

## CODE OF PRACTICE-SAFETY STANDARDS FOR CLASS I, II and III VESSELS

### Summary of Amendments

(excluding editorial/textual changes, clarification of wording, etc.)

The amendments will be effective when published in the gazette

	Applicable CoP / Class of Vessel	Chapter / Section	Amendment
		<b>CHAPTER I</b>	<b>General</b>
	Class I, II, III	Original 1.6~1.13	Quote of provisions of LVO and its sub. leg. were removed.
	Class I, II, III	2.1 (p)	Added the new prevention of garbage pollution regulation
	Class I, II, III	3.1	Definitions of “extreme breadth”, “length overall” were added: “extreme breadth” (最大寬度), in relation to a local vessel, means the athwartship distance between the extremity of the outermost permanent structure on the port side and the extremity of the outermost permanent structure on the starboard side of the vessel; “length overall” (總長度), in relation to a local vessel, means the distance between the foreside of the foremost fixed permanent structure and the aft side of the aftermost fixed permanent structure of the vessel;
		<b>CHAPTER II</b>	<b>Survey/Inspection, Issuance of Certificate and Plan Approval</b>
*	Class I, II, III	1.4	For any vessel having been laid up >1 year but <5 years, the resumed inspections should follow the quadrennial survey programme; if >5 years, the vessel should be subject to thorough inspection as a new vessel. Plans should be submitted if necessary.: If the vessel has its Certificate of Survey expired, for more than 1 year but less than 5 years, the inspections should follow the quadrennial survey programme prescribed in Table 7-2; if more than 5 years, the vessel should be subject to thorough inspection according to items of Table 7-1. Plans should be submitted for approval when deemed necessary.
	Class I, II, III	4.2	According to MDN170/2010, the no. of copy of plans required to be submitted for sister vessels was added: (Refer to <a href="http://www.mardep.gov.hk/en/notices/pdf/mdn10170.pdf">http://www.mardep.gov.hk/en/notices/pdf/mdn10170.pdf</a> )

	Applicable CoP / Class of Vessel	Chapter / Section	Amendment
	Class I, II, III	Table 7-2	Plans to be submitted and survey items were added/deleted per LVAC, MDN and practices.
	Class I, II, III	Table 7-3	Scale of lifejackets subject to random check during periodical survey was added per LVAC 19/2015 (Refer to <a href="http://www.mardep.gov.hk/en/aboutus/pdf/lvacp19_15.pdf">http://www.mardep.gov.hk/en/aboutus/pdf/lvacp19_15.pdf</a> )
		<b>CHAPTER IIIA</b>	<b>Hull Construction, Machinery, Electrical Installations and Fittings -Category A Vessels</b>
	Class I, II, III	1, 2	Added the requirements for maintaining WT integrity of main deck structure: If opening is fitted on main deck leading to spaces below deck the first tier of superstructure on main deck should be of weathertight construction for the purpose of maintaining the integrity and stability of vessel. The closing appliances fitted on such position should meet the requirements of section 3.
	Class I, II, III	10.2	The detail requirement wrt fire damper fitting was added: The fire damper may be of manual type and the indicator which could be in written form or other physical means, and be installed locally in the vicinity of fire damper.
	Class I, II, III	19.2(b)	According to LVAC 12/2014, added IMO recommended capacity for sludge tank: The minimum sludge tank capacity ( $V_1$ ) should be determined by the following formula: $V_1 = 0.005CD$ ( $m^3$ ) where $C$ = daily fuel oil consumption ( $m^3$ ); and $D$ = maximum no. of days when sludge can be discharged ashore.
		<b>CHAPTER IIIB</b>	<b>Hull Construction, Machinery, Electrical Installations and Fittings - Category B Vessels</b>
	Class I, III	Note 1	The requirement of wooden replacement kaito and GRP fishing sampan to be built by certified shipyard was added. Any replacement kaito carrying not more than 60 passengers should be built in a shipyard having been certified competent for the construction by Marine Department or RA in the mainland, with regard to its facilities, organization and capability. A copy of the certification, if issued by the mainland authority, should be furnished to Marine Department for consideration/record.
		<b>CHAPTER IV</b>	<b>Freeboard and Stability</b>
*	Class I	1.1	For Class I vessel, the division line at 100P for intact and damage stability was removed.

