~within 3 months before the expiry date, or 3 months before or after the anniversary date, of the High-Speed Craft Safety Certificate~~specified below;:

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

1.1 on passenger craft, within three months before the expiry date of the High-Speed Craft Safety Certificate; and

1.2 on cargo craft, within three months before the expiry date, or within three months before or after the anniversary date, of the High-Speed Craft Safety Certificate; and

Note: Refer to Guidelines on annual testing of emergency position-indicating radio beacons (EPIRBs) (MSC.1/Circ.1040/Rev.2) and Guidelines for the avoidance of false distress alerts (resolution MSC.514(105)).

.2 subject to maintenance at intervals not exceeding five years, to be performed at an approved shore-based maintenance facility.

Note: Refer to Guidelines for shore-based maintenance of emergency position-indicating radio beacons (EPIRBs) (MSC.1/Circ.1039/Rev.1).

14.16 Radio personnel

14.16.1 (1/1/2026)

Every craft shall carry personnel qualified for distress, urgency and safety ~~radio~~communication purposes to the satisfaction of the Administration. The personnel shall be holders of the appropriate certificates specified in the Radio Regulations ~~as appropriate, any~~; one of ~~whom~~the personnel shall be designated ~~to~~as have~~ing~~ primary responsibility for ~~radio~~communications during distress incidents.

Note: Refer to the STCW Code, chapter IV, section B-IV/2.

14.16.2 (1/1/2026)

In passenger craft, at least one person qualified in accordance with ~~sub-paragraph~~ 14.16.1 shall be assigned to perform only ~~radio~~communication duties during distress incidents.

14.17 Radio records

14.17.1 (1/1/2026)

A record shall be kept on board, to the satisfaction of the Administration and as required by the Radio Regulations, of all incidents connected with the radiocommunication service which appear to be of importance to safety of life at sea.

14.18 Position-updating

14.18.1 (1/1/2026)

All two-way communication equipment carried on board craft to which this chapter applies which is capable of automatically including the craft's position in the distress alert shall be automatically provided with this information from an internal or external navigation receiver~~, if either is installed~~.

Note: Requirements for automatic update of the craft's position are given in resolutions MSC.511(105), MSC.512(105) and MSC.513(105).

14.18.2 (1/1/2026)

~~If such a receiver is not installed,~~ In case of malfunction of the internal or external navigation receiver the craft's position and the time ~~that~~at which the position was ~~correct~~determined shall be manually updated at intervals not exceeding four hours, while the craft is under way, so that it is always ready for transmission by the equipment.

ANNEX 1 FORM OF HIGH-SPEED CRAFT SAFETY CERTIFICATE AND RECORD OF EQUIPMENT

HIGH - SPEED CRAFT SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment

(Official seal) *(State)*

Issued under the provisions of the
INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000
(~~r~~Resolution MSC.97(73))

under the authority of the Government of

.....

(full designation of the State)

by .....
(full official designation of the competent person or organization authorized by the Administration)

Particulars of craft [1]

Name of craft .....

Manufacturer's model and hull number .....

Distinctive number o~~f~~r letters .....

IMO number [2] .....

Port of registry .....

Gross tonnage .....

Sea areas in which the craft is certified to operate (paragraph 14.2.1)[3].....

Design waterline corresponding to a height of..... below the reference line at the longitudinal centre of flotation, and draughts at the draught marks of ..... forward and after ..... ~~aft~~.

1. Alternatively, the particulars of the craft may be placed horizontally in boxes.
2. In accordance with the IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).
3. For a craft certified to operate in sea area A3, indicate the recognized mobile satellite service in brackets.

The upper edge of the reference line is.....at

(.....mm below uppermost deck at side) [1]

(.....mm above the underside of keel) [1] *at longitudinal centre of flotation.*

Category — *category A passenger craft / category B passenger craft / cargo craft*[1]

Craft type — *air-cushion vehicle/surface- effect ship/hydrofoil/monohull/multihull/ other (give detail.....)*[1]

Date on which keel was laid or craft was at a similar stage of construction or on which a major conversion was commenced .....

THIS IS TO CERTIFY

1 *That the above-mentioned craft has been duly surveyed in accordance with the applicable provisions of the International Code of Safety for High-Speed Craft, 2000.*

2 *That the survey showed that the structure, equipment, fittings, radio station arrangements and materials of the craft and the condition thereof are in all respects satisfactory and that the craft complies with the relevant provisions of the Code.*

3 *That the life-saving appliances are provided for a total number of persons and no more as follows:*

....

4 *That, in accordance with 1.11 of the Code, the following equivalents have been granted in respect of the craft:*

paragraph.....

equivalent arrangement .....

