



RULES

PUBLICATION 92/P

SPECIFIC REQUIREMENTS FOR INLAND WATERWAYS HIGH-SPEED VESSELS

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Publications P (Additional Rule Requirements) issued by Polski Rejestr Statków complete or extend the Rules and are mandatory where applicable.

GDAŃSK

Publication 92/P – Specific Requirements for Inland Waterways High-Speed Vessels – May 2010, based on the Commission Directive 2006/87/WE, Chapter 22b is the extension of the requirements contained in the corresponding PRS *Rules for the Classification and Construction of Inland Waterways Vessels*, Part I to Part VII.

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1 GENERAL PROVISIONS

1.1 The requirements of *Publication 92/P – Specific Requirements for Inland Waterways High-Speed Vessels – May 2010* are based on requirements contained in Commission Directive 2006/87/EC, Chapter 22b and corresponding PRS *Rules for the Classification and Construction of Inland Waterways Vessels*, Part I to Part VII (hereinafter referred to as PRS Rules).

2 SPECIFIC REQUIREMENTS APPLICABLE TO HIGH-SPEED VESSELS

2.1 Definitions

2.1.1 *High-speed vessel* – a motorized craft capable of reaching speeds over 40 km/h in relation to water.

2.1.2 *HSC Code 2000 – International Code of Safety for High-Speed Craft, 2000*, with amendments.

2.2 Application

2.2.1 High-speed vessels covered by requirements of this *Publication* should also comply with applicable requirements of *HSC Code*.

2.3 General

2.3.1 High-speed vessels shall not be constructed as cabin vessels.

2.3.2 The following installations are prohibited on board high-speed vessels:

- .1 appliances fitted with wick burners according to Article 13.02 of Directive 2006/87/EC (see *Part V – Fire Protection – 2010*, items: 7.1.2.1, 7.1.2.2, 7.1.2.3);
- .2 vaporising oil burner stoves according to Articles 13.03 and 13.04 of Directive 2006/87/EC (see *Part V – Fire Protection – 2010*, items: 7.1.3.1, 7.1.3.2, 7.1.4.1, 7.1.4.2, 7.1.4.3, 7.1.4.4, 7.1.4.5);
- .3 solid-fuel heating appliances according to Article 13.07 of Directive 2006/87/EC (see *Part V – Fire Protection – 2010*, items: 7.2.1, 7.2.2, 7.2.3);
- .4 liquefied gas installations according to Chapter 14 of Directive 2006/87/EC (see *Part V – Fire Protection – 2010*, item 6.6.4).

2.4 Application of Part I of Directive 2006/87/EC

2.4.1 In addition to the provisions of Article 2.03 of Directive 2006/87/EC, high-speed vessels shall be constructed and classified under the supervision and in accordance with the applicable PRS Rules. The class shall be maintained.

2.4.2 By way of derogation from Article 2.06 of Directive 2006/87/EC, Community certificates issued in accordance with the provisions of this *Publication* shall be valid for a maximum 5 years.

2.5 Application of Technical Requirements

2.5.1 Notwithstanding paragraph 2.4.2 and 2.5.2, requirements of *Part II – Hull* (Chapters 2, 3 (except 3.2), 4, 5 (without requirements in box brackets)), as well as requirements of *Part III – Hull Equipment*, *Part IV – Stability and Freeboard*, *Part V – Fire Protection*, *Part VI – Machinery and Piping Systems*, *Part VII – Electrical Equipment and Automation* shall apply to high-speed vessels, with the exception of the following provisions:

- .1 Article 3.04(6) of Directive 2006/87/EC, second subparagraph (see *Part V – Fire Protection – 2010*, item 2.1.2.8.2);
- .2 Article 8.08(2) of Directive 2006/87/EC, second sentence (see *Part VI – Machinery and Piping Systems – 2005*, Amendments No. 1/2010, item 16.1.1, second sentence);
- .3 *Part III – Hull Equipment – 2010*, item 10.5.4, second and third sentence;
- .4 Article 12.02(4) of Directive 2006/87/EC, second sentence;
- .5 *Part III – Hull Equipment – 2010*, item 15.3.1, second sentence.