Applicable CoP / Class of Vessel	Chapter / Section	Amendment																												
		<p>Launch and ferry vessel designed to carry more than <del>100</del> 12 passengers should meet a damaged stability standard as prescribed in Annex F of this Code.:</p> <table border="1" data-bbox="750 295 1899 898"> <thead> <tr> <th rowspan="2">Vessel Type and Plying Limits</th> <th>Length (L)</th> <th colspan="2">L ≥ 24 m</th> <th colspan="2">L &lt; 24 m</th> </tr> <tr> <th>Requirement</th> <th>Freeboard, Certification</th> <th>Intact Stability</th> <th>Freeboard, Certification</th> <th>Intact Stability</th> </tr> </thead> <tbody> <tr> <td colspan="6"><b>Class I Vessel</b> (plying solely within Hong Kong waters)</td> </tr> <tr> <td rowspan="2">Launch, Ferry ≤ 100 passengers &gt; 100 passengers</td> <td>Conventional Type</td> <td>L&amp;FV</td> <td>IMO Crowding Turning Wind Mt</td> <td>L&amp;FV</td> <td>IMO Crowding Turning Wind Mt</td> </tr> <tr> <td>High Speed Vessel</td> <td>Ch. XI</td> <td>Ch. XI</td> <td>Ch. XI</td> <td>Ch. XI</td> </tr> </tbody> </table>	Vessel Type and Plying Limits	Length (L)	L ≥ 24 m		L < 24 m		Requirement	Freeboard, Certification	Intact Stability	Freeboard, Certification	Intact Stability	<b>Class I Vessel</b> (plying solely within Hong Kong waters)						Launch, Ferry ≤ 100 passengers > 100 passengers	Conventional Type	L&FV	IMO Crowding Turning Wind Mt	L&FV	IMO Crowding Turning Wind Mt	High Speed Vessel	Ch. XI	Ch. XI	Ch. XI	Ch. XI
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Class I	1.1	<p>Requirement of damage stability calculation for replacement kaito &lt;60 passengers was added.</p> <table border="1" data-bbox="734 981 1854 1364"> <thead> <tr> <th rowspan="2">Vessel Type and Plying Limits</th> <th>Length (L)</th> <th colspan="2">L ≥ 24 m</th> <th colspan="2">L &lt; 24 m</th> </tr> <tr> <th>Requirement</th> <th>Freeboard, Certification</th> <th>Intact Stability</th> <th>Freeboard, Certification</th> <th>Intact Stability</th> </tr> </thead> <tbody> <tr> <td colspan="6"><b>Class I Vessel</b> (plying solely within Hong Kong waters)</td> </tr> <tr> <td>&lt;Primitive Transportation Vessel (kaito) 0.35 &lt; C<sub>np</sub> ≤ 0.85 vessel &gt;</td> <td>L&amp;FV</td> <td>GM ≥ 0.3m + Crowding + Turning</td> <td>L&amp;FV<sup>(*1)</sup></td> <td>Simple Inclining Test<sup>(*1)(*2)</sup></td> <td></td> </tr> </tbody> </table> <p><b>Remark</b></p> <p>*1 <b>Applicable to any replacement kaito carrying not more than 60 passengers (which is Category B vessel)</b></p>	Vessel Type and Plying Limits	Length (L)	L ≥ 24 m		L < 24 m		Requirement	Freeboard, Certification	Intact Stability	Freeboard, Certification	Intact Stability	<b>Class I Vessel</b> (plying solely within Hong Kong waters)						<Primitive Transportation Vessel (kaito) 0.35 < C <sub>np</sub> ≤ 0.85 vessel >	L&FV	GM ≥ 0.3m + Crowding + Turning	L&FV <sup>(*1)</sup>	Simple Inclining Test <sup>(*1)(*2)</sup>						
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	Applicable CoP / Class of Vessel	Chapter / Section	Amendment
			*2 Annex E, Part 1 refers.
			The following were updated per 2008 Intact Stability Code:
	Class I	1.3	<p>(a) Crowding of passengers – the angle of heel due to the effect of crowding of passengers should not be greater than 10° or 80% of the angle of deck edge immersion, whichever is lesser.</p> <p>(b) Turning moment of vessel -In Class I vessels the angle of heel due to the effect of turning the vessel should not exceed 10° or 80% of the angle of deck edge immersion, whichever is lesser.</p> <p>The formula <math>M_R = 0.196 V_o^2 \Delta \text{ KG}/L_{wl}</math> to be amended to <math>M_R = 0.2 V_o^2 \Delta (\text{KG} - d/2) /L_{wl}</math></p> <p>(c) Wind moment –according to s.2.3 Severe Wind and Rolling Criterion (weather criterion) of 2008 IS Code (International Code on Intact Stability, 2008) published by IMO in respect of wind moment effect. The wind pressure factor should be taken to be 250 Pa &lt;500 Pa&gt;.</p>
	Class I, II, III	1.5	<p>(d) Equivalent freeboard and stability criteria</p> <p>Where it is not practical for any particular vessel, due to the design and its geometric characteristics (e.g. wide beam and small depth) or operating condition, to fully comply with the stipulated freeboard or stability criteria, the Department may permit the application of equivalent criteria which are at least as effective as that so specified.</p>
	Class I, II, III	3.2, 8.2	<p>The allowable tolerance on change of lightship weight and LCG for dispensation of inclining test was included.</p> <p>(i) lightship displacement is not exceeding 2% (for ships of <math>L \leq 50</math> m); and</p> <p>(ii) lightship L.C.G. is not exceeding 0.5% L.</p>