This certificate is valid until[2] .....

Completion date of the survey on which this certificate is based: ..... *(dd/mm/yyyy)*

Issued at .....

(Place of issue of the certificate)

....

(Date of issue) *(Signature of authorized official issuing the certificate)*

.....

(Seal or stamp of the issuing authority, as appropriate)

1. Delete as appropriate.
2. Insert the date of expiry as specified by the Administration in accordance with 1.8.4 of the Code. The day and the month of this date correspond to the anniversary date as defined in 1.4.3 of the Code, unless amended in accordance with 1.8.12.1 of the Code.

Endorsement for periodical surveys

This is to certify that, at a survey required by 1.5 of the Code, this craft was found to comply with the relevant provisions of the Code.

Periodical survey: *Signed:* ....

....

(Signature of authorized official)

Place: ....

Date: ....

....

(Seal or stamp of Authority, as appropriate)

Periodical survey: *Signed:* ....

....

(Signature of authorized official)

Place: ....

Date: ....

....

(Seal or stamp of Authority, as appropriate)

Periodical survey: *Signed:* ....

....

(Signature of authorized official)

Place: ....

Date: ....

....

(Seal or stamp of Authority, as appropriate)

Periodical survey: *Signed:* ....

....

(Signature of authorized official)

Place: ....

Date: ....

....

(Seal or stamp of Authority, as appropriate)

Endorsement to extend the Certificate if valid for less than 5 years where 1.8.8 of the Code applies

This craft complies with the relevant requirements of the Code, and this Certificate shall, in accordance with 1.8.8 of the Code, be accepted as valid until ....

Signed: ....

(Signature of authorized official)

Place:.....
Date: .....

.....
(Seal or stamp of Authority, as appropriate)

Endorsement where the renewal survey has been completed and 1.8.9 of the Code applies

This craft complies with the relevant requirements of the Code, and this Certificate shall, in accordance with 1.8.9 of the Code, be accepted as valid until .....

Signed:.....
(Signature of authorized official)
Place:.....
Date: .....

.....
(Seal or stamp of Authority, as appropriate)

Endorsement to extend the validity of the Certificate until reaching the port of survey where 1.8.10 of the Code applies

This Certificate shall, in accordance with 1.8.10 of the Code, be accepted as valid until .....

Signed: .....
(Signature of authorized official)
Place:.....
Date: .....

.....
(Seal or stamp of Authority, as appropriate)

Endorsement for the advancement of the anniversary date where 1.8.12 of the Code applies

In accordance with 1.8.12 of the Code, the new anniversary date is .....

Signed:.....
(Signature of authorized official)
Place:.....
Date: .....

.....
(Seal or stamp of Authority, as appropriate)

In accordance with 1.8.1~~3~~2 of the Code, the new anniversary date is .....

Signed: .....
(Signature of authorized official)
Place: .....
Date: .....

.....
(Seal or stamp of Authority, as appropriate)

RECORD OF EQUIPMENT FOR
HIGH-SPEED CRAFT SAFETY CERTIFICATE

This Record shall be permanently attached to the
High-Speed Craft Safety Certificate

RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE
INTERNATIONAL CODE OF SAFETY
FOR HIGH-SPEED CRAFT, 2000

1 Particulars of craft

Name of craft .....

Manufacturer's model and hull number .....

Distinctive number of letters .....
IMO Number[1] .....

Category: *category A passenger craft/category B passenger craft/cargo craft*[2]

Craft type: *air-cushion vehicle, surface-effect ship, hydrofoil, monohull, multihull, other (give detail.....)*[2]

Number of passengers for which certified .....

Minimum number of persons with the required qualifications to operate the radio installations .....

1. In accordance with the IMO ship identification number scheme adopted by the Organization by resolution A.~~600~~1117(~~15~~30)
2. Delete as appropriate.