The requirements concerning specific design loads, method of calculation of design details and specific stability characteristics for high-speed vessels are subject to PRS agreement in each particular case.

2.5.2 By way of derogation from *Part III – Hull Equipment – 2010*, item 15.5.2 and item 15.5.4, all doors in watertight bulkheads shall be capable of being remotely controlled (see *Part VI – Machinery and Piping Systems*, Amendments No. 1/2010, items 29.3.3, 29.3.4).

2.5.3 By way of derogation from Article 6.02(1) of Directive 2006/87/EC, (see *Part VI – Machinery and Piping Systems*, Amendments No. 1/2010, item 7.2.1.5.2 first sentence), in case of failure or malfunctioning of the steering apparatus drive unit, a second independent steering apparatus drive unit or a manually operated drive unit shall come into operation without time delay.

2.5.4 In addition to the requirements of technical requirements, high-speed vessels shall meet the requirements of items 2.7, 2.8, 2.9, 2.10, 2.11, 2.12, 2.13, 2.14.

2.6 Seats and Safety Belts

Seats shall be available for the maximum number of passengers permitted on board. Seats shall be fitted with safety belts. Safety belts may be dispensed with where suitable impact protection is provided or where they are not required under 4.6 of the HSC Code 2000.

2.7 Freeboard

By way of derogation from *Part IV – Stability and Freeboard – 2008*, item 5.4, the freeboard shall be at least 500 mm.

2.8 Buoyancy, Stability and Subdivision

For high-speed vessels, proper documentation shall be provided for:

- .1 buoyancy and stability characteristics adequate for safety where the craft is operated in the displacement mode, both when intact and when damaged;
- .2 stability characteristics and stabilising systems ensuring the safety of the craft when used in the dynamic buoyancy phase and the transition phase;
- .3 stability characteristics in the non-displacement and transitional modes adequate to transfer the craft safely to displacement mode in case of any system malfunction.

2.9 Wheelhouse

2.9.1 Arrangement

- .1 By way of derogation from *Part III – Hull Equipment – 2010*, item 8.1.1, wheelhouses shall be arranged in such a way that the helmsman and a second member of the crew may at all times perform their tasks while the vessel is under way.
- .2 The steering position shall be arranged so as to accommodate workstations for the persons mentioned in .1. The instruments for navigation, manoeuvring, monitoring and communication and other important operating controls shall be sufficiently close together to

allow a second member of the crew as well as the helmsman to obtain the necessary information and to operate the controls and installations as necessary while seated. The following requirements shall apply in all cases:

- the steering position for the helmsman shall be arranged so as to allow radar navigation by one person,
 - the second member of the crew shall have his own radar screen (slave) at his workstation and shall be able to intervene from his workstation to transmit information and control the propulsion of the vessel.
- .3 The persons mentioned in .1 shall be able to operate the installations mentioned in .2 without any hindrance, including when safety belts are properly worn.

2.9.2 Unobstructed View

- .1 By way of derogation from *Part III – Hull Equipment – 2010*, item 8.2.3, the area of obstructed view forward of the bow for the helmsman in a seated position shall not be more than one vessel length irrespective of the amount of cargo.
- .2 By way of derogation from *Part III – Hull Equipment – 2010*, items 8.2.2.1, 8.2.2.2 and 8.2.4, the total arc of blind sectors from right ahead to 22,5° abaft the beam on either side shall not exceed 20°. Each individual blind sector shall not exceed 5°. The clear sector between two blind sectors shall not be less than 10°.

2.9.3 Instruments

Instrument panels for operating and monitoring the installations mentioned in 2.13 shall be in separate and clearly marked positions in the wheelhouse. This shall also apply, where appropriate, to controls for launching collective lifesaving equipment.