	Applicable CoP / Class of Vessel	Chapter / Section	Amendment
	Class I, II, III (Cat. A)	6.2	<p>The required contents of stability booklet was included.</p> <p>6.2 The booklet should include the vessel's following particulars:</p> <ul style="list-style-type: none"> <li>(a) vessel's name, principal dimensions, <b>fully loaded displacement;</b></li> <li>(b) general arrangement showing names of all compartments, <b>tanks, machinery spaces, storerooms, crew and passenger accommodation spaces;</b></li> <li>(c) the capacity and the V.C.G. and L.C.G. of every compartment available for the carriage of cargo, fuel, water, water ballast, etc.;</li> <li>(d) <b>the effect on stability of free surface in each tank in which liquids may be carried;</b></li> <li>(e) <b>the estimated total weight of (i) passengers and their effects and (ii) crew and their effects, and the V.C.G. and L.C.G. of each such total weight. In assessing such centres of gravity passengers and crew shall be assumed to be distributed about the ship in the spaces they will normally occupy, including the highest decks to which either or both have access.</b></li> <li>(f) the estimated weight and the disposition and centre of gravity of deck cargo;</li> <li>(g) hydrostatic particulars, cross curves particulars;</li> <li>(h) calculation of loading and righting levers (GZ) curves of - <ul style="list-style-type: none"> <li>(i) light condition,</li> <li>(ii) fully loaded (to the assigned freeboard) condition,</li> <li>(iii) <b>service loaded conditions,</b></li> <li>(iv) <b>probable worst conditions.</b></li> </ul> </li> </ul> <p><b>Conditions (ii)-(iv) should be calculated on both departure and arrival condition.</b></p>
		<b>CHAPTER V</b>	<b>Passenger and Crew Accommodation</b>
	Class I	note (B)	<p>Applicable requirements for replacement kaito carrying &gt;12P but ≤ 60P were specified.</p> <p><b>(a) Replacement Category B vessels carrying not more than 60 passengers shall comply with sections 1.1, 1.4, 2.1, 3.4, 3.5, 4.3, 5.1.1, 5.2, 5.3, 5.4, 6.1 and 7.1(b) of this Chapter.</b></p>
*	Class I	1.4	The requirement of breakable type window fitted in passenger accommodation of Class I vessel was added.

