

Code for High Speed Offshore Service Craft (HS-OSC) (of less than 500GT carrying up to 60 persons)

Preamble

i. The Code has been developed in cooperation with industry, adopting the principles of the Special Purpose Ships (SPS) Code published by the International Maritime Organization (IMO) and Section 9 of Marine Guidance Note MGN 515 for “Walk to Work type operations”, taking into consideration the particular characteristics of transporting trained and fit personnel for their transfer at sea.

ii. The applicable, United Kingdom (UK) regulations on which certification is based are the Merchant Shipping (High Speed Craft) Regulations 2004, SI 2004 No. 302 – referred to in this document as “the Regulations”. Regulation 4 of the Regulations provides for the granting of exemptions, such as reference to *Application* limits in sub-paragraph 1.3.4.2 of the HSC Code 2000, Chapter X Regulation 2.1.2 of SOLAS and Regulation 3 of the Regulations. The UK legislation takes precedence over any requirement in SOLAS or in the HSC Code.

iii. The standards in the Code have been developed to provide levels of safety in personnel, ship construction, equipment and operation, equivalent to that of SOLAS, facilitating the operation of such craft with the required numbers of persons onboard. They are applied as far as reasonable and practical given that the craft are of less than 500 Tons and giving due recognition to the specific abilities of the personnel being carried.

iv. Defining *Industrial Personnel* is key to enabling the certification for this type of craft using the currently indicated direction for the development of similar standards at the IMO¹ and out of discussions on technical standards and regulations for “Offshore Service Vessels” between maritime administrations around the North Sea.

1. General

1.1 The construction standards in this document shall be without prejudice to those standards developed in the IMO Special Purpose Ship Code and EU Directive 2009/45/EC on safety rules and standards for passenger ships.

1.2 High Speed Offshore Service Craft of up to 500GT shall also follow the requirements and framework of the HSC Code for Cargo Craft unless expressly stated otherwise in this Code.

1.3 Craft are to be designed, constructed and maintained in compliance with the standards of a Recognised Organisation appropriate for cargo craft under the HSC Code, equivalent to this code and accepted by the Administration (the MCA), unless otherwise specified.

1.4 UK requirements for a risk assessment with reference to wash² are not required.

1.5 Unless expressly provided otherwise in this Code:

- the requirements;
- the definitions; and
- numbered sections that are referred to are those specified in or applied by the High Speed Craft Code.

1.6 A craft of less than 24 metres in load line length may additionally, also hold a valid certificate

¹ Resolution MSC.418(97) adopted on 25/11/2016 – *Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages.*

² Regulation 7 of S.I. 2004 No. 302 as amended.

for the UK Workboat Code³ to engage in alternate operations meeting the requirements of that Code. United Kingdom registered craft when operating outside of United Kingdom waters, may be subject to additional requirements of the port State or overseas administration, over and above the requirements of this Code. Owners/managing agents should contact the administration controlling those waters for further information.

1.7 Vessels intended for operations as Offshore Service Craft of less than 500GT which are unable to meet the conditions of this Code are advised to examine and agree with the MCA the application of relevant standards in the IMO Special Purpose Ships Code⁴.

1.8 A craft whenever built, which is converted to being an offshore service craft, shall be treated as an offshore service vessel constructed on the date on which such a conversion commenced. Any craft which are certified under this Code for the first time shall be considered new craft.

1.9 This Code addresses only the principal variations with respect to the HSC Code and (for vessels of less than 24 metres load line length), the Workboat Code. All other UK and international regulations including load line, environmental protection, health and safety at work, employment law, the International Regulations for the Prevention of Collision at Sea etc. continue to apply to craft certified under this Code.

