

(Class I Vessel)  
**CHAPTER XI**

**VESSELS BUILT TO CLASSIFICATION SOCIETY'S RULES  
AND REGULATIONS FOR HIGH SPEED CRAFT**

**PART A GENERAL**

**1 General Definition**

This chapter applies to high speed craft (HSC) which are designed and built to the requirements of rules and regulations applicable to HSC issued by a classification society as listed in Annex A of this Code.

"dynamically supported craft (DSC)" means a craft which is operable on or above water and which complies with either of the following characteristics:

- (a) the weight, or a significant part thereof, is balanced in one mode of operation by other than hydrostatic forces;
- (b) the craft is able to operate at speeds such that the function  $v / \sqrt{(gL)}$  is equal to, or greater than 0.9. Where "v" is maximum speed, "L" is the waterline length and "g" is the acceleration due to gravity, all in consistent units;

"high speed craft (HSC)" means a craft capable of a maximum speed equal to or exceeding  $3.7 \nabla^{0.1667}$  (where  $\nabla$  is the volume in  $m^3$  of the craft's maximum operational weight);

"maximum speed" means the speed (in m/s) achieved at the maximum continuous propulsion power for which the craft is certified at maximum operational weight and in smooth water;

"maximum operational weight" means the overall weight (in tonne) up to which operation in the intended mode is permitted;

"HSC Code" means the International Code of Safety for High Speed Craft adopted by the Maritime Safety Committee of the International Maritime Organization by resolution MSC. 36(63) (1994 HSC Code), as may be amended by the Organization from time to time.

~~1.2 The requirements of this chapter apply to new vessels of HSC since 1 January 2000 operating solely within the waters of Hong Kong.~~

**2 Application**

2.1 This chapter shall apply to new DSC <sup>Note 1</sup> and HSC <sup>Note 1</sup> operating solely within the waters of Hong Kong.

2.2 Any HSC shall, according to its passenger carrying capacity and maximum speed, meet the applicable requirements set out in the table in Part B of this chapter; and relevant requirements relating to construction of vessel stipulated in other parts of this Code.

2.3 Construction of DSC will be specially considered.

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<sup>Note 1</sup> Applicable to a DSC / HSC which is a new vessel when the reference to "the commencement date" in the definition of "new vessel" under section 2 of the Survey Regulation is substituted by "xx. xx. 2019".

**PART B REQUIREMENTS APPLICABLE TO HSC**

Legend: “✓” means applicable, “X” means no requirement

No.	HSC Code 1994 Requirements	No. of Passengers		≥ 60		Remarks
		Maximum Speed (kn)	< 60	< 20	≥ 20	
<b>1</b>	<b>Ship Construction</b>					
	Any HSC shall be designed and built to the requirements of rules and regulations applicable to HSC issued by recognized authority and classification society as listed in Annex A of CoP.		✓	✓	✓	✓
<b>2</b>	<b>Intact Stability</b>					
	The intact stability shall meet the relevant requirements of sections 2.3, 2.4, 2.5, 2.11, 2.12 and sections 1 and 3 of annex 7 of the HSC Code.	CoP Ch.IV/1.3 <sup>*1)</sup>	✓ <sup>(*2)</sup>	✓ <sup>(*2)</sup>	✓	(*1) For vessels of L<20m, the standard applicable to vessels operating within sheltered waters, as stipulated in the Technical Regulation for the Survey of Coastal Boats promulgated by Maritime Safety Administration of the People’s Republic of China (MSA), or the equivalent is acceptable in lieu.  (*2) For vessels of any length and carrying ≤100 passengers, the standard appropriate for high speed vessels operating in Hong Kong waters, as promulgated by the MSA is acceptable in lieu.
<b>3</b>	<b>Damaged Stability</b>					
	The damaged stability shall meet the relevant requirements of sections 2.6, 2.13 and sections 2 and 3 of annex 7 of the HSC Code.	CoP Annex F <sup>(*1)</sup>	✓ <sup>(*2)</sup>	✓ <sup>(*2)</sup>	✓	
<b>4</b>	<b>Seating construction, Safety belts</b>					
<b>4.1</b>	A seat shall be provided for each passenger and crew member for which the vessel is certified to carry, Ch. V/3.1(a) of CoP		✓	✓	✓	✓

No.	HSC Code 1994 Requirements	No. of Passengers		Remarks		
		Maximum Speed (kn)		< 60	≥ 60	
		<20	≥ 20	<20	≥ 20	
	refers					
4.2	The installation of seats shall be such as to allow adequate access to any part of the accommodation space. In particular, they shall not obstruct access to, or use of, any essential emergency equipment or means of escape. Passageways shall have a minimum width of 800 mm, Ch. V/4.2 of CoP refers.	✓	✓	✓	✓	
4.3	Seats and their attachments, and the structure in the proximity of the seats, shall be of a form and design, and so arranged, such as to minimize the possibility of injury and to avoid trapping of the passengers after the assumed damage in the collision design condition. Dangerous projections and hard edges shall be eliminated or padded.	✓	✓	✓	✓	
4.4	One-hand-release safety belts shall be provided for front row seats. The $g_{coll}$ acceleration for seat belt shall not be less than 3.	X	✓	✓	✓	
4.5	There should be adequate handholds on both sides of any passage to enable passengers to steady themselves while moving about.	X	✓	✓	✓	
4.6	The attachment of passenger seats shall be able to withstand a tensile force not less than 2250 newtons, Ch. V/3.6 of CoP refers.	✓	✓	✓	X	
4.7	All seats, the supports and deck attachments shall have good energy-absorbing characteristics and shall meet the requirements of annex 9 of the HSC Code.	X	X	X	✓	

No.	HSC Code 1994 Requirements	No. of Passengers		Remarks		
		Maximum Speed (kn)		< 60	≥ 60	
		<20	≥ 20	<20	≥ 20	
5	<b>Directional control system</b> (steering gear, rudder, waterjet, etc.)					
	Means for directional control in compliance with requirements of chapter 5 of the HSC Code shall be provided.	✓ <sup>(*)</sup>	✓ <sup>(*)</sup>	✓ <sup>(*)</sup>	✓	(*) The system may meet the classification society construction rule requirements in lieu
6	<b>Structural fire protection</b>					
6.1	The bulkheads and decks of engine room boundary shall be provided with structural fire protection based on providing protection for a period of 30 minutes. Ch. VI/12 of CoP refers.	✓	✓	✓	✓	
6.2	The bulkheads and decks separating wheelhouse and passenger spaces shall be constructed with smoke tight materials.	✓	✓	✓	✓	
6.3	The requirements of sections 7.4.3.1 and 7.4.3.4 of HSC Code shall be complied with.	✓	✓	✓	✓	
7	<b>Fire detection and fixed fire extinguishing system</b>					
7.1	A fire detection system and a fixed fire extinguishing system shall be provided for engine rooms.	548G Sch. 4	✓	✓	✓	
7.2	A fire detection system shall be provided for compartments where fuel oil tanks are located.	548G Sch. 4	✓	✓	✓	
8	<b>Remote control, alarm and safety systems</b>					
	The remote control, alarm and safety systems shall meet the requirements of chapter 11 of the HSC Code.	✓ <sup>(*)</sup>	✓	✓	✓	(*) The system may meet the classification society construction rule requirements