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			On launches and ferry vessels fitted with enclosed passenger spaces, to assist rapid evacuation some numbers of windows in passenger spaces should be fitted with glass of the type which is breakable by punching at its four corners. A hammer of suitable size should be fitted next to the window for the purpose.
		<b>CHAPTER VI</b>	<b>Fire Protection and Fire-Fighting Apparatus</b>
	Class I, II, III	2.2	Hyperlinks for Cap. 369Y and 548G relevant to FFA requirements were added. (Refer to <a href="http://www.legislation.gov.hk/blis_pdf.nsf/6799165D2FEE3FA94825755E0033E532/D87D05908F960F85482575EF0018E465/\$FILE/CAP_548G_c_b5.pdf">http://www.legislation.gov.hk/blis_pdf.nsf/6799165D2FEE3FA94825755E0033E532/D87D05908F960F85482575EF0018E465/\$FILE/CAP_548G_c_b5.pdf</a> )
	Class I, II, III	5.1	Fire hose max. length was amended from 18 m to 20 m.
	Class I, II, III	7	Added the provision stipulating that the owner, agent or coxswain should ensure that the non-mandatory FFAs fitted onboard are maintained in condition good for its intended purpose  <b>7. Fixed Fire Extinguishing System not Required by the Survey Regulation</b>  Where fire-fighting apparatus of the type not required by the Survey Regulation (e.g. fire detection system, fixed extinguishing system, etc.) is provided, such apparatus should be so arranged that a fire in the space or spaces protected will not put any such apparatus out of function; and the owner, agent and coxswain of the vessel should ensure that the apparatus is properly maintained in good and serviceable condition and be fit for the function intended.
	Class I, II, III	10.1	The use of graphical symbols on fire control plan was specified.
	Class I, II, III	11.2	Non-portable fire extinguish may be stowed in vicinity of ER entrance provided that any part of the ER is within its discharge range:  Non-portable fire extinguish required to be fitted in engine room which is limited in space, may be stowed in vicinity of the engine room entrance provided that any part of the engine room is within the discharge range of the fire extinguisher.
*	Class I, II, III	12.3.2	The details on fire structure for engine room of Cat. A vessel was modified.  The structure in way of engine room including bulkheads, supporting pillars and deck shall be fitted with structural fire protection, with the material by itself or due to insulation provided, capable to maintain its required strength for a period of 30 min. or above. For hull structures below waterline the insulation should extend to at least 300 mm below the lightest

	Applicable CoP / Class of Vessel	Chapter / Section	Amendment
			<b>waterline.</b> The deck separating wheelhouse and <b>accommodation</b> space shall be of gastight construction insulated with non-combustible fire resisting materials.
		<b>CHAPTER VII</b>	<b>Life-Saving Appliances and Arrangements</b>
	Class I, II	2.2	The method to determine no. of children lifejackets was added. <b>In determining the number of children lifejackets required to be provided onboard per Tables 1 and 3, when decimal numbers are calculated the numbers of children lifejackets required should be rounded up.</b>
	Class I, II, III	10.3	The requirements on stowage of lifejacket were added per LVAC 19/2015. (Refer to <a href="http://www.mardep.gov.hk/en/aboutus/pdf/lvacp19_15.pdf">http://www.mardep.gov.hk/en/aboutus/pdf/lvacp19_15.pdf</a> )
		<b>CHAPTER VIII</b>	<b>Lights, Shapes and Sound Signals</b>
*	Class I, II, III	1.2	Added the requirement of type-approval certificate with serial number for navigation lights. All navigation lights and sound signals <b>on new vessels or the replacement on existing vessels</b> should be of the type approved/certified by Marine Department, Maritime Administration of a convention country <b>or an authorized organization (definition in Ch. I/3.1 refers)</b> . <b>Each navigation light should be accompanied by a type-approval certificate with unique serial number.</b>
	Class I, II, III	4.5	Type and scale of LSS were amended per the updated COLREG. (Refer to <a href="http://www.legislation.gov.hk/blis_pdf.nsf/6799165D2FEE3FA94825755E0033E532/902E7921EDF0046E482575EE00756375/\$FILE/CAP_369N_e_b5.pdf">http://www.legislation.gov.hk/blis_pdf.nsf/6799165D2FEE3FA94825755E0033E532/902E7921EDF0046E482575EE00756375/\$FILE/CAP_369N_e_b5.pdf</a> )
		<b>CHAPTER IX</b>	<b>Tonnage Measurement</b>
	<b>Class I, II, III</b>	2.5~2.7	The treatment for appendages (masts, cranes etc.) was given. 2.5 The total volume shall include volumes of appendages (e.g. rudder, kort nozzle, skeg, <b>propeller shaft bossings</b> , etc.) but exclude the volumes of spaces opened to sea. <b>Volumes within the hulls of ship, such as split-hull barges and dredgers, should be retained in V and V<sub>c</sub> notwithstanding that the space within the hull is temporarily opened to the sea when discharging cargo.</b> 2.6 <b>Enclosed spaces above the upper deck not exceeding 1 m<sup>3</sup>, air trunks having a cross-sectional area not exceeding 1 m<sup>2</sup> should not be measured.</b> 2.7 <b>Masts, cranes and container support structures, which are completely inaccessible and above the main deck, separated</b>