1.10 The words craft, ship, vessel or boat are used synonymously throughout.

2. Definitions

2.1. *Cargo and cargo carriage* is the carriage of cargoes and the process whereby a vessel is loaded, or intended to be loaded, with any item, including dangerous goods, for delivery to or collection from, one location and the loading/unloading at another location;

2.2 *Crew* means all persons carried on board the ship to provide navigation and maintenance of the ship, its machinery, systems and arrangements essential for propulsion and safe navigation or to provide services for other persons on board;

2.3 *Directive 2009/15/EC* refers to the directive of the European Parliament and of the Council of 23 April 2009 on common rules below and standards for ship inspection and survey organizations and account of relevant activities of maritime administrations (OJ. L 131, 28.5.2009, p 47), as amended;

2.4 *Directive 94/33/EC* refers to the directive of the European Council of 22 June 1994 on the protection of young people at work;

2.5 *High speed craft (HSC)* is a craft capable of maximum speed in metres per second (m/s), equal to or exceeding $3.7 \nabla^{0.1667}$; and also an operating speed of 20 knots or above in calm water

Where: ∇ = volume of displacement corresponding to the design waterline (m³);

2.6 *High Speed Craft (HSC) Code* is the 2008 consolidated edition of International Code of Safety for High-Speed Craft, 2000 (HSC Code) adopted, by resolution MSC.97(73) of the Maritime Safety Committee, at its seventy-third session (27 November to 6 December 2000), incorporating amendments MSC.175(79) and MSC.222(82);

2.7 *High Speed Offshore Service Craft or HS-OSC* means an offshore service craft that is also a high speed craft;

2.8 *IMDG Code* means the International Maritime Dangerous Goods Code, for the transport of

³ Craft of less than 24 metres in length may therefore revert to compliance operationally with the Workboat Code (including carriage of no more than 12 passengers or industrial personnel) to facilitate e.g. voyages of relocation.

⁴ Marine Guidance Note MGN515(M) provides guidance on application of the SPS Code.

dangerous goods and marine pollutants in packaged form by sea⁵;

2.9 *Industrial personnel* means all persons other than the crew or passengers, onboard for transport or accommodation⁶;

2.10 *Load Line Convention* means the International Convention on Load Lines 1966 with Protocol of 1988 as amended;

2.11 *Load Line Length* is defined as being the greater of the following distances:-

(a) 96% of the total length on a waterline of at 85% of the least moulded depth measured from the top of the keel; or

(b) the length from the fore-side of the stem to the axis of the rudder stock on that waterline;

2.12 *length* of a craft as specified or referred to in this code, unless explicitly stated otherwise, refers to the High Speed Craft Code definition of length in Section 1.4.33 of that code;

2.13 *the Maritime and Coastguard Agency (MCA)* means the Maritime and Coastguard Agency, and executive agency of the Department for Transport, and any superseding and preceding organisation;

2.14 *the Maritime Labour Convention, 2006 (MLC)* came into force for the United Kingdom on 7 August 2014, setting out the minimum working and living rights for seafarers⁷;

2.15 *Merchant Shipping Notices and Marine Guidance Notes* are those published by the maritime and Coastguard Agency (MCA);

2.16 *Offshore service craft* means a vessel which is used to convey Industrial personnel;

2.17 *Passenger* is as defined by SOLAS Part A, Regulation 2(e).

2.18 *Personal Protective Equipment or PPE* means the requirements and provisions for personal equipment in The Merchant Shipping and Fishing Vessels (Personal Protective Equipment) Regulations 1999, S.I. No. 2205, (see also MSN 1731 (M+F));

2.19 *Recognised Organisation* means those recognised organisations referred to under Regulation (EC) 391/2009 within the meaning of Article 5, paragraph 2 of Directive 2009/15/EC implemented in the UK as referred to in Merchant Shipping Notice MSN 1672 (M+F);

2.20 *Regulation (EC) 336/2006*, means the regulation of the European Parliament and of the Council of 15 February 2006 on the implementation of the International Safety Management Code within the Community and repealing Council Regulation (EC) No 3051/95;

2.21 *Regulation (EC) 391/2009* means the regulation of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations;

2.22 *SOLAS* means the International Convention of 1974 for the Safety of Life at Sea with protocols of 1978 and 1988, as amended;

2.23 *STCW* means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (or STCW), 1978;

2.24 *Tons* means gross tonnage, measured in accordance with the International Tonnage Convention 1969 (ITC 69);

2.25 *Workboat Code or Brown Code*, means "The Workboat Code - Industry Working Group Technical Standard" published by the Maritime and Coastguard Agency and National Workboat

⁵ See MSN 1875(M) or notices superseding that notice, for implementation of the latest amendments to the IMDG Code under the Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997 (S.I.1997 No. 2367).

