

PROVISIONAL LOCAL VESSEL ADVISORY COMMITTEE

PREPARATION OF SAFETY CODE for CLASS III and CLASS IV VESSELS

1 Purpose

This paper seeks members' approval on the outlined plan for the preparation of safety code for Class III and Class IV non-passenger carrying vessels.

2 Background

2.1 The Provisional Local Vessel Advisory Committee (PLVAC) approved in 1992 that in future local vessels will be mandatorily re-classed into the following five classes :

a) **Passenger Carrying Vessels**

Class I - vessels carrying > 60 persons

Class II - vessels carrying 13 - 60 persons

b) **Non-passenger Carrying Vessels**
(vessels carrying no more than 12 persons)

Class III - vessels constructed of material other than wood

Class IV - wooden vessels

c) **Pleasure Vessels**
(vessels carrying no more than 12 persons)

Class V - pleasure vessels.

The changes on vessel classification are illustrated at Appendix A.

2.2 Codes of safety standards will be drawn up for each class of vessel, graded in accordance with the size and type of vessel.

3 Principles on Determination of Safety Standards

The following principles are adopted on the consideration of safety standards for vessels:

- a) as far as possible the existing standards are to be maintained if that proved to be satisfactory;
- b) equitable standards are applied to vessels performing similar commercial functions;
- c) level of standards is, among other factors, dependent on the risk factor arising from vessels' operation including,
 - (i) plying limits,
 - (ii) types of cargoes carried;
- d) in view of the increasing volume of vessels trafficking to and from Hong Kong and mainland, a standard close to those of the Chinese vessels plying in the same areas will be adopted for such vessels; and
- e) if changes on standard are necessary, such changes will be introduced in phases.

4 Categorisation of Vessels

- 4.1 Most local vessels presently have been classified as miscellaneous craft (MC) under the Merchant Shipping (Miscellaneous Craft) Regulations will fall into Classes III or IV above. Depending on their construction method, MC are presently divided into two categories: Western Type and Asiatic Type, which basically govern the required construction standard, periodical surveys and certification.
- 4.2 It is proposed that the existing system is maintained but nevertheless some minor changes. To avoid misunderstanding the terms 'Western Type' and 'Asiatic Type' will be re-named as 'Category A' and 'Category B' respectively. The categories of various types of vessels in relation to their respective nature of operation are shown in the following table (marked with asterisk):

Type of Vessel (by Nature of Business)	Category of Ship Cert.	A		B		
	Material of Construction	All Material		Steel/Al/GRP	Wood	
	Mode of Propulsion	Motor	Dumb	Dumb	Motor	Dumb
Cargo Vessel						
Dangerous Goods Carrier		*	*	*(1)	*(1)	
Lubrication Oil Carrier		*	*			
Sludge Oil Carrier		*	*			
Dry Cargo Vessel		*			*(2)	
Dumb Lighter				*		*
Dredger		*	*			
Hopper Barge		*		*		
Edible Oil Carrier		*	*	*(1)		
Water Boat		*(3)	*(3)	*(1)	*	*
Non Cargo Vessel						
Tug		*				
Launch (≤ 12 P)		*				
Sampan (≤ 12 P)					*(4)	
Fishing Vessel		*(3)			*	*
Pilot Boat		*			*(1)	
Floating Dock			*			
Work Boat						
- Floating Workshop		*	*	*(1)	*(1)	*(1)
- Repair Pontoon		*	*	*(1)	*(1)	*(1)
- Welding Barge		*	*	*(1)	*(1)	*(1)
- Crane Barge		*		*		*
- Flat Top Barge		*		*		*
Landing Pontoon				*		*
Separation Barge				*		
Fish Carrier					*	*
Ice Boat				*		*
Fish Drying Hulk				*		*
Hawker Boat					*	
Trading Boat					*(2)	*

Abbreviations in Table

Al : aluminium

GRP : glass reinforced plastic

Remarks in Table

- (1) Existing vessels only
- (2) Wooden cargo vessels operating solely in Hong Kong waters
- (3) Vessels other than wooden constructions
- (4) Sampans licensed as Class I vessels under the previous Merchant Shipping (Miscellaneous Craft) Regulations.

5 Highlights of Proposed Safety Standards

5.1 Application of Merchant Shipping Regulations

The Merchant Shipping requirements are to be applied selectively where appropriate, e.g. structural fire protection for oil tankers, specific requirements for high speed vessels in High Speed Craft Code, etc.

5.2 Hull Construction and Machinery Installation

Presently the standard for most of the Asiatic Type (i.e. the future Category B) vessels is minimal. Except dumb lighters and hopper barges, constructions are not required to be examined. It is proposed that in future new vessels shall be designed to classification society construction rules. In special circumstances designs with operation history of minimum three years may be accepted.

The present standard of Category A vessels is satisfactory and remains no change.

5.3 Freeboard Assignment and Stability

Presently only dumb vessels all sizes and steel motor cargo vessels of length 24 metres and above possessing International Load Line Certificate, are required to be assigned a freeboard. Since there have been casualties involving the improper loading of wooden cargo vessels in the recent years, it is proposed that all cargo vessels, of any size, are required to be assigned a freeboard and stability examined.

5.4 Life Saving Appliances, Fire Fighting Appliances

Presently there are a number of different regulations and guidelines with different scales which are at variance with each other. A unified standard will be established appropriate to vessels' size and operation area.

5.5 Light and Sound Signals (LSS)

LSS for all types of vessels are to be brought up to the standard of 'International Regulations for Preventing Collisions at Sea'.

5.6 Standard of Wooden Fishing Vessels

The existing standard is to remain until the regional standard developed under Torremolino Convention is finalised.

5.7 Surveys

Survey programmes will be modified with a view to further delegations to classification societies/authorised persons/owners.

6 Consultation

A draft safety code is being studied by the Technical Sub-committee and upon completion will be submitted to the PLVAC for endorsement.

Marine Department
Hong Kong Special Administrative Region
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CHANGES ON CLASSIFICATION OF LOCAL VESSELS

PRESENT LEGISLATION

Vessels under M.S.
(Launches and Ferry
Vessels) Regulations

more than 12 P

not more than 12 P

Vessels under M.S.
(Miscellaneous Craft)
Regulations

Vessels under M.S.
(Pleasure Craft)
Regulations

FUTURE LEGISLATION

**Passenger
Carrying Vessels**

- Launch)
- Ferry)
-) **Class I -**
- Floating Restaurant) more than 60 Persons
- Ceremonial Boat)
-) **Class II -**
- Kaito) more than 12 but
-) not more than 60
- Excursion Vessel) persons
-)
- Pleasure Vessel)

**Non-passenger
Carrying Vessels**

- Tug)
-) **Class III -**
-) other than Wooden
-) construction
-)
-) **Class IV -**
-) Wooden Construction
- Cargo Vessel
- Fishing Vessel
- etc.
- (see Table at Page 3)

**Class V
Pleasure Vessels**