	Applicable CoP / Class of Vessel	Chapter / Section	Amendment
			on all their sides from other enclosed spaces should not be included in the total volume of all enclosed spaces. All mobile cranes should be exempted.
		<b>CHAPTER XI</b>	<b>Vessels Built to Classification Society's Rules and Regulations for High Speed Craft</b>
	Class I, II	3	The requirement regarding damaged stability was amended. The damaged stability should meet the relevant requirements of sections 2.6, 2.13 and sections 2 and 3 of annex 7 of the HSC Code.
	Class I, II	14	The position of masthead light was amended per updated COLREG The masthead light of high speed vessel with a length to breadth ratio of less than 3 may be placed at a height related to the breadth of the vessel lower than that prescribed in paragraph 2(a)(i) of the annex I for "Positioning and technical details of lights and Shapes" of International Regulations for Preventing Collisions at Sea 1972, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27o.
		<b>CHAPTER XII</b>	<b>Vessel Safe Operation and Operator Requirements</b>
	Class I, II, III	1	The sizes of vessels were amended in accordance with the certification rules. Coxswain Grade 2 : ≤ 24 m length and 26.4 m length overall Coxswain Grade 3 : ≤ 15 m length and 16.5 m length overall Engine Operator Grade 1 : ≤ 3000 kW total propulsion aggregate power Engine Operator Grade 2 : ≤ 1500 kW total propulsion aggregate power Engine Operator Grade 3 : ≤ 750 kW total propulsion aggregate power
	Class I, II	2	The requirement of providing first aid kit on Class I vessels and Class II vessels plying in RTL originally stipulated in Annex I-6 was incorporated in this chapter..
		<b>ANNEX A</b>	<b>Rules and Regulations for Classification of Vessels Applicable to Local Vessels</b>
	Class I, II, III		List of classification society rules and regulations was updated: 1 American Bureau of Shipping (ABS) (i) Rules for Building and Classing Steel Vessels under 90 metres in Length (ii) Rules for Building and Classing High Speed Craft (i) Rules for Building and Classing Steel Barges



	Applicable CoP / Class of Vessel	Chapter / Section	Amendment
			<p>(ii) Steel Vessels for Service on Rivers and Intracoastal Waterways (for vessels operating within smooth waters)</p> <p>2 Bureau Veritas (BV)</p> <p>(i) Rules for the Classification of Steel Ships</p> <p>(ii) Hull Structure and Arrangement for the Classification of Cargo Ships less than 65 m and Non Cargo Ships less than 90 m</p> <p>(iii) Hull Arrangement, Stability and Systems for Ships less than 500 GT</p> <p>(iv) Hull in Composite Materials and Plywood, Material Approval, Design Principles, Construction and Survey</p> <p>(v) Hull in Aluminium Alloys, Design Principles, Construction and Survey</p> <p>(vi) Rules for the classification of high speed craft</p> <p>3 China Classification Society (CCS)</p> <p>(i) 國內航行海船建造規範</p> <p>(ii) 沿海小船入級與建造規範 (適用於長度不超過20米船隻)</p> <p>(iii) 海上高速船入級與建造規範</p> <p>(iv) 鋼質內河船舶建造規範(適用於長度不超過 20 米、在香港水域或內河航限(即珠江水域) 距岸不超過 5 公里海域作業船隻)</p> <p>4 DNV GL</p> <p>(i) DNV Rules for Classification of Ships</p> <p>(ii) DNV Rules for Classification of High Speed, Light Craft and Naval Surface Craft</p> <p>5 Lloyd's Register of Shipping (LR)</p> <p>(i) Rules and Regulations for the Classification of Ships</p> <p>(ii) Rules and Regulations for the Classification of Special Service Craft (applicable to high speed craft, light displacement craft, multi-hull craft, yachts of overall length 24 m or greater and craft with draught to depth ratio less than or equal to 0.55)</p> <p>6 Nippon Kaiji Kyokai (NK)</p> <p>(i) Rules and Guidance for the Survey and Construction of Steel Ships</p> <p>(ii) Rules and Guidance for the Survey and Construction of Passenger Ships</p> <p>(iii) Rules and Guidance for the Survey and Construction of Inland Waterway Ships</p> <p>(iv) Rules and Guidance for the Survey and Construction of Ships of Fibreglass Reinforced Plastics</p> <p>(v) Rules and Guidance for High Speed Craft</p>

