



Föreskrifter om ändring i Sjöfartsverkets föreskrifter och allmänna råd (SJÖFS 2003:12) om säkerheten på höghastighetsfartyg (HSC-koden 2000);

beslutade den 20 mars 2006.

Sjöfartsverket föreskriver med stöd av 2 kap. 1 § fartygssäkerhetsförordningen (2003:438) i fråga om Sjöfartsverkets föreskrifter och allmänna råd (SJÖFS 2003:12) om säkerheten på höghastighetsfartyg (HSC-koden 2000) att 1 §, det allmänna rådet i anslutning till 5 §, avsnitt 2.2.1.1, 2.2.3.2 och rubriken närmast före avsnitt 2.2.1.1 samt annex 1 i *bilagan* skall ha följande lydelse.

1 § Svenska fartyg och utländska fartyg på svenskt sjöterritorium med byggnadsdatum den 1 juli 2002 eller senare skall om inget annat anges, för att äga rätt till ett höghastighetsfartygscertifikat, uppfylla koden för höghastighetsfartyg (International Code of Safety for High-Speed Craft, 2000 (HSC-koden 2000)) som antogs av den internationella sjöfartsorganisationen (IMO) den 5 december 2000 genom resolution MSC.97(73), senast ändrad genom resolution MSC.175(79), i den utsträckning som anges i koden. Med ett fartygs byggnadsdatum menas det datum då kölen sträckts eller byggnationen av ett fartyg påbörjats och minst 50 ton eller tre procent av den uppskattade totala massan av fartygsstrukturen sammanfogats.

Den engelska, arabiska, kinesiska, franska, ryska och spanska texten av koden skall ha samma giltighet¹. Kodens engelska text finns i *bilagan* till dessa föreskrifter.

5 § Fartyg som är certifierade i enlighet med dessa föreskrifter anses uppfylla kraven i kapitel I-IV² och reglerna 18–20 i kapitel V³ i 1974 års internationella konvention om säkerheten för människoliv till sjöss (SOLAS 1974) samt lastlinjekonventionen med tillhörande protokoll^{4, 5}.

¹ Texterna på arabiska, kinesiska, franska, ryska och spanska finns tillgängliga hos IMO.

² SJÖFS 1980:8, SJÖFS 1981:11, SJÖFS 1984:14, SJÖFS 1986:6, SJÖFS 1992:5, SJÖFS 1994:12, SJÖFS 1996:4, SJÖFS 1999:17, SJÖFS 2004:29, SJÖFS 2004:31, SJÖFS 2006:1.

³ SJÖFS 2003:5.

⁴ SJÖFS 2006:1.

⁵ MSC/Circ.1028, Application of the International Convention on Load Lines, 1966 and the 1988 Protocol relating thereto, to High Speed Craft.

SJÖFS 2006:13

Allmänna råd

Vid tillämpning av HSC-koden 2000 bör tolkningarna i MSC/Circ.1102⁶ tillämpas.

Denna författning träder i kraft den 1 juli 2006.

På Sjöfartsverkets vägnar

JOHAN FRANSON

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⁶ MSC/Circ.1102, Interpretations of the 2000 HSC Code and SOLAS Chapter X.

2.2 Intact buoyancy and watertight and weathertight integrity

| 2.2.1 Buoyant spaces

2.2.1.1 All craft shall have a sufficient reserve of buoyancy at the design waterline to meet the intact and damage stability requirements of this chapter. The Administration may require a larger reserve of buoyancy to permit the craft to operate in any of its intended modes. This reserve of buoyancy shall be calculated by including only those compartments that are:

- .1 watertight and situated below the datum, or
- .2 watertight or weathertight and situated above the datum.

| In considering the stability after damage, flooding shall be assumed to occur until limited by watertight boundaries in the equilibrium condition, and weathertight boundaries in intermediate stages of flooding and within the range of positive righting lever required to satisfy the residual stability requirements. Where a buoyant space may be subjected to increased fluid pressure in the equilibrium position after damage, the boundaries and associated openings and penetrations of that space shall be designed and constructed to prevent the passage of fluid under that pressure.

Craft built in conformity with the requirements of organizations recognised by the Administration, in accordance with regulation XI/1 of the Convention may be considered to possess adequate strength and integrity.

2.2.2 Openings in watertight divisions

| 2.2.3.2 A craft may be exempted from the requirement for such an inner bow door where one of the following applies:

- .1 the vehicle loading deck at the inner bow door position is above the design waterline by a height more than the significant wave height corresponding to the worst intended conditions;
- .2 it can be demonstrated using model tests or mathematical simulations that when the craft is proceeding at a range of speeds up to the maximum attainable speed in the loaded condition at all headings in long crested seas of the greatest significant wave height corresponding to the worst intended conditions, either:
 - .1 the bow loading door is not reached by waves;
or
 - .2 having been tested with the bow loading door open to determine the maximum steady state volume of water which accumulates, it can be shown by static analysis that, with the same

volume of water on the vehicle deck(s) the residual stability requirements of 2.6.11 and 2.13 or 2.15 are satisfied. If the model tests or mathematical simulations are unable to show that the volume of water accumulated reaches a steady state, the craft shall be considered not to have satisfied the conditions of this exemption.

Where mathematical simulations are employed they shall already have been verified against full-scale or model testing;

.3 bow loading openings lead to open ro-ro spaces provided with guard-rails or having freeing ports complying with 2.2.3.2.4;

.4 the deck of the lowest ro-ro space above the design waterline is fitted on each side of the deck with freeing ports evenly distributed along the sides of the compartment. These shall either be proven to be acceptable using tests according to 2.2.3.2.2 above or comply with the following:

.1 $A \geq 0.3 l$

where:

A = the total area of freeing ports on each side of the deck in m²; and

l = the length of the compartment in m;

.2 the craft shall maintain a residual freeboard to the deck of the ro-ro space of at least 1 m in the worst condition;

.3 such freeing ports shall be located within the height of 0.6 m above the deck of the ro-ro space, and the lower edge of the ports shall be within 0.02 m above the deck of the ro-ro space; and

.4 such freeing ports shall be fitted with closing devices or flaps to prevent water entering the deck of the ro-ro space whilst allowing water which may accumulate on the deck of the ro-ro space to drain.

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
(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**

Name of craft

Manufacturer's model and hull number

Distinctive number or letters

IMO number**

Port of registry

Gross tonnage

Sea areas in which the craft is certified to operate (paragraph 14.2.1)

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 aft.

^{7*} Alternatively, the particulars of the craft may be placed horizontally in boxes.

** In accordance with the IMO ship identification number scheme, adopted by the
Organization by resolution A.600(15).

Issued at
(Place of issue of certificate)

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

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

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)

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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 1.8.12 of the Code, the new anniversary date is

Signed:
(Signature of authorized official)

Place:

Date:

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