No.	HSC Code 1994 Requirements	No. of Passengers		Remarks		
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		<20	≥ 20	<20	≥ 20	
						in lieu
<b>9</b>	<b>Radar installations</b>					
	One set of radar shall be fitted. If a radar in compliance with section 80 of the Survey Regulation has been fitted on the vessel, no additional radar is required.	X	✓	✓	✓	
<b>10</b>	<b>Wheelhouse Layout</b>					
<b>10.1</b>	The wheelhouse shall be designed so that an all-round view of the horizon from the navigating workstation is obtained. Annex I-1 of CoP refers.	✓	✓	✓	✓	
<b>10.2</b>	The layout of the wheelhouse shall comply with the requirements of sections 15.3.2 – 15.3.6 of HSC Code.	✓	✓	✓	✓	
<b>11</b>	<b>Documentation</b>					
	Every vessel shall be provided with operating manual, route operating manual, training manual and maintenance manual in accordance with section 18.2.3 (incl. Route Operational Manual, Craft Operating Manual, Training Manual, Maintenance Manual and Servicing Schedule) of HSC Code.	X	X	X	✓	
<b>12</b>	<b>Failure mode and effect analysis</b>					
<b>12.1</b>	A failure mode and effect analysis (FMEA) in respect of the vessel's directional control systems, machinery, electrical installation and stabilization systems (if fitted) shall be	X	✓	✓	✓	

No.	HSC Code 1994 Requirements	No. of Passengers		≥ 60		Remarks
		Maximum Speed (kn)		<20	≥ 20	
	conducted according to the requirements in annex 4 of the HSC Code. <b>A test scheme shall be submitted for approval.</b> (Note: A detailed FMEA may not be required for a system if it meets the conditions stated in sections 4.4 and 4.5 of the annex).					
<b>12.2</b>	<b>FMEA report approved by a classification society or recognized authority is acceptable.</b>	X	✓	✓	✓	
<b>13</b>	<b>Operational and safety trial</b>					
	The operational and safety performance of the vessel shall be demonstrated <b>in accordance with annex 8 of the HSC Code.</b> by ship manoeuvring and FMEA (if required in section 12) trials. Ch. II/Table 7-3 of CoP refers	✓	✓	✓	✓	
<b>14</b>	<b>Bilge Alarm</b>					
	Every compartment required to be provided with a bilge pumping system shall be fitted with a bilge alarm.	X	✓	✓	✓	
<b>15</b>	<b>Assistance in Look-out</b>					
<b>15.1</b>	Any HSC shall have a crew to assist look-out in addition to the coxswain at all times during normal navigation.	X	✓	X	✓	
<b>15.2</b>	Requirements with respect to crew who is assigned to assist look-out, Ch. XII/11.2 and 11.3 of CoP refer.	X	✓	X	✓	

Abbreviations in the Table

CoP This Code of Practice.

548G Survey Regulation



根據船級社 高速船 規範建造的船隻

A 部 一般規定

1 釋義

本章適用於根據本守則附件 A 所列，由船級社所發適用於高速船的規範設計和建造的高速船隻(HSC)。

"動力承托船隻 (DSC)" 指能夠在水面或水面以上航行，而符合下述任何一項特性的船隻：

- (a) 船隻的全部或顯著大部份的重量，不是由水的浮力，而是通過一種運行模式得到承托的船隻；
- (b) 船隻航速因數  $v / \sqrt{gL}$  等於或超逾 0.9。式中 "v" 為最高航速，"L" 為水線長度(米)，g 為重力加速度(米/秒<sup>2</sup>)；

"高速船(HSC)" 指最高航速可達相等於或超逾  $3.7 \nabla^{0.1667}$  的船隻( $\nabla$  為船隻的最大營運重量的排水體積(米<sup>3</sup>))

"最高航速" 指船隻在最大營運重量狀態時，以最大持續推進功率在靜水中航行所能達到的航速(米/秒)；

"最大營運重量" 指船隻在達到其預定的運行模式時允許的最大總重量(公噸)；

"《HSC Code》" 指由國際海事組織海上安全委員會藉 MSC.36(63) 決議通過並由該組織不時修訂的。

1.2 本章規範適用於只在香港水域範圍內營運的新船(於 2000 年 1 月 1 日後申請建造)。

2 適用範圍

2.1 本章規範適用於祇在香港水域範圍內營運的 DSC 和 HSC 新船<sup>註1</sup>。

2.2 任何高速船須按其載客量和最高航速符合本章 B 部表內載列的適用規定；及本工作守則其他章節與船隻構造相關的適用規定。

2.3 對於動力承托船隻的構造會作特別考慮。

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<sup>註1</sup> 適用於在《檢驗規例》第 2 條“新船隻”的釋義中，對於《檢驗規例》“生效日期”的提述，以“2019 年 xx 月 xx 日”替代的船隻。



## B 部 適用於高速船的規定

“√”符號表示適用，“X”符號表示無規定

編號	《1994 國際高速船 安全規則》	載客人數		≥ 60		備註	
		最高航速 (海浬/小時)	< 20	≥ 20	< 20		≥ 20
1	<b>船隻構造</b>						
	任何高速船須按照載於附件A之獲承認當局和船級社發出的高速船規範設計和建造。		✓	✓	✓	✓	
2	<b>完整穩性</b>						
	完整穩性須符合《HSC Code》第 2.3、2.4、2.5、2.11、2.12 節和附件 7 第 1 和 3 節的相關規定。	CoP 第.IV/1.3 節 <sup>(*)</sup>		✓ <sup>(*)</sup>	✓ <sup>(*)</sup>	✓	(*1) 對於 L<20m 的船隻，可接受按中華人民共和國海事局發佈之《沿海小型船舶檢驗技術規則》，適用於遮蔽航區運作船隻的規定，或等同的規定以作代替。
3	<b>破艙穩性</b>						
	破艙穩性須符合《HSC Code》第 2.6、2.13 節和附件 7 第 2 和 3 節的相關規定。	CoP 附件 F <sup>(*)</sup>		✓ <sup>(*)</sup>	✓ <sup>(*)</sup>	✓	(*2) 對於任何長度，載客≤100 人的船隻，可接受中華人民共和國海事局發佈的適合香港海域運作船隻的規定以作代替。
4	<b>座位構造、安全帶</b>						
4.1	須為船隻經核證可載運的每名乘客和船員提供座位，參閱 CoP 第 V 章/3.1(a)節的規定。		✓	✓	✓	✓	
4.2	座位的裝設須留有足夠空間通往艙房的任何部分。尤須注意的是，座位不得對通往或使用任何主要緊急設備或逃生路線構成阻礙。通道須有最少闊度 800mm。參閱 CoP 第 V 章/4.2 節的規定。		✓	✓	✓	✓	
4.3	座位及其附連組件，及座位附近的船隻結構，在形狀、設計和布置方面，均須考慮船隻在假設碰撞受損後，可盡量減少乘客受傷或受困的可能。構成危險的凸出部分		✓	✓	✓	✓	