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			<p>7 Register of Fishing Vessel of the People's Republic of China (RFV)</p> <p>The following are applicable to fishing vessel/fishing sampan</p> <p>(i) Rules and Regulations for Construction of Glass Reinforced Fibre Fishing Vessel (applicable to fishing sampan only)</p> <p>《漁業船舶法定檢驗規則——內河、玻璃鋼、海洋木質及小型鋼質漁業船舶法定檢驗技術規則》</p> <p>(ii) Rules and Regulations for Construction of Sea-going Steel Fishing Vessel</p> <p>《鋼質海洋漁船建造規範》</p> <p>(iii) Rules and Regulations for Statutory Inspection of Fishing Vessel</p> <p>《漁業船舶法定檢驗規則》</p> <p>Note</p> <p>The lists include the current rules and regulations applicable to local vessels issued by 7 classification societies/recognized authority and are not exhaustive. Rules and regulations issued by other authorized organizations; and alternative standards may be considered.</p>
		<b>ANNEX F</b>	<b>Damaged Stability Requirements for Launches, Ferry Vessels</b>
*	Class I	Pt 1(1)	<p>The below launches and ferry vessels will be required to meet 2 compt subdivision standard:</p> <p>(a) Any new vessels carrying &gt;400 passengers</p> <p>(b) Any launch or ferry vessel which meets the conditions required in Ch. V/3.3 and plies outside the Victoria port, shall meet the requirement of damage stability for two-compartment flooding.</p>
	Class I	Pt 2(6)(a)	<p>Clarifications on the assumed extent of damage:</p> <p>(A) one compartment subdivision standard - anywhere in the vessel's length between adjacent transverse bulkheads</p> <p>(B) two compartments subdivision standard - anywhere in the vessel's length</p> <p>Where the damage envisaged would involve transverse watertight bulkheads, such bulkheads shall not be considered effective unless they are spaced at a distance at least equal to the longitudinal extent of the assumed damage specified in sub-paragraph (a). Where such bulkheads are spaced at a lesser distance, one or more of these bulkheads within such extent of damage shall be assumed to be non-existent for the purpose of determining which compartments are flooded.</p>

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	Class I	Pt 3(2)(c)	<p>Criteria after asymmetrical damage was updated.:</p> <p>(9) The final condition of the vessel after damage should be as follows-</p> <p>(a) there should be a positive residual metacentric height of at least 50 mm as calculated by the constant displacement method;</p> <p>(b) in no case should the margin line be submerged in the intermediate stages or final stage of flooding.</p> <p>(c) <b>in the case of asymmetrical flooding the angle of heel for one-compartment flooding shall not exceed 7°. For the simultaneous flooding of two or more adjacent compartments a heel of 12° shall not be exceeded.</b></p>
		<b>ANNEX I-1</b>	<b>Visibility requirement for wheelhouse</b>
	Class I, II, III		<p>Contents were amended/updated per MDN/SOLAS requirements.:</p> <p>1. The view of the sea surface from the conning position (it is defined in this Code of Practice as the main steering position controlled by the coxswain in wheelhouse) shall not be obscured by more than two ship lengths, <b>or 500 m, whichever is the less</b>, forward of the bow to 10 degrees on either side under all conditions of draught, trim, deck weight and cargo handling gear. <b>Attention should be drawn on the blind sector created on tankers whilst in lightweight condition.</b></p> <p>2. No blind sector caused by cargo, cargo handling gear or other obstructions (<b>e.g. securing bars fitted on window</b>) outside of the wheelhouse forward of the beam which obstructs the view of the sea surface as seen from the conning position, shall exceed 10 degrees. The total arc of blind sectors shall not exceed 20 degrees. The clear sectors between blind sectors should be at least 5 degrees. <b>However, in the view described in para. 1, each individual blind sector shall not exceed 5 degrees;</b></p> <p>8. The upper edge of the wheelhouse front windows should allow a forward view of the horizon, for a person with a height of eye of <b>not less than</b> 1600 mm above the deck at the conning position, when the ship is pitching in seas;</p> <p><b>13. On ships of unconventional design which, in the opinion of the Director, cannot comply with this Annex, arrangements shall be provided to achieve a level of visibility that is as near as practical to that prescribed in this Annex.</b></p>
		<b>ANNEX I-2</b>	<b>Checklist for engine inspection</b>
	Class I, II, III		No change in contents but the item <b>”HKMD Stamped Mark No.”</b> was added as the required basic information.