⁶ Subject to the additions and exceptions of the HSC Code Chapter 4 under Section 9 below, with the consequence that "accommodation" for passengers and industrial personnel are spaces without enclosed sleeping berths.

⁷ See Merchant Shipping Notice MSN1848(M) - Maritime Labour Convention, 2006, Survey and Certification of UK Ships.

Association in June 2014⁸ for vessels of up to 24 metres load line length.

3. Application:

3.1 This Code applies to HS-OSC that:

- (a) are seagoing high speed offshore service craft;
- (b) of less than 500 Tons; and
- (c) are United Kingdom HS-OSC or other HS-OSC operating in UK waters⁶.

4. Industrial Personnel requirements⁹

4.1 Before commencing any voyage, it shall be ensured by the Master that any Industrial Personnel:

- .1 are engaged and on board for transport or accommodation for the purposes of offshore industrial activities¹⁰;
- .2 are able bodied and meet appropriate medical standards¹¹;
- .3 have received basic safety training, according to relevant industry standards¹²;
- .4 have an understanding of the layout of the ship and the handling of the ship's safety equipment before departure from port (e.g. through a safety briefing); and
- .5 are equipped with appropriate personal safety equipment suitable for the risks to safety such personnel are likely to experience on the forthcoming voyage (e.g. immersion suits).

4.2 Persons that do not meet all of the requirements of Industrial Personnel may be transported as passengers subject to the overall limit of 12 passengers.

5. Operational requirements

5.1 The maximum number of persons onboard overall shall be no more than 60, of which up to 12 may be passengers. For craft of less than 24 metres load line length, the overall limit shall be 36 persons. In all cases this shall be subject and without prejudice to meeting the requirements and the ease of evacuation from all public spaces in the HSC Code Section 4.7 and the evacuation times in the HSC Code Section 4.8.

5.2 The owner and master shall be responsible for ensuring that the craft does not carry more than the maximum number of personnel (crew, passengers and industrial personnel) as stated in the craft's Permit to Operate, in place of the requirements given in regulation 8(3) of The Regulations.

5.3 International voyages under this Code should only be undertaken with the prior agreement of

⁸ In public consultation until 05/10/2015 as a new Brown Code, under proposed new Workboat (code of practice) regulations.

⁶ See also 5.2.

⁹ Resolution MSC.418(97) adopted on 25/11/2016 (as in footnote 1).

¹⁰ Examples of such activities may include safe transfer of personnel to or from offshore wind farm structures or vessels involved in their construction or maintenance, with other examples referred to under offshore operations in paragraph 6.2.2.11 of IMO Resolution A.1079(28). For HS-OSC, the accommodation for passengers and industrial personnel should not include enclosed sleeping berths.

¹¹ Appropriate standards are those recognised and published by the MCA. See paragraph 7.2 of Marine Guidance Note MGN515(M) for those considered appropriate for industrial personnel in the context of this Code and as an alternative to STCW I/9.

¹² Industry standards e.g. Global Wind Organisation (GWO), Offshore Petroleum Industry Training Organization (OPITO), Basic Offshore Safety Induction and Emergency Training (OPITO accredited) are accepted alternatives to STCW A-VI/1 paragraph 2. An example for personnel undergoing transfer from ship to foundation or vice versa, will require specific transfer training.

the port State into whose port or ports a craft is intending to travel.

5.4 No persons under 16 years of age shall be carried on craft being operated under this Code¹³.

6. Survey and certification

6.1 United Kingdom Recognised Organisations are authorised to carry out survey and certification of the construction of craft to which this Code applies in accordance with the normal arrangements set out in their agreements with the MCA.