編號	《1994 國際高速船 安全規則》	載客人數		備註		
		最高航速 (海浬/小時)	< 60	≥ 60		
		<20	≥ 20	<20	≥ 20	
	和硬邊須予以移除或加以圍墊。					
4.4	前座座位須設有可用單手鬆開的安全帶。安全帶的 $g_{coll}$ 加速度值不得定於 3 以下。	X	✓	✓	✓	
4.5	任何通道的兩側須裝設足夠的扶手，使乘客在行走時能保持平穩。	X	✓	✓	✓	
4.6	乘客座椅的固定裝置可承受至少 2250 牛頓拉力，參閱 CoP 第 V 章/3.6 節的規定。	✓	✓	✓	X	
4.7	所有座位、其支承及其附於甲板上的部分均須具有良好的減震特性，並符合《HSC Code》附件 9 的規定。	X	X	X	✓	
5	航向控制系統 (舵機、船舵、噴水器等)					
	須設有符合《HSC Code》第 5 章規定的航向控制裝置。	✓ <sup>(*)</sup>	✓ <sup>(*)</sup>	✓ <sup>(*)</sup>	✓	(*) 系統可按船級社規範要求以作代替
6	結構防火					
6.1	機房周圍艙壁和甲板須為 30 分鐘的結構防火。參閱 CoP 第 VI 章/12 節的規定。	✓	✓	✓	✓	
6.2	分隔操舵室和客艙的艙壁和甲板，須以氣密耐火材料建造。	✓	✓	✓	✓	
6.3	須遵循《高速船安全守則》第 7.4.3.1、第 7.4.3.4 節的規定。	✓	✓	✓	✓	
7	火警探測與固定滅火系統					
7.1	機房須裝設火警探測和固定式滅火系統。	548G Sch. 4	✓	✓	✓	
7.2	設有燃油櫃的艙房須裝設火警探測系統。	548G Sch. 4	✓	✓	✓	

編號	《1994 國際高速船 安全規則》	載客人數		備註			
		最高航速 (海浬/小時)	< 60	≥ 60			
			<20	≥ 20	<20	≥ 20	
8	遙控、警報和安全系統						
	遙控、警報和安全系統須符合《HSC Code》第 11 章的規定。		✓ <sup>(*)</sup>	✓	✓	✓	(*) 系統可按船級社規範要求以作代替
9	雷達裝置						
	船上須裝設一套雷達。 倘船上已經裝有符合 安全檢驗規例第 80 條 所訂的雷達，則無須再加設雷達。		X	✓	✓	✓	
10	操舵室設計						
10.1	操舵室的設計須使操縱人員在船隻航行時可環視水平四周。 參閱 CoP 附件 I-1。		✓	✓	✓	✓	
10.2	操舵室的設計須符合《高速船安全守則》第 15.3.2 至第 15.3.6 節的規定。		✓	✓	✓	✓	
11	船舶文件						
	每艘船均須遵照《HSC Code》第 18.2.3 節的規定，備有 船隻操作手冊、航線操作手冊、培訓手冊 和維修手冊。		X	X	X	✓	
12	故障模式及影響分析 (Failure mode and effect analysis - FMEA)						
12.1	須按照《HSC Code》附件 4 的規定，對船隻的航向控制系統、機械和電力裝置、穩定系統(stabilization system) (如有裝設)作故障模式及影響分析。試驗概要須提交審批。 (註：如系統符合附件 4 第 4.4、4.5 節所述規定，則不		X	✓	✓	✓	

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	一定要作詳細的分析。)					
12.2	由船級社或獲承認當局審批的故障模式及影響分析可以接受。	X	✓	✓	✓	
13	<b>操作和安全試驗</b>					
	須按照《高速船安全守則》附件 8 的規定進行船隻操縱和 FMEA 項目(如上述第 12 節有要求)試驗以檢視船隻的操作和安全性能。參閱 CoP 第 II 章/表 7-3 的規定。	✓	✓	✓	✓	
14	<b>艙底水警報</b>					
	每個須裝設艙底水抽排系統的艙房，須裝設有艙底水警報。	X	✓	✓	✓	
15	<b>協助瞭望</b>					
15.1	高速船在任何正常航行時，除船長外須有一名船員協助瞭望。	X	✓	X	✓	
15.2	對協助瞭望船員的要求，參閱 CoP 第 XII 章/11.2、11.3 節的規定。	X	✓	X	✓	

表內簡稱

CoP 本工作守則

548G 《檢驗規例》



(Class II Vessel)  
**CHAPTER XI**

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This chapter applies to high speed craft (HSC) which are designed and built to the requirements of rules and regulations applicable to HSC issued by a classification society as listed in Annex A of this Code.

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**2 Application**

2.1 This chapter shall apply to new DSC <sup>Note 1</sup> and HSC <sup>Note 1</sup> operating solely within the waters of Hong Kong.

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2.3 Construction of DSC will be specially considered.

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	The intact stability shall meet the relevant requirements of sections 2.3, 2.4, 2.5, 2.11, 2.12 and sections 1 and 3 of annex 7 of the HSC Code.	CoP Ch.IV/1.1 *1)	✓(*2)	(*1) For vessels of L<20m, the standard applicable to vessels operating within sheltered waters, as stipulated in the Technical Regulation for the Survey of Coastal Boats promulgated by Maritime Safety Administration of the People’s Republic of China (MSA), or the equivalent is acceptable in lieu.  (*2) For vessels of any length, the standard appropriate for high speed vessels operating in Hong Kong waters, as promulgated by the MSA is acceptable in lieu.
<b>3</b>	<b>Damaged Stability</b>			
	The damaged stability shall meet the relevant requirements of sections 2.6, 2.13 and sections 2 and 3 of annex 7 of the HSC Code.	X	✓(*2)	
<b>4</b>	<b>Seating construction, Safety belts</b>			
<b>4.1</b>	A seat shall be provided for each passenger and crew member for which the vessel is certified to carry, ch. V/3.1(b) of CoP	✓	✓	

No.	HSC Code 1994 Requirements	Max. Speed (kn)		Remarks
		<20	≥ 20	
	refers			
4.2	The installation of seats shall be such as to allow adequate access to any part of the accommodation space. In particular, they shall not obstruct access to, or use of, any essential emergency equipment or means of escape. Ch. V/4.2 of CoP refers.	✓	✓	
4.3	Seats and their attachments, and the structure in the proximity of the seats, shall be of a form and design, and so arranged, such as to minimize the possibility of injury and to avoid trapping of the passengers after the assumed damage in the collision design condition. Dangerous projections and hard edges shall be eliminated or padded.	✓	✓	
4.4	One-hand-release safety belts shall be provided for front row seats. The $g_{coll}$ acceleration for seat belt shall not be less than 3.	X	✓	
4.5	There should be adequate handholds on both sides of any passage to enable passengers to steady themselves while moving about.	X	✓	
4.6	The attachment of passenger seats shall be able to withstand a tensile force not less than 2250 newtons, Ch. V/3.3 of CoP refers.	✓	✓	
4.7	All seats, the supports and deck attachments shall have good energy absorbing characteristics and shall meet the requirements of annex 9 of the HSC Code.	✓	✓	
5	<b>Directional control system</b> (steering gear, rudder, waterjet, etc.)			