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		<b>ANNEX I-5C</b>	<b>Requirements for waiving inclining experiment after the addition/replacement of engine(s)</b>												
	Class I, II, III		<p>“In general speaking, the Inclining Experiment can be waived subject to the total increased/decreased weight of the engine and its accessories <b>and/or minor modification</b> do not exceed 2% of lightship weight”</p> <p>The application of the Annex is extended to vessels with minor modification.</p>												
		<b>ANNEX I-9</b>	<b>TBT anti-fouling system</b>												
	Class I, II, III		The annex was re-written per the upcoming MS (Control of Harmful Anti-Fouling Systems on Ships) Reg.												
		<b>ANNEX I-10</b>	<b>Implementation of the requirements of Annex VI of MARPOL 73/78 to locally licensed vessels</b>												
	Class I, II, III		<p>The original contents were deleted. The updated requirements can be found in MDN 46/2008 which is available at MD web site.</p> <p>(Refer to <a href="http://www.mardep.gov.hk/en/notices/pdf/mdn16039.pdf">http://www.mardep.gov.hk/en/notices/pdf/mdn16039.pdf</a>)</p>												
		<b>ANNEX K</b>	<b>Survey Schedule for Medium Speed Engines</b>												
	Class I	1	<p>Added the definition of medium speed engine:</p> <p><b>Engines running at 300~1000 RPM</b></p>												
		<b>ANNEX M</b>	<b>Guidance on Machinery and Hull Wear Down or Corrosion Tolerance Limits and other Inspection Items</b>												
	Class I, II, III	1.1	<p>Wastage allowance for aluminium was included.:</p> <table border="1" data-bbox="633 1002 1400 1161"> <thead> <tr> <th></th> <th><b>Steel</b></th> <th><b>Al.</b></th> </tr> </thead> <tbody> <tr> <td>Decks, shell</td> <td>30</td> <td>15</td> </tr> <tr> <td>structural member</td> <td>30</td> <td>20</td> </tr> <tr> <td>Seating for main engine, crane, windlass &amp; etc.</td> <td>25</td> <td>15</td> </tr> </tbody> </table>		<b>Steel</b>	<b>Al.</b>	Decks, shell	30	15	structural member	30	20	Seating for main engine, crane, windlass & etc.	25	15
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	Class I, II, III		<p>Contents were amended per current practice/class rules:</p> <p>3. <b>Water Tank &amp; Oil Tank Tightness Test</b></p> <p>3.1 Initial Inspection</p> <table border="1" data-bbox="723 1369 1816 1430"> <thead> <tr> <th><b>Item</b></th> <th><b>Type Of Tank</b></th> <th><b>Water Pressure Head (m)</b></th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	<b>Item</b>	<b>Type Of Tank</b>	<b>Water Pressure Head (m)</b>									
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	Applicable CoP / Class of Vessel	Chapter / Section	Amendment		
			1	Fore / Aft Peak Tank, Deep Tank, Cofferdam	Top of air pipe
			2	Fuel Tank, Liquid Cargo Tank	2.5m above highest point of tank top <b>or to the height of the overflow whichever is the higher</b>
	Class I, II, III	Annex R, S, T	<p><b>4. Requirements for the Inspection of Water Tightness by Hose Test</b></p> <p>4.1 The water jet pressure should not be less than <b>2 kgf/cm<sup>2</sup></b></p> <p>4.2 Nozzle should not be more than <b>1.5m</b> from the test item</p> <p>4.3 Nozzle diameter should not be less than <b>13mm for vessels of length below 90 m.</b></p>		
	Class I, II, III	Annex U-3	Deleted. Refer to Cap. 369Y which is available at MD web site. (Refer to <a href="http://www.legislation.gov.hk/blis_pdf.nsf/6799165D2FEE3FA94825755E0033E532/D87D05908F960F85482575EF0018E465/\$FILE/CAP_548G_c_b5.pdf">http://www.legislation.gov.hk/blis_pdf.nsf/6799165D2FEE3FA94825755E0033E532/D87D05908F960F85482575EF0018E465/\$FILE/CAP_548G_c_b5.pdf</a> )		
	Class I, II, III	Annex U-4	Table 2 was amended per Ch. XII Added: “ <b>Refer to Annex U-6 for “Guideline on the Minimum Safe Number of Crew for Ferry Vessels and Launches”</b> ”		
	Class I, II, III	Annex V1, V2, V3	Deleted. The updated information can be found at MD web site.		
	Class I, II, III	Annex V-4	Quote of Cap. 548G provisions relating to prevention of air pollution was deleted.		