6.2 The MCA will issue the Permit to Operate for craft that are UK registered.

7. Alternative modes of operation – safety standards

To facilitate voyages of relocation or voyages principally for the transport of cargo and/or equipment, the number of Industrial Personnel or passengers carried may be reduced from the maximum permitted. Where this number is reduced to 12 or fewer in aggregate, craft of less than 24 metres in Load Line Length may, if certified as such, revert to operation under the Workboat Code.

8. Lifting equipment:

8.1 For the operation of a shipboard crane at sea, the requirements should be complied with of the Recognized Organisation under whose supervision the ship is designed and constructed in accordance with section 1.3 above.

8.2 The craft's structure, the crane or other lifting device and the supporting structure should be of sufficient strength to withstand the loads that will be imposed when operating at its maximum overturning moment and maximum vertical reaction.

8.3 Information and instructions to the master on vessel safety when using a deck crane, 'A' frame or other lifting device shall be included in the reliable information relating to the stability of the craft required by Section 2.7.3 of the HSC Code.

9. Additions and Exceptions to the HSC Code (Section 1.2.1.1)

In addition to the preceding sections of this Code, the HSC Code for Cargo Craft shall apply in its entirety unless expressly provided otherwise in the following exceptions given in this section (9) together with express additional requirements that are also provided, with the closest possible numbered references being to the relevant chapters and sections of the HSC Code. In the case of Section 1.2.1.2, there are also consequences for application of the ISM Code.

Chapter 1 – General comments and requirements

Section 1.2.1.2 - *Safety Management and Operational Procedures*

(a) Irrespective of the stated application in the ISM Code in SOLAS Chapter IX and Regulation (EC) No 336/2006, the ISM Code shall apply, including the requirements for certification¹⁴.

(b) Operational procedures shall be developed which cover the operation of the craft and changes to the mode of operation (e.g. relocation voyages). Such procedures should also reflect the

¹³ By regulations giving effect to Council Directive 94/33/EC and in part, the MLC 2006 on Minimum Age, the carriage of those of less than 16 years of age is not permitted and if persons of less than 18 years are carried, their employer must carry out a risk assessment. Reference Merchant Shipping Notice MSN1838(M).

¹⁴ The MCA will be responsible for the application of the ISM Code, for which fees will be charged. The MCA also, however retains the enforcement duties of the Code and is responsible for auditing the Recognised Organisations.

evacuation procedures for the number of persons carried. These procedures should form part of training drills.

Section 1.8 - *Certificate*

The certificates and records of equipment for OSC Safety Certificates shall follow as closely as reasonably practicable the form and content of that published in Annex 1 of the HSC Code, with the title amended to:

“HSC Code Safety Certificate for Offshore Service Craft and Record of Equipment”

References to the “numbers of passengers for which certified” should be suitably amended to specify the maximum number of persons for which the vessel is certified to carry:

“number of persons overall, for which certified”.

Section 1.9 - *Permit to Operate*

As an acceptable alternative, craft may operate under a general permit to operate, based on a portfolio of routes or sea areas for which the owner shall prepare Route Operational Manuals in the same manner as for an individual Permit to Operate. A general Permit to Operate produced in this way shall be provided to involved Flag and Port States for their agreement.

Should it be intended for the craft to operate on a route or sea area not included in the above-mentioned portfolio, then the normal procedure for obtaining a Permit to Operate shall be followed.

Annual checks shall be made by the operator to ensure that the portfolio remains valid. A review of the portfolio and the respective Route Operational Manuals should be carried out in accordance with the HSC Code to ensure information is kept up to date.

Permits to Operate for OSC shall follow as close as reasonably practicable the form and content of that published in Annex 2 of the HSC Code, with the title amended to read:

“Permit to Operate HSC Code Offshore Service Craft”

References to the “numbers of passengers, maximum permitted” should be suitably amended to specify the maximum number of persons for which the vessel is certified to carry:

“number of persons overall for which certified”.