No.	HSC Code 1994 Requirements	Max. Speed (kn)		Remarks
		<20	≥ 20	
	Means for directional control in compliance with requirements of chapter 5 of the HSC Code shall be provided.	✓ <sup>(*)</sup>	✓ <sup>(*)</sup>	(*) The system may meet the classification society construction rule requirements in lieu
<b>6</b>	<b>Structural fire protection</b>			
<b>6.1</b>	The bulkheads and decks of engine room boundary shall be provided with structural fire protection based on providing protection for a period of 30 minutes. Ch. VI/13 of CoP refers.	✓	✓	
<b>6.2</b>	The bulkheads and decks separating wheelhouse and passenger spaces shall be constructed with smoke tight materials.	✓	✓	
<b>6.3</b>	The requirements of sections 7.4.3.1 and 7.4.3.4 of HSC Code shall be complied with.	✓	✓	
<b>7</b>	<b>Fire detection and fixed fire extinguishing system</b>			
<b>7.1</b>	A fire detection system and a fixed fire extinguishing system shall be provided for engine rooms.	548G Sch. 4	✓	
<b>7.2</b>	A fire detection system shall be provided for compartments where fuel oil tanks are located.	548G Sch. 4	✓	
<b>8</b>	<b>Remote control, alarm and safety systems</b>			
	The remote control, alarm and safety systems shall meet the requirements of chapter 11 of the HSC Code.	✓ <sup>(*)</sup>	✓	(*) The system may meet the classification society construction rule requirements in lieu

No.	HSC Code 1994 Requirements	Max. Speed (kn)		Remarks
		<20	≥ 20	
<b>9</b>	<b>Radar installations</b>			
	One set of radar shall be fitted. If a radar in compliance with section 80 of the Survey Regulation has been fitted on the vessel, no additional radar is required.	X	✓	
<b>10</b>	<b>Wheelhouse Layout</b>			
<del>10.1</del>	<del>The wheelhouse shall be designed so that an all-round view of the horizon from the navigating workstation is obtained.</del> Annex I-1of CoP refers.	✓	✓	
<del>10.2</del>	<del>The layout of the wheelhouse shall comply with the requirements of sections 15.3.2-15.3.6 of HSC Code.</del>	✓	✓	
<del>11</del>	<b>Documentation</b>			
	Every vessel shall be provided with operating manual, route operating manual,, training manual and maintenance manual in accordance with <a href="#">section 18.</a> (incl. Route Operational Manual, Craft Operating Manual, Training Manual, Maintenance Manual and Servicing Schedule) of HSC Code.	✓	✓	
<b>11</b>	<b>Failure mode and effect analysis</b>			
<b>11.1</b>	A failure mode and effect analysis (FMEA) in respect of the vessel's directional control systems, machinery, electrical installation and stabilization systems (if fitted) shall be conducted according to the requirements in annex 4 of the	X	✓	

No.	HSC Code 1994 Requirements	Max. Speed (kn)		Remarks
		<20	≥ 20	
	HSC Code. A test scheme shall be submitted for approval. (Note: A detailed FMEA may not be required for a system if it meets the conditions stated in sections 4.4 and 4.5 of the annex).			
11.2	FMEA report approved by a classification society or recognized authority is acceptable.	X	✓	
12	<b>Operational and safety trial</b>			
	The operational and safety performance of the vessel shall be demonstrated in accordance with annex 8 of the HSC Code, by ship manoeuvring and FMEA (if required in section 11) trials. Ch. II/Table 7-3 of CoP refers	✓	✓	
13	<b>Bilge Alarm</b>			
	Every compartment required to be provided with a bilge pumping system shall be fitted with a bilge alarm.	X	✓	
14	<b>Assistance in Look-out</b>			
14.1	Any HSC shall have a crew to assist look-out in addition to the coxswain at all times during normal navigation.	X	✓	
14.2	If the crew is deployed to assist look-out outside the wheelhouse, appropriate communication device shall be provided to maintain effective communication between the coxswain and the crew.	X	✓	
14.3	If a crew who is assigned to assist look-out is not the holder of a valid certificate of competency as a coxswain	X	✓	

No.	HSC Code 1994 Requirements	Max. Speed (kn)		Remarks
		<20	≥ 20	
	on a local vessel, the crew shall meet the eyesight standards as that for coxswain (refer to the Examination Rules for Local Certificates of Competency) and hold a certificate issued by a registered medical practitioner or registered optometrist attesting that the eyesight standards have been attained by the crew. Eyesight test shall be conducted at intervals not exceeding five years.			

Abbreviations in the Table

CoP This Code of Practice.

548G Survey Regulation



根據船級社 高速船 規範建造的船隻

A 部 一般規定

1 釋義

本章適用於根據本守則附件 A 所列，由船級社所發適用於高速船的規範設計和建造的高速船隻(HSC)。

"動力承托船隻 (DSC)" 指能夠在水面或水面以上航行，而符合下述任何一項特性的船隻：

- (a) 船隻的全部或顯著大部份的重量，不是由水的浮力，而是通過一種運行模式得到承托的船隻；
- (b) 船隻航速因數  $v / \sqrt{gL}$  等於或超逾 0.9。式中 "v" 為最高航速，"L" 為水線長度(米)，g 為重力加速度(米/秒<sup>2</sup>)；

"高速船(HSC)" 指最高航速可達相等於或超逾  $3.7 \nabla^{0.1667}$  的船隻( $\nabla$  為船隻的最大營運重量的排水體積(米<sup>3</sup>))

"最高航速" 指船隻在最大營運重量狀態時，以最大持續推進功率在靜水中航行所能達到的航速(米/秒)；

"最大營運重量" 指船隻在達到其預定的運行模式時允許的最大總重量(公噸)；

"《HSC Code》" 指由國際海事組織海上安全委員會藉 MSC.36(63) 決議通過並由該組織不時修訂的。

1.2 本章規範適用於只在香港水域範圍內營運的新船(於 2000 年 1 月 1 日後申請建造)。

2 適用範圍

2.1 本章規範適用於祇在香港水域範圍內營運的 DSC 和 HSC 新船<sup>註1</sup>。

2.2 任何高速船須按其最高航速符合本章 B 部表內載列的適用規定；及本工作守則其他章節與船隻構造相關的適用規定。

2.3 對於動力承托船隻的構造會作特別考慮。

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<sup>註1</sup> 適用於在《檢驗規例》第 2 條“新船隻”的釋義中，對於《檢驗規例》“生效日期”的提述，以“2019 年 xx 月 xx 日”替代的船隻。

## B 部 適用於高速船的規定

“√”符號表示適用，“X”符號表示無規定

編號	《1994 國際高速船安全規則》	最高航速 (海浬/小時)		備註
		<20	≥ 20	
<b>1</b>	<b>船隻構造</b>			
	任何高速船須按照載於附件A之獲承認當局和船級社發出的高速船規範設計和建造。	✓	✓	
<b>2</b>	<b>完整穩性</b>			
	完整穩性須符合《HSC Code》第 2.3、2.4、2.5、2.11、2.12 節和附件 7 第 1 和 3 節的相關規定。	CoP 第.IV/1.1 節 (*1)	✓(*2)	(*1) 對於 L<20m 的船隻，可接受按中華人民共和國海事局發佈之《沿海小型船舶檢驗技術規則》，適用於遮蔽航區運作船隻的規定，或等同的規定以作代替。
<b>3</b>	<b>破艙穩性</b>			
	破艙穩性須符合《HSC Code》第 2.6、2.13 節和附件 7 第 2 和 3 節的相關規定。	X	✓(*2)	(*2) 對於任何長度的船隻，可接受中華人民共和國海事局發佈的適合香港海域運作船隻的規定以作代替。
<b>4</b>	<b>座位構造、安全帶</b>			
<b>4.1</b>	須為船隻經核證可載運的每名乘客和船員提供座位，參閱 CoP 第 V/3.1(b)節規定。	✓	✓	
<b>4.2</b>	座位的裝設須留有足夠空間通往艙房的任何部分。尤須注意的是，座位不得對通往或使用任何主要緊急設備或逃生路線構成阻礙。參閱 CoP 第 V/4.2 節規定。	✓	✓	
<b>4.3</b>	座位及其附連組件，及座位附近的船隻結構，在形狀、設計和布置方面，均須考慮船隻在假設碰撞受損後，可盡量減少乘客受傷或受困的可能。構成危險的凸出部分和硬邊須予以移除或加以圍墊。	✓	✓	

