Typhoon Clipper - High Speed Craft Safety Certificate

HIGH-SPEED CRAFT SAFETY CERTIFICATE

This Certificate should be supplemented by a Record of Equipment

Issued under the provisions of the International Code of Safety for High Speed Craft, 2000 (Resolution MSC. 36(63)) under the Authority of the United Kingdom of Great Britain and Northern Ireland by the Meritime and Coastguard Agency an executive Agency of the Department for Transport

PARTICULARS OF CRAFT

Name of Craft	**TYPHOON CLIPPER**		
Manufacturer's model and hull number			
Port of Registy	**LONDON**		
Distinctive number or letters	MVLW4	IMO Number	9451771
Gross Tonnage	181.00	Sea Areas	
Category	Cat. A. Passenger Craft		
Craft Type	Catamaran		

Design waterline corresponding to a height of 0.120 m below the reference line at the longitudinal centre of flotation, and draughts the draught marks of 0.400 m forward and 1.400 m aft.

The upper edge of the reference line is _____ at _____ mm below uppermost deck at