Chapter 2 - Buoyancy, Stability and Subdivision, Part A – General

HSC cargo craft requirements shall apply, except for craft of up to 45 metres length, where the following exceptions shall apply those numbered sections that are referred to in this Chapter below.

Section 2.6.7 (*Extent of side damage*) – The application of this section shall apply, but limited to the forward 1/3rd (one third) of the Load Line length of the craft. In this area the extents of damage shall be applied anywhere, including across the main transverse watertight bulkheads. In the remaining areas of the craft aft of the forward 1/3rd (one third) of the Load Line length, 2.6.7 shall apply extended between the main transverse watertight bulkheads from keel to deck and from ship side to ship centreline.

Section 2.6.8.1.2 (*Extent of stern damage*) – This section shall not be applied.

Section 2.6.9 (*Extent of bottom damage in areas vulnerable to raking damage*) - The application of this section shall apply, but limited to the forward 1/3rd (one third) of the Load Line length of the craft. In this area the extents of damage shall be applied anywhere, including across the main transverse watertight bulkheads. In the remaining areas of the craft 2.6.9 shall not be applied.

Section 2.6.10 (*Extent of bottom damage in areas not vulnerable to raking damage*) - The application of this section shall apply, but limited to the forward 1/3rd (one third) of the Load Line length of the

craft. In this area the extent of damage (as prescribed by the formulae in 2.6.10.2) shall be applied anywhere, including across the main transverse watertight bulkheads. In the remaining areas of the craft aft of the forward 1/3rd (one third) of the Load Line length, 2.6.10 shall not be applied.

Section 2.6.11 (*7 metre obstruction for multihull craft damage determination*) - The application of this section shall apply, but limited to the forward 1/3rd (one third) of the Load Line length of the craft. In the remaining areas of the craft aft of the forward 1/3rd (one third) of the Load Line length, 2.6.11 may not be applied.

Chapter 3 - Structures

Chapter 3 shall be applied with the additional requirements identified below.

Sections 3.3 and 3.4 - Additional structural requirements

When the craft is intended for push-up operations to transfer Industrial Personnel and cargo, the structure in way of main propulsion machinery, shaft bearings, "A" and "P" brackets, propellers and rudders should be arranged and strengthened taking into account the possibility of contact shock loading.

Some craft frequently operate at high engine power with no boat speed during push up operations, leading to high local vibrations from the propeller at zero speed, maximum thrust. Such craft should be designed to ensure that such operations do not adversely affect propulsion performance, shorten component life or expose the crew to excess vibration.

When intended for this type of push-up operation, the structure in way of main propulsion machinery and stern gear should be carefully considered to avoid vibrations which could damage the local and surrounding structure. The structure should be robust with scantlings appropriate for the operations intended and required from the Recognised Organisation. The panel size should be small to minimize any potential for resonance. Connection details should be carefully considered to minimise stress concentrations.

When intended for operations to transfer personnel or cargo over the bow, the bow structure should be suitably arranged and strengthened for this purpose.

Bow structures supporting fenders for bow push-up operations are to be robust. Deck, wet-deck, bulwarks and framing should be designed to accommodate the foreseen dynamic loads.

Calculations to demonstrate that the bow structures will not yield or buckle when subject to the loads referred to above are to be submitted to the Recognised Organisation for consideration and approval.

Chapter 4 – Accommodation and escape measures

Chapter 4 shall be applied with the additional requirements identified below.

Sections 1.2.1.9 to 1.2.1.11 - Additional requirements for provision of accommodation including seating areas

MLC 2006 standards for on board facilities shall be applied to industrial personnel as if they are crew with the exception of enclosed sleeping berths, which may only be provided for off-duty crew members. Operating speeds and noise and vibration levels should take into account those sleeping crew members.

Construction standards, public spaces and facilities shall be provided for Industrial Personnel and passengers in accordance with those required for passengers in Chapter 4 of the HSC Code.