編號	《1994 國際高速船安全規則》	最高航速 (海浬/小時)		備註
		<20	≥ 20	
4.4	前座座位須設有可用單手鬆開的安全帶。安全帶的 $g_{coll}$ 加速度值不得定於 3 以下。	X	✓	
4.5	任何通道的兩側須裝設足夠的扶手，使乘客在行走時能保持平穩。	X	✓	
4.6	乘客座椅的固定裝置可承受至少 2250 牛頓拉力，參閱 CoP 第 V/3.3 節規定。	✓	✓	
4.7	所有座位、其支承及其附於甲板上的部分均須具有良好的減震特性，並符合《HSC Code》附件 9 的規定。	✓	✓	
5	航向控制系統 (舵機、船舵、噴水器等)			
	須設有符合《HSC Code》第 5 章規定的航向控制裝置。	✓ <sup>(*)</sup>	✓ <sup>(*)</sup>	(*) 系統可按船級社規範要求以作代替
6	結構防火			
6.1	機房周圍艙壁和甲板須為 30 分鐘的結構防火。參閱 CoP 第 VI/13 節規定。	✓	✓	
6.2	分隔操舵室和客艙的艙壁和甲板，須以氣密耐火材料建造。	✓	✓	
6.3	須遵循《高速船安全守則》第 7.4.3.1、第 7.4.3.4 節的規定。	✓	✓	
7	火警探測與固定滅火系統			
7.1	機房須裝設火警探測和固定式滅火系統。	548G Sch. 4	✓	
7.2	設有燃油櫃的艙房須裝設火警探測系統。	548G Sch. 4	✓	



編號	《1994 國際高速船安全規則》	最高航速 (海浬/小時)		備註
		<20	≥ 20	
8	遙控、警報和安全系統			
	遙控、警報和安全系統須符合《HSC Code》第 11 章的規定。	✓ <sup>(*)</sup>	✓	(*) 系統可按船級社規範要求以作代替
9	雷達裝置			
	船上須裝設一套雷達。 倘船上已經裝有符合 安全檢驗規例第 80 條 所訂的雷達，則無須再加設雷達。	X	✓	
10	操舵室設計			
10.1	操舵室的設計須使操縱人員在船隻航行時可環視水平四周。參閱 CoP 附件 I-1。	✓	✓	
10.2	操舵室的設計須符合《高速船安全守則》第 15.3.2 至第 15.3.6 節的規定。	✓	✓	
11	船舶文件			
	每艘船均須遵照《HSC Code》第 18.2 節的規定，備有船隻操作手冊、航線操作手冊、培訓手冊和維修手冊。	✓	✓	
11	故障模式及影響分析 (Failure mode and effect analysis)			
11.1	須按照《HSC Code》附件 4 的規定，對船隻的航向控制系統、機械和電力裝置、穩定系統 (stabilization system) (如有裝設) 作故障模式及影響分析。試驗概要須	X	✓	

編號	《1994 國際高速船安全規則》	最高航速 (海浬/小時)		備註
		<20	≥ 20	
	提交審批。 (註: 如系統符合附件 4 第 4.4、4.5 節所述規定, 則不一定要作詳細的分析。)			
11.2	由船級社或獲承認當局審批的故障模式及影響分析可以接受。	X	✓	
12	<b>操作和安全試驗</b>			
	須按照《高速船安全守則》附件 8 的規定進行船隻操縱和 FMEA 項目(如上述第 11 節有要求)試驗以檢視船隻的操作和安全性能。參閱 CoP 第 II/表 7-3 規定。	✓	✓	
13	<b>艙底水警報</b>			
	每個須裝設艙底水抽排系統的艙房, 須裝設有艙底水警報。	X	✓	
14	<b>協助瞭望</b>			
14.1	任何高速船在任何正常航行時, 除船長外須有一名船員協助瞭望。	X	✓	
14.2	若船員被指派到駕駛室以外的地方協助瞭望, 須提供合適的通訊工具, 使船長與該船員保持有效的通訊。	X	✓	
14.3	如被指派協助瞭望的船員並非持有有效的本地船隻船長本地合格證明書, 該船員的視力須符合船長的視力要求標準 (參考本地合格證明書考試規則), 並持有註冊醫生或註冊視光師所簽發的證明書, 證明該船員的視力達到上述視力標準。視力測	X	✓	

編號	《1994 國際高速船安全規則》	最高航速 (海浬/小時)		備註
		<20	≥ 20	
	驗週期不可多於五年。			

表內簡稱

CoP 本工作守則

548G 《檢驗規例》



**CoP Consequential Amendments**

**Part A – CoP for Class I Vessels**

**CHAPTER I GENERAL**

**3 Definitions**

“dynamically supported craft (DSC)”, as defined in Ch. XI/1;

“high speed craft (HSC)”, as defined in Ch. XI/1;

“HSC Code” means the International Code of Safety for High Speed Craft adopted by the Maritime Safety Committee (MSC) of the IMO by resolution MSC 36(63), as may be amended by the MSC from time to time; , as defined in Ch. XI/1;

**4 Application**

4.2 Chapter XI shall apply to new DSC and HSC vessels which are designed and built to the requirements of rules and regulations applicable to high speed craft issued by a classification society as listed in Annex A of this Code.

**CHAPTER II SURVEY/INSPECTION, ISSUANCE OF CERTIFICATE AND PLAN APPROVAL**

**Table 5-1 Plans and Data**

Table 5-1 No.	<b>PLANS AND DATA</b>
(E)	<b>FUEL, MACHINERY, SHAFTING</b>
(11)	Failure Mode and Effects Analysis (FMEA) and Test Scheme <sup>(*4)</sup>

\*4 Applicable to new DSC and HSC (Ch. XI/12 refers).

**Table 7-1 Initial Survey**

Table 7-1 No.	Survey Item	Category of Vessel	
		A	B
(E)	<b>CONSTRUCTION - FUEL, MACHINERY, SHAFTING</b>		
(15)	Main Engine Alarm System and FMEA items - function test (applicable to vessels of the type stated in Ch. I/4.2)	MD ✓	MD ✓✓
(16)	FMEA items - function test <sup>(*11)</sup>	MD	MD

\*11 Applicable to new DSC and HSC (Ch. XI/12 refers).

**Table 7-3 Final Inspection**

(F)	<b>NAVIGATIONAL, COMMUNICATION EQUIPMENT AND OTHERS</b>
(3)	<del>Certificates of Competency of Master and Engineer (if manoeuvring trial required) – verification</del>
(4)	Ship Manoeuvring Trial <sup>(*11)</sup>
(5)	Operational and Safety Trial (FMEA items) <sup>(*12) <del>(*13)</del></sup>

- \*11 Applicable to ferry vessels and new DSC and HSC. The trial shall include–
- (a) at sea: turning (to be carried out in alternate years), crash ahead and astern running;
  - (b) alongside (may be conducted at sea): steering gear (including emergency steering) and windlass operation test.
- \*12 Applicable to ~~vessels of the type stated in Ch. I/4.2 DSC and HSC (Ch. XI/12 refers). The certificate of competence or an eyesight certificate (issued by a registered medical practitioner or registered optometrist) of the designated look-out (Ch. XII/11.3 refers) also to be verified.~~
- \*13 ~~For vessels of the type stated in Ch. I/4.2, the certificate of competence or an eyesight certificate (issued by a registered medical practitioner or registered optometrist) of the designated look-out (Ch. XII/11.1 refers) also to be verified.~~

**CHAPTER IIIA HULL CONSTRUCTION, MACHINERY, ELECTRICAL INSTALLATIONS AND FITTINGS - CATEGORY A VESSELS**

17.5 The steering system of ~~vessels of the type stated in Ch. I/4.2~~ new DSC and HSC shall comply with the relevant requirements specified in Ch. XI/5.