2 Details of life-saving appliances

1 Total number of persons for which life-saving appliances are provided	.....
2 Total number of lifeboats	.....
2.1 Total number of persons accommodated by them	.....
2.2 Number of partially enclosed lifeboats complying with section 4.5 of the LSA Code	.....
2.3 Number of totally enclosed lifeboats complying with sections 4.6 and 4.7 of the LSA Code	.....
2.4 Other lifeboats	.....
2.4.1 Number	.....
2.4.2 Type	.....
3 Number of rescue boats	.....
3.1 Number of rescue boats which are included in the total lifeboats shown above	.....
4 Liferafts complying with sections 4.1 to 4.3 of the LSA Code for which suitable means of launching are provided	.....
4.1 Number of liferafts	.....
4.2 Number of persons accommodated by them	.....
5 Open reversible liferafts (Annex 11 of the Code)	.....
5.1 Number of liferafts	.....
5.2 Number of persons accommodated by them	.....
6 Number of Marine Evacuation System (MES)	.....
6.1 Number of persons served by them	.....
7 Number of lifebuoys	.....
8 Number of lifejackets	.....
8.1 Number suitable for adults	.....
8.2 Number suitable for children	.....
9 Immersion suits (Valid until 31 Dec 2025)	.....
9 Immersion suits (Valid from 1 Jan 2026)	
9.1 Total number (Valid until 31 Dec 2025)	.....
9.2 Number of suits complying with the requirements for lifejackets (Valid until 31 Dec 2025)	.....
10 Number of anti-exposure suits	.....
10.1 Total number (Valid until 31 Dec 2025)	.....
10.2 Number of suits complying with the requirements for lifejackets (Valid until 31 Dec 2025)	.....
~~11 Radio installations used in life-saving appliances~~	~~.....~~
~~11.1 Number of radar transponders~~	~~.....~~
~~11.2 Number of two-way VHF radiotelephone apparatus~~	~~.....~~

3 Details of navigational systems and equipment

1.1 Magnetic compass	.....
1.2 Transmitting heading device (THD)	.....
1.3 Gyro-compass	.....
2 Speed and distance measuring device	.....
3 Echo-sounding device	.....
4.1 9 GHz radar	.....
4.2 Second radar (3 GHz/9 GHz (1))	.....
4.3 Automatic radar plotting aid (ARPA)/ Automatic tracking aid (ATA) (1)	.....
5 Receiver for global navigation satellite system/ Terrestrial navigation system/ Other means of position fixing (1), (2)	.....
6.1 Rate of turn indicator	.....
6.2 Rudder angle indicator/Direction of steering thrust indicator (1)	.....
7.1 Nautical charts/Electronic Chart Display and Information System (ECDIS) (1)	.....
7.2 Back-up arrangements for ECDIS	.....
7.3 Nautical publications	.....
7.4 Back-up arrangement for nautical publications	.....
8 Search light	.....
9 Daylight signalling lamp	.....
10 Night vision equipment	.....
11 Means to show the mode of the propulsion systems	.....
12 Automatic steering aid (Automatic pilot)	.....
13 Radar reflector/ Other means (1), (2)	.....
14 Sound reception system	.....
15 Automatic identification system (AIS)	.....
16 Long-range identification and tracking system	.....
17 Voyage data recorder (VDR)	.....

Note:
(I) *Delete as appropriate*
(2) In case of "other means" they shall be specified

4 Details of radio facilities

Item	Actual provision
1 Primary systems	.....
1.1 VHF radio installation:	.....
1.1.1 DSC encoder	.....
1.1.2 DSC watch receiver	.....
1.1.3 Radiotelephony	.....
1.2 MF radio installation:	.....
1.2.1 DSC encoder	.....
1.2.2 DSC watch receiver	.....
1.2.3 Radiotelephony	.....
1.3 MF/HF radio installation:	.....
1.3.1 DSC encoder	.....
1.3.2 DSC watch receiver	.....
1.3.3 Radiotelephony	.....
1.3.4 Direct-printing radiotelegraphy	.....
1.4 ~~INMARSAT ship earth station~~Recognized mobile satellite service ship earth station	.....
2 Secondary means of initiating the transmission of ship-to-shore distress alert~~ings~~	.....
3 Facilities for reception of MSI and search and rescue related~~maritime safety~~ information	.....
~~3.1 NAVTEX receiver~~	~~.....~~
~~3.2 EGC receiver~~	~~.....~~
~~3.3 HF direct-printing radiotelegraph receiver~~	~~.....~~
4 ~~Satellite~~ EPIRB	.....
~~4.1 COSPAS-SARSAT~~	~~.....~~
~~4.2 INMARSAT~~	~~.....~~
5 Two-way VHF radiotelephone apparatus~~EPIRB~~	.....
6 Radar SART or AIS-SART~~Ship's radar transponder~~	.....
7 Two-way on-scene radiocommunications 121.5 MHz & 123.1 MHz	.....

5 Methods used to ensure availability or radio facilities
(paragraphs 14.15.6, 14.15.7 and 14.15.8 of the Code)

5.1 Duplication of equipment .....

5.2 Shore-based maintenance .....

5.3 At-sea maintenance capability .....

THIS IS TO CERTIFY *that this Record is correct in all respects*

Issued at .....
(Place of issue of Record)

....
(Date of issue) *(Signature of duly authorized official issuing the record)*

.....
(Seal or stamp of the issuing authority, as appropriate)