Section 4.7.2 - The design for safe evacuation shall additionally provide sufficient area for occupants to access, pull on and wear, ready for evacuation, lifejackets and appropriate PPE or immersion suits. The seating should be provided with sufficient space for personnel to wear PPE used in personnel

transfers.

Section 4.11 - When intended for operations to transfer personnel or cargo over the bow, the foredeck and bow-fendering arrangements are to be suitably arranged to minimise the risk to personnel engaged in transfer operations. Special care should be taken in the arrangement of handrails, 'step-across' arrangements and flush deck fittings positioned within walkways.

Chapter 7 – Fire Safety (including area for dangerous goods)

Chapter 7 shall be applied with the additional requirements identified in relation to the numbered sections referred to below.

Section 7.7.5 – Fire pumps, fire mains, hydrants and hoses

Section 7.7.5.1 - For craft of less than 24 metres in load line length, one of the two pumps powered by independent sources of power may be a portable pump. That pump shall have a capacity of not less than 15 m³/h, self-priming, ready available for use (including sufficient suction hose to cater for the craft's motion in all operations conditions), with sufficient power or fuel capacity for up to three hours continuous operation and stowed outside of the engine spaces and provided all other requirements for the pump are complied with and is shown to fulfil the intended functional requirements of the HSC Code. Both pumps shall not be stowed or fitted in the same space.

Section 7.10.1 - Craft of less than 24 metres in load line length shall not be required to carry the firefighter's outfit described in section 7.10.3. They shall nevertheless carry, conspicuously stowed, a long handled axe and an electric safety lamp with a minimum burning period of 3 hours as referred to in 7.10.3.1.4.

Section 7.17 (*Part D- Requirements for craft and cargo spaces intended for the carriage of dangerous goods*)¹⁵ :

(a) On voyages outside the United Kingdom continental shelf or between two ports, one of which is outside the United Kingdom continental shelf, the craft operator should contact the port of arrival and/or departure Administration prior to arrival to agree that the standard for the carriage of dangerous goods is acceptable. Where a vessel wishes to carry dangerous goods permitted by the Document of Compliance for the carriage of Dangerous Goods (reference Section 7.17.4) issued under the provisions of the HSC Code, it is essential that the Administration of the Port State(s) is contacted to confirm that the Code standards are acceptable. For the carriage of dangerous goods cargoes the crew should also undergo training for such cargoes and the IMDG Code, corresponding to their responsibilities.

(b) For the purpose of this Code applied to craft of less than 24 metres load line length, up to a net total quantity of 30 kg / 30 litres of dangerous goods stores carried or used on board when comprised of UN Classes 1.4S, 2.1, 2.2, 3, 6.1, 6.2, 8 and 9, may be considered as ships' stores¹⁶ and a dangerous goods document of compliance is not required.

(c) Industrial personnel and passengers should declare any dangerous goods contents of their baggage (including tools and equipment) to the master/crew of the vessel and the crew should take the appropriate action for its safe stowage¹⁷. Operators should bring this requirement to the attention of industrial personnel and passengers i.e. by providing relevant signage posted at the point of embarkation.

(d) For the purposes of this Code, wherever in the IMDG Code the number of passengers carried

¹⁵ The carriage of dangerous goods is subject to national and international regulations implementing the IMDG Code, the SOLAS Convention and MARPOL Convention.

¹⁶ The IMO definition of ships' stores is contained in MSC.1/Circ.1216.

¹⁷ As a consequence, either treating those dangerous goods as being in 'limited quantities' or as ships' stores, as appropriate. MGN 497(M+F) provides guidance on dangerous and other goods (chemicals used on board etc.), for their safe carriage when comprising other than 'cargo'.

appears as a parameter for identifying stowage or other requirements, it should include the number of industrial personnel combined with the number of passengers.

Chapter 8 – Life-saving appliances and arrangements

Section 8.3 – Personal life-saving appliances –

Suitable personal protective equipment (PPE), including lifejackets, should be carried for all personnel on board. Industrial Personnel are to have appropriate PPE including equipment suitable for personnel transfer at sea where they are expected to become engaged in such operations.