**CHAPTER IV FREEBOARD AND STABILITY**

Vessel Type and Plying Limits	Length (L)	L ≥ 24 m		L < 24 m	
	Requirement	Freeboard, Certification	Intact Stability	Freeboard, Certification	Intact Stability
New DSC / HSC		Ch. XI	Ch. XI	Ch. XI	Ch. XI

**Freeboard**

1.2 Ch. XI ~~Vessels of the type stated in Ch. I/4.2~~ New DSC and HSC shall comply with the relevant requirements specified in Ch. XI/2.

**Intact Stability**

1.3 ~~Vessels of the type stated in Ch. I/4.2~~ New DSC and HSC shall comply with the relevant requirements specified in Ch. XI/2.

**Damage Stability**

2.2 ~~Vessels of the type stated in Ch. I/4.2~~ New DSC and HSC shall comply with the relevant requirements specified in Ch. XI/3.

## CHAPTER V PASSENGER AND CREW ACCOMMODATION

3.5 The form, design and attachments to the deck of passenger seats shall be adequate for the intended service. The seating construction and safety belts on ~~vessels of the type stated in Ch. I/4.2~~ new DSC and HSC shall comply with the relevant requirements specified in Ch. XI/4.

格式化: 字型色彩: 紅色

3.7 In this section –

“fixed passenger seat” means a passenger seat which is attached to a deck and the attachment of which is able to withstand a tensile force no less than 2250 newtons, but ~~vessels of the type stated in Ch. I/4.2~~ new DSC and HSC shall comply with the relevant requirements specified in Ch. XI;

## CHAPTER VIII LIGHTS, SHAPES AND SOUND SIGNALS

5.1(F) The masthead light of a high speed vessel craft may be placed at a height related to the breadth of the vessel lower than that prescribed for  $H_1$ , 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  $27^{\circ}$ . For the dimension of vertical separation between foremast and mainmast light on a high speed vessel craft of  $L \geq 50\text{m}$ , paragraph 13 in Annex I of the Schedule to Merchant Shipping (Safety) (Signals of Distress and Prevention of Collisions) Regulations refers.

## CHAPTER XII VESSEL SAFE OPERATION AND OPERATOR REQUIREMENTS

### 11 Assistance in Look-out

11.1 A vessel licensed to carry more than 100 passengers shall have a crew to assist look-out in addition to the coxswain during the hours of darkness or in reduced visibility. ~~A HSC<sup>Note</sup> shall have a crew to assist look-out in addition to the coxswain at all times during normal navigation. The coxswain of the above vessel or craft shall deploy a crew member to carry out such look-out.~~

#### ~~Note~~

~~“High speed craft” means a craft capable of a maximum speed in metres per second equal to or exceeding  $3.7\Delta^{0.1667}$ , where  $\Delta$  = displacement corresponding to the design waterline ( $\text{m}^3$ ); and is constructed and operated in accordance with the requirements in Ch. XI of the Code of Practice.~~

11.2 If the crew is deployed to assist look-out outside the wheelhouse, appropriate communication device shall be provided to maintain effective communication between the coxswain and the crew.

11.23 If a crew who is assigned to assist look-out is not the holder of a valid certificate of competency as a coxswain on a local vessel, the crew shall meet the eyesight standards as that for coxswain (refer to the Examination Rules for Local Certificates of Competency) and hold a certificate issued by a registered medical practitioner or registered optometrist attesting that the eyesight standards have been attained by the crew. Eyesight test shall be conducted at intervals not exceeding five years. 11.2 If the crew is deployed to assist look-out outside the wheelhouse, appropriate communication device shall be provided to maintain effective communication between the coxswain and the crew.

## Annex I-1 VISIBILITY REQUIREMENT FOR WHEELHOUSE

Requirements for new vessels of 12m to 45m in length are as follows.

1. The view of the sea surface from the conning position (it is defined in this Code as the main steering position controlled by the coxswain in wheelhouse) shall not be obscured –
  - (a) for new HSC: when the coxswain is seated, by more than one craft length forward of the bow to 90° on either side;
  - (b) for vessels other than (a): by more than two ship lengths, or 500 m, whichever is the less, forward of the bow to 10 degrees on either side

## Annex P Determination of Maximum Number of Persons to be Carried and / or Survey Certification on Installation Suitable for “Combined Coxswain” Operation of A Class I or II Vessel

- (b) The form, design and attachments to the deck of passenger seats should be adequate for the intended service. The seating construction and safety belts on new DSC and HSC ~~as stated in Ch. I/4.2~~ should comply with the relevant requirements specified in Ch. XI. Seating arrangement and requirements should be as per Ch V/3 and 4.2.2 as relevant.



**Part B – CoP for Class II Vessels**

**CHAPTER I GENERAL**

**3 Definitions**

“dynamically supported craft (DSC)”, as defined in Ch. XI/1;

“high speed craft (HSC)”, as defined in Ch. XI/1;

“HSC Code” , as defined in Ch. XI/1;

**4 Application**

4.2 Chapter XI shall apply to new DSC and HSC vessels which are designed and built to the requirements of rules and regulations applicable to high speed craft issued by a classification society as listed in Annex A of this Code.

**CHAPTER II SURVEY/INSPECTION, ISSUANCE OF CERTIFICATE AND PLAN APPROVAL**

**Table 5-1 Plans and Data**

Table 5-1 No.	PLANS AND DATA
(E)	FUEL, MACHINERY, SHAFTING
(15)	Failure Mode and Effects Analysis (FMEA) and Test Scheme <sup>(*13)</sup>

\*13 Applicable to new DSC and HSC (Ch. XI/11 refers).

**Table 7-1 Initial Survey**

Table 7-1 No.	Survey Item	Category of Vessel	
		A	B
(E)	CONSTRUCTION - FUEL, MACHINERY, SHAFTING		
(15)	Main Engine Alarm System and FMEA items - function test (applicable to vessels of the type stated in Ch. I/4.2)	MD ✓	
(17)	FMEA items - function test <sup>(*12)</sup>	MD	

\*12 Applicable to new DSC and HSC (Ch. XI/11 refers).

**Table 7-3 Final Inspection**

(F)	NAVIGATIONAL, COMMUNICATION EQUIPMENT AND OTHERS
(9)	Operational and Safety Trial (FMEA items) <sup>(*14)</sup>

\*14 Applicable to new DSC and HSC (Ch. XI/11 refers). Ship manoeuvring trial is to be conducted when deemed necessary.

**CHAPTER IIIA HULL CONSTRUCTION, MACHINERY, ELECTRICAL INSTALLATIONS AND FITTINGS - CATEGORY A VESSELS**

17.5 The steering system of ~~vessels of the type stated in Ch. I/4.2~~ **new DSC and HSC** shall comply with the relevant requirements specified in Ch. XI/5.

**CHAPTER IV FREEBOARD AND STABILITY**

Vessel Type and Plying Limits	Length (L) Requirement	L ≥ 24 m		L < 24 m	
		Freeboard, Certification	Intact Stability	Freeboard, Certification	Intact Stability
<b>Class II Vessel</b>					
Cat. A Transportation Boat, Pilot Boat operating solely within HKW					
<b>Conventional Type</b>		L&FV	IMO <sup>(*4)</sup>	L&FV	IMO <sup>(*4)</sup>
<b>New DSC, HSC</b>		Ch. XI	Ch. XI	Ch. XI	Ch. XI

(\*4) Also refer to section 1.5.2.