**CODE OF PRACTICE-SAFETY STANDARDS FOR CLASS IV VESSELS**

**Summary of Amendments**

(excluding editorial/textual changes, clarification of wording, etc.)

The amendments will be effective when published in the gazette

	<b>Chapter / Section</b>	<b>Amendment</b>
	<b>CHAPTER I</b>	<b>General</b>
	Original 1.6~1.10	Quote of provisions of LVO and its sub. leg. were removed.
	2.1 (12)	Prevention of Pollution by Garbage Reg. was added in the list of Statutory Regulations.
	4.1	The para. and table were re-written with the consolidation of contents scattered in the original Ch. I/4.1, 4.3, 9.2, 12, Ch. III-A and III-B.
	<b>CHAPTER III-A</b>	<b>Hull, Machinery and Electrical Installations</b>
		Contents of this chapter were incorporated in Ch. I/4.1.
	<b>CHAPTER III-B</b>	<b>Hull, Machinery and Electrical Installations</b>
		Contents of this chapter were incorporated in Ch. I/4.1.
	<b>CHAPTER IV</b>	<b>Passenger and Crew Accommodation</b>
	2.4 (2)	In the condition allowing carry passengers on sunken deck, “at least 100 mm above the deepest loaded waterline and fitted with a flooding alarms”, the word “and” is changed to “or”.
	4.1 (5)	The “forward part up to the forward bulkhead of the deckhouse” disallowed for using as passenger space was changed to “where the look-out of the coxswain could be obstructed”
*	5	<p>Added the requirement that inflatable boat shall comply with ISO standard for licensing.</p> <p><b>5. Inflatable Boat</b></p> <p>5.1 The construction of inflatable boat should meet the standard of International Standard Organization issued ISO 6185 with respect to structural materials, functional components and safety requirements (including maximum load capacity), etc. appropriate to vessel’s length and engine horsepower. Independent certification for the vessel applying for licence should be furnished.</p> <p>5.2 An application for the increase of carrying capacity (including passenger and crew) may be considered subject to the vessel is in compliance with the requirements of ISO 12217-1 (appropriate to vessel’s design category) and ISO 14946 for the number of persons intended. An inclining test may be required for confirmation, using test weights</p>

	<b>Chapter / Section</b>	<b>Amendment</b>
		representing the total weight of persons.
	<b>CHAPTER VI</b>	<b>Life-Saving Appliances and Arrangements</b>
	2.4	The requirement for persons onboard open cruisers to wear lifejacket at all times was added per MDN 77/2013. (Refer to <a href="http://www.mardep.gov.hk/en/notices/pdf/mdn13077.pdf">http://www.mardep.gov.hk/en/notices/pdf/mdn13077.pdf</a> )
	<b>CHAPTER VII</b>	<b>Lights, Shapes and Sound Signals</b>
*	1.2	Added the requirement of type-approval certificate with serial number for navigation lights.
	4	Type and scale of LSS were amended per the updated COLREG.
	<b>Annex N-7, 7A</b>	<b>Implementation of the Requirements of Annex VI of MARPOL 73/78 to Locally Licensed Vessels</b>
		The original contents were deleted. The updated requirements can be found in MDN 39/2016 which is available at MD web site. (Refer to <a href="http://www.mardep.gov.hk/hk/notices/pdf/mdn16039c.pdf">http://www.mardep.gov.hk/hk/notices/pdf/mdn16039c.pdf</a> )
	<b>ANNEX 8</b>	<b>Tonnage Measurement</b>
	2.5~2.7	Added the calculation method for appendages
	<b>Annex 10</b>	<b>Installation, Document and Certification for Prevention of Oil Pollution</b>
		According to LVAC 12/2014, added the required capacity of sludge tank per IMO recommendation.
	<b>Annex 12</b>	<b>Towing a Banana Boat or Similar Vessel</b>
		The original contents were deleted. The updated requirements can be found in MDN 124/2007 which is available at MD web site. (Refer to <a href="http://www.mardep.gov.hk/en/notices/pdf/mdn07124.pdf">http://www.mardep.gov.hk/en/notices/pdf/mdn07124.pdf</a> )

### Legend

LVAC	Local Vessels Advisory Committee
IMO	International Maritime Organization
IS Code	International Code on Intact Stability, 2008
MARPOL	International Convention for the Prevention of Pollution from Ships
MDN	Marine Department Notice
SOLAS	International Convention for the Safety of Life at Sea