2.9.4 Lighting

Red light shall be used for areas or pieces of equipment which shall be lit during use with possibilities of dimming if applicable.

2.9.5 Windows

Reflections shall be avoided. A means for avoiding dazzle by sunlight shall be provided.

2.9.6 Surface materials

The use of reflective surface materials in the wheelhouse shall be avoided.

2.10 Additional equipment

2.10.1 High-speed craft shall have the following equipment:

- .1 a radar installation and rate-of-turn indicator according to Article 7.06(1) of Directive 2006/87/WE (see *Part III – Hull Equipment – 2010*, item 2.7.2 referring to rate-of-turn indicators).
- .2 readily accessible individual lifesaving equipment for the maximum number of persons permitted on board conforming to Standard PN-EN 395:1998 for ships constructed before 21.12.2006 and Standard PN-EN ISO 12402-4:2006 for ships constructed on or after 21.12.2006.

2.11 Closed Areas

2.11.1 General

Public spaces and accommodation and the equipment they contain shall be designed so that any person making proper use of those facilities will not suffer injury during a normal and emergency start or stop, or during manoeuvring in normal cruise and in failure or malfunction conditions.

2.11.2 Communication

- .1 For the purpose of informing passengers of safety measures, all passenger vessels shall be fitted with acoustic and visual installations visible and audible to everyone on board.
- .2 The installations described under .2 shall enable the boatmaster to give instructions to passengers.
- .3 Every passenger shall have access to instructions for emergency situations close to their seat, including a plan of the vessel showing all exits, escape routes, emergency equipment, lifesaving equipment and instructions for the use of lifejackets.

2.12 Exits and Escape Routes

2.12.1 Escape and evacuation routes shall satisfy the following requirements (see *Part V – Fire Protection – 2010*, item 6.6.2):

- .1 there shall be easy, safe and quick access from the steering position to spaces and accommodation accessible to the public,
- .2 escape routes leading to emergency exits shall be clearly and permanently marked,
- .3 all exits shall be properly marked. The operation of the opening mechanism shall be obvious from the outside and the inside,
- .4 the escape routes and emergency exits shall have a suitable safety guidance system. When normal emergency lighting is less effective to clearly identify the escape routes, including stairways and exists due to smoke, the low-location lighting system (LLL) approved by Administration shall be provided. The escape routes shall be marked by low-location lighting, throughout the whole of the escape route, particularly at corners and intersections.
- .5 sufficient space for a member of the crew shall be left next to exits.

2.13 Fire Protection and Fire-Fighting

2.13.1 Corridors, rooms and accommodation accessible to the public and also galleys and engine rooms shall be connected to an appropriate fire alarm system. Any fire and its location shall be indicated automatically in a place permanently manned by crew (see *Part V – Fire Protection – 2010*, item 6.6.3.1).

2.13.2 Engine rooms shall be equipped with a permanently installed fire-fighting system according to Article 10.03b of Directive 2006/87/EC (see *Part V – Fire Protection – 2010*, item 6.6.3.3).

2.13.3 Rooms and accommodation accessible to the public and their escape route shall be equipped with a pressurized water sprinkler system according to Article 10.03a of Directive 2006/87/EC. It shall be possible to drain the used water rapidly and directly to outside (see *Part V – Fire Protection – 2010*, item 6.6.3.2).

2.14 Transitional Provisions

2.14.1 High speed vessels according to Article 1.01(22) of Directive 2006/87/EC which have a valid Community certificate on March 2003 shall meet the following provisions:

- .1 Articles 22b.01, 22b.04, 22b.08, 22b.09, 22b.10, 22b.11(1) of Directive 2006/87/EC – when the Community certificate is renewed;
 - .2 on 1 April 2013 – Article 22b.07(1), (4), (5) and (6) of Directive 2006/87/EC;
 - .3 on 1 January 2023 – all other provisions.
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