**Freeboard**

1.2 Ch. XI New DSC and HSC shall comply with the relevant requirements specified in Ch. XI/2.

**Intact Stability**

1.3 Ch. XI New DSC and HSC shall comply with the relevant requirements specified in Ch. XI/2.

1.5.2 For Cat. A Transportation Boat and Pilot Boat of L<20m operating solely within HKW, the Department accepts the standard applicable to vessels operating within sheltered waters, as stipulated in the Technical Regulation for the Survey of Coastal Boats promulgated by Maritime Safety Administration of the People’s Republic of China (MSA), or the equivalent. For vessels of L≥20m, the Department accepts the standard appropriate for vessels operating in Hong Kong waters, as promulgated by the MSA.

**Damage Stability**

2.2 New DSC and HSC shall comply with the relevant requirements specified in Ch. XI/3.

**CHAPTER V PASSENGER AND CREW ACCOMMODATION**

3.2 The form, design and attachments to the deck of passenger seats shall be adequate for the intended service. The seating construction and safety belts on ~~vessels of the type stated in Ch. I/4.2~~ **new DSC and HSC** shall comply with the relevant requirements specified in Ch. XI/4.

3.4 In this section –

“fixed passenger seat” means a passenger seat which is attached to a deck and the attachment of which is able to withstand a tensile force no less than 2250 newtons, but ~~vessels of the type stated in Ch. I/4.2~~ **new DSC and HSC** shall comply with the relevant requirements specified in Ch. XI;

## CHAPTER VIII LIGHTS, SHAPES AND SOUND SIGNALS

5.1 (F) The masthead light of a high speed vessel craft may be placed at a height related to the breadth of the vessel lower than that prescribed for  $H_1$ , 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  $27^\circ$ . For the dimension of vertical separation between foremast and mainmast light on a high speed vessel craft of  $L \geq 50\text{m}$ , paragraph 13 in Annex I of the Schedule to Merchant Shipping (Safety) (Signals of Distress and Prevention of Collisions) Regulations refers.

### Annex I-1 VISIBILITY REQUIREMENT FOR WHEELHOUSE

Requirements for new vessels of 12m to 45m in length are as follows.

- 2 The view of the sea surface from the conning position (it is defined in this Code as the main steering position controlled by the coxswain in wheelhouse) shall not be obscured –
- (c) for new HSC: when the coxswain is seated, by more than one craft length forward of the bow to  $90^\circ$  on either side;
  - (d) for vessels other than (a): by more than two ship lengths, or 500 m, whichever is the less, forward of the bow to 10 degrees on either side

### Annex P Determination of Maximum Number of Persons to be Carried and / or Survey Certification on Installation Suitable for “Combined Coxswain” Operation of A Class I or II Vessel

- (b) The form, design and attachments to the deck of passenger seats should be adequate for the intended service. The seating construction and safety belts on new DSC and HSC as stated in Ch. I/4.2 should comply with the relevant requirements specified in Ch. XI. Seating arrangement and requirements should be as per Ch V/3 and 4.2.2 as relevant.

## 工作守則後續修訂

### A 部-《第 I 類別船隻安全標準工作守則》

#### 第 I 章 通則

##### 3 釋義

“動力承托船隻(DSC)”，見第 XI/1 節釋義；

“高速船(HSC)”，見第 XI/1 節釋義；

“高速船規則”(HSC Code)指由國際海事組織(IMO)海上安全委員會(MSC)根據 MSC 36(63)號決議通過，並由該委員會不時修訂的高速航行船隻國際安全規則 (International Code of Safety for High-Speed Craft)；見第 XI/1 節釋義；

##### 4 適用範圍

4.2 第 XI 章適用於新動力承托船隻和高速船新船，以及根據本守則附件 A 所列，由船級社所發適用於高速船的規範設計和建造的船隻。

#### 第 II 章 驗船/檢查、發證及圖則審批

表 5-1 圖則和資料

Table 5-1 編號	圖則和資料
(E)	燃油、機械、軸系
(11)	故障模式及影響分析(FMEA)及試驗概要 <sup>(*)4</sup>

\*4 適用於 DSC 和 HSC 新船 (參閱第 XI/12 節)。

表 7-1 初次驗船

Table 7-1 編號	檢驗項目	船隻分類	A	B
(E)	船隻構造 - 燃油、機械、軸系			
(15)	主機警報系統及故障防護設備測試 - 功能測試 (僅適用於第 I/4.2 節所述類別船隻)		✓ MD	✓ MD
(16)	故障模式及影響分析(FMEA) - 功能測試 <sup>(*)11</sup>		MD	MD

\*11 適用於 DSC 和 HSC 新船 (參閱第 XI/12 節)。

格式化: 置中

表 7-3 最後檢查

Table 7-3 編號	檢驗項目 (*2)
(F)	導航及通訊設備及其他
(3)	船長及輪機員證書確認 (如需進行船隻操縱試驗)
(4)	船隻操縱試驗 (*11)
(5)	操作和安全試驗(FMEA 項目)(*12) (*13)

\*11 僅適用於渡輪船隻、DSC 和 HSC 新船。試驗須包括—

- (a) 海上進行：迴轉(每隔年進行)、向前急停、倒後；
- (b) 岸邊(或海上)進行：舵機(包括應急操舵設備)和錨機操作測試。

\*12 適用於第 I/4.2 節所述類別船隻DSC 和 HSC 新船(參閱第 XI/12 節)。須驗證指定瞭望員(參閱第 XII/11.3 節)的合格證明書或由註冊醫生或註冊視光師簽發的視力證明書。

~~\*13 對於第 I/4.2 節所述類別船隻,須驗證指定瞭望員(參閱第 XII/11.1 節)的合格證明書或由註冊醫生或註冊視光師簽發的視力證明書。~~

### 第 IIIA 章 船體構造、機械、電力裝置和設備 - A 類船隻

17.5 ~~第 I/4.2 節所述船隻~~DSC 和 HSC 新船的操舵系統，須符合第 XI/5 節一章的有關規定。

### 第 IV 章 乾舷與穩性

船隻類型, 航行區域	長度 (L)	L ≥ 24 m		L < 24 m	
	規定	乾舷，發證	穩性	乾舷，發證	穩性
第 I 類別船隻 (只在香港水域範圍內航行)					
<u>DSC 和 HSC 新船</u>		Ch. XI	Ch. XI	Ch. XI	Ch. XI

#### 1.2 乾舷的規定

Ch. XI ~~第 I/4.2 節所述的船隻~~DSC 和 HSC 新船須符合第 XI/2 節的有關規定。

#### 1.3 船隻在任何裝載情況下的完整穩性規定

~~第 I/4.2 節所述的船隻~~DSC 和 HSC 新船須符合第 XI/2 節的有關規定。

#### 2 破艙穩性

2.2 ~~第 I/4.2 節所述的船隻~~DSC 和 HSC 新船須符合第 XI/3 節的有關規定。

## 第 V 章 乘客和船員空間

3.5 乘客座椅的形狀、設計與固定在甲板的狀況須足以應付所需服務。~~第 I/4.2 節所述船隻~~DSC 和 HSC 新船的座椅結構和安全帶須遵守第 XI/4 節所訂明的相關規定。

3.7 在本節—

“固定乘客座椅”(fixed passenger seat)指固定於甲板上的乘客座椅，而其固定裝置可承受至少 2250 牛頓拉力；但就第 I/4.2 節所述船隻 DSC 和 HSC 新船而言，則須依照第 XI/4 章所訂明的相關規定；