Immersion suits should be provided for all members of the crew. Immersion suits shall be provided for all non-crew personnel unless suitable PPE, designed to provide immersion protection, is provided and is carried on board by those personnel in accordance with agreed procedures. Any lifejackets, intended to be used together with immersion suits or PPE must be compatible and suitable for use.

Section 8.3.5.1 - It shall not be required to carry lifejackets suitable for children as referred to in that Section of the HSC Code.

Section 8.7.4 and 8.7.5 - Craft with operational freeboards of up to 2.8 metres, in the absence of a Marine Evacuation System (MES) fixed recessed disembarkation ladders may be accepted as equivalent. Such ladders should be designed based on a recognised International or European standard. The rungs or steps of portable ladders should be designed to minimise slipping (e.g. corrugated, knurled, dimpled or coated with skid resistant material) with the depth of the recess and rungs suitable for gloved hands and booted feet. Such arrangements for disembarkation must not be adversely affected by the angles of inclination following damage following any of the postulated damages referred to in Section 2.13 of the HSC Code.

Section 8.10.1. – An exception is permitted for craft of less than 30 metres in length from carrying a rescue boat as referred to Section 8.10.1.5, also subject to meeting the requirements of Section 8.10.1.5.1 to Section 8.10.1.5.3 and the following:

- (a) the arrangements to allow a helpless person to be recovered from the water shall include an efficient means to aid the recovery of such persons from the water with practical use of this means being demonstrated at initial and renewal surveys;
- (b) the provision of fixed and recessed overside ladders on each side of the craft (these may be the same as the ladders provided for Sections 8.7.4 and 8.7.5 referred to above); and
- (c) the crew being trained and practised in man overboard procedures.

Section 8.10.2 - Open reversible inflatable liferafts shall not be accepted.

Section 8.11 - Helicopter pick-up areas

On craft up to 300 Tons, the provision of a helicopter pick-up area need not be a permanent area, nor with a fixed or permanent marking. The arrangement is not subject to approval by the Administration (MCA). Craft should continue to follow best practice having regard to recommendations adopted by the IMO.

Chapter 12 – Electrical installations

Section 12.8.2.2 – Electrical Installations, Part C – Requirements for Cargo Craft

Where it can be demonstrated that a craft does not proceed in the course of their voyages more than four (4) hours at 90% of maximum speed from a place of refuge ashore when fully laden the requirements of 12.7.3 (Category A passenger craft) may be substituted instead of 12.7.4 for a cargo

craft.

Chapter 13 – Shipborne navigational systems and equipment and voyage date recorders

Section 13.10 - Night Vision Equipment

Night vision equipment need not be carried.

Section 13.14 – Sound reception system

On craft of less than 30 metres in length, the sound reception facilities need not be provided.

Chapter 15 – Operating compartment layout

Section 15.3 – Field of vision from the operating compartment

All docking, personnel, cargo, stores & fuel transfer activities should be visible to the helmsman.

Section 15.3.3 - On craft of less than 30 metres in length, the total arc of blind sectors from right ahead to 22.5° (22.5 degrees) abaft the beam on either side shall not exceed 30° (30 degrees). Free movement of a lookout in the operating compartment shall ensure that the requirements of section 15.3.2 are maintained.

Chapter 18 – Operating requirements

Section 18.3 and 1.2.1.3 – Manning, crew training and certification

Sections 18.3.1 and 18.3.2 - Crew members are to be qualified in accordance with the STCW Convention and two shall be trained in crowd control when carrying more than 12 persons other than crew members.

Sections 18.3.3 and 18.3.4 - A type rating training manual will document the procedure in accordance with the requirements and including the completion of a practical test on that route would be met. Contrary to the Administration endorsing each certificate, it shall be the responsibility of the shipowner in the form of a well-documented procedure that may be approved and be made available for inspection by officials of the flag and port States.