## 第 XII 章 船隻安全操作和操作人員規定

### 11 協助瞭望

11.1 獲發牌可運載超過 100 名乘客的船隻在黑夜時間或能見度較低時，除船長外須有一名船員協助瞭望。高速船<sup>註</sup>則在任何正常航行時，除船長外須有一名船員協助瞭望。上述船隻的船長須委派一名船員協助瞭望。

#### 註

“高速船”指最高航速（米／秒）相等於或超過  $3.7\sqrt{\nabla^{0.1667}}$  的船隻，其中  $\nabla$  與設計水線對應的排水量（米<sup>3</sup>）及此船隻是根據工作守則第 XI 章的要求建造及操作。

11.2 若船員被指派到駕駛室以外的地方協助瞭望，須提供合適的通訊工具，使船長與該船員保持有效的通訊。

11.3 如被指派協助瞭望的船員並非持有有效的本地船隻船長本地合格證明書，該船員的視力須符合船長的視力要求標準（參考本地合格證明書考試規則），並持有註冊醫生或註冊視光師所簽發的證明書，證明該船員的視力達到上述視力標準。視力測驗週期不可多於五年。

## 附件 I-1 操舵室能見度的要求

長度 12 m ~ 45 m 的新船須符合下列要求：

1. 從船舶指揮操舵位置向前的海面視野(根據本工作守則釋義即為船長在操舵室的主操舵位置)，在任何吃水、縱傾或甲板載貨狀態下，在下列情況時不得被遮擋—
  - (a) HSC 新船第 XI 章所述高速船：當船長在座位時，從船首向前並至船舷兩側 90°的一個船長度；
  - (b) 除(a)所述以外船隻，從船首向前並至船舷兩側 10°的兩倍船長或 500m，以較低者為準。

附件 P 第 I 或 II 類別船隻的最高可運載人數的計算及/或檢驗證明裝置是適合由一名“兼任輪機船長”操控

- (b) 乘客坐椅的形狀、設計與固定在甲板的狀況須足以應付所需服務。第 I/4.2 節所述新-DSC 和 HSC 新船的坐椅結構和安全帶須遵守第 XI 章所訂明的相關規定。乘客坐椅安置及要求應按照第 V/3 及 4.2.2 節的相關規定。

**B 部-《第 II 類別船隻安全標準工作守則》**

**第 I 章 通則**

**3 釋義**

“動力承托船隻(DSC)”, 見第 XI/1 節釋義;

“高速船(HSC)”, 見第 XI/1 節釋義;

“高速船規則”(HSC Code), 見第 XI/1 節釋義;

**4 適用範圍**

4.2 第 XI 章適用於新動力承托船隻和高速船新船, 以及根據本守則附件 A 所列, 由船級社所發適用於高速船的規範設計和建造的船隻。

**第 II 章 驗船/檢查、發證及圖則審批**

表 5-1 圖則和資料

Table 5-1 編號	圖則和資料
(E)	燃油、機械、軸系
(15)	故障模式及影響分析(FMEA)及試驗概要 <sup>(*13)</sup>

\*13 適用於 DSC 和 HSC 新船 (參閱第 XI/11 節).

表 7-1 初次驗船

Table 7-1 編號	檢驗項目	船隻分類	A	B
(E)	船隻構造 - 燃油、機械、軸系			
(15)	主機警報系統 及故障防護設備測試 - 功能測試 (僅適用於第 I/4.2 節所述類別船隻)		✓ MD	
(17)	故障模式及影響分析(FMEA) - 功能測試 <sup>(*12)</sup>		MD	

\*12 適用於 DSC 和 HSC 新船 (參閱第 XI/11 節).

表 7-3 最後檢查

Table 7-3 編號	檢驗項目 <sup>(*2)</sup>
(F)	導航及通訊設備及其他
(9)	操作和安全試驗(FMEA 項目) <sup>(*14)</sup>

\*14 適用於 DSC 和 HSC 新船 (參閱第 XI/11 節)。如有需要須進行海上操縱試驗。



## 第 IIIA 章 船體構造、機械、電力裝置和設備 - A 類船隻

17.5 第 I/4.2 節所述船隻 DSC 和 HSC 新船 的操舵系統，須符合第 XI/5 節的有關規定。

## 第 IV 章 乾舷與穩性

船隻類型， 航行區域	長度 (L)	L ≥ 24 m		L < 24 m	
	規定	乾舷，發證	穩性	乾舷，發證	穩性
<b>第 II 類別船隻</b>					
只在香港水域範圍內營運的 領港船及 A 類交通船 <sup>††</sup> 傳統船型		L&FV	IMO <sup>(*)</sup>	L&FV	IMO <sup>(*)</sup>
<u>DSC 和 HSC 新船</u>		Ch. XI	Ch. XI	Ch. XI	Ch. XI

(\*4) 另見第 1.5.2 節。

1.2 乾舷的規定

Ch. XI DSC 和 HSC 新船 須符合第 XI/2 節的有關規定。

1.3 船隻在任何裝載情況下的完整穩性規定

Ch. XI DSC 和 HSC 新船 須符合第 XI/2 節的有關規定。

1.5.2 對於 L < 20m，只在香港水域範圍內營運的傳統船型的領港船及 A 類交通船<sup>††</sup>，本處接受按中華人民共和國海軍局發佈之《沿海小型船舶檢驗技術規則》，適用於遮蔽航區運作船隻的規定，或等同的規定。對於 L ≥ 20m 的船隻，本處接受中華人民共和國海軍局發佈的適合香港海域運作船隻的規定。

2 破艙穩性

2.2 DSC 和 HSC 新船 須符合第 XI/3 節的有關規定。

## 第 V 章 乘客和船員空間

3.25 乘客座椅的形狀、設計與固定在甲板的狀況須足以應付所需服務。第 I/4.2 節所述船隻 DSC 和 HSC 新船 的座椅結構和安全帶須遵守第 XI/4 節所訂明的相關規定。

3.4 在本節—

“固定乘客座椅”(fixed passenger seat)指固定於甲板上的乘客座椅，而其固定裝置可承受至

<sup>††</sup> 適用於在《檢驗規例》第 2 條“新船隻”的釋義中，對於《檢驗規例》“生效日期”的提述，以“2017 年 3 月 3 日”替代的船隻。

少2250 牛頓拉力；但就第1/4.2節所述船隻DSC和HSC新船而言，則須依照第XI/4章所訂明的相關規定；

#### 附件I-1操舵室能見度的要求

長度 12 m ~ 45 m 的新船須符合下列要求：

2. 從船舶指揮操舵位置向前的海面視野(根據本工作守則釋義即為船長在操舵室的主操舵位置)，在任何吃水、縱傾或甲板載貨狀態下，在下述情況時不得被遮擋—
  - (a) **高速船-HSC 新船**：當船長在座位時，從船首向前並至船舷兩側 90°的一個船長度範圍內；
  - (b) **除(a)所述以外船隻**：從船首向前並至船舷兩側 10°的兩倍船長或 500m，以較低者為準。油輪應該注意在輕載狀態下的扇形盲區；

#### 附件 P 第 I 或 II 類別船隻的最高可運載人數的計算及/或檢驗證明裝置是適合由一名“兼任輪機船長”操控

- (b) 乘客坐椅的形狀、設計與固定在甲板的狀況須足以應付所需服務。第1/4.2節所述DSC和HSC新船的坐椅結構和安全帶須遵守第 XI 章所訂明的相關規定。乘客坐椅安置及要求應按照第 V/3 及 4.2.2 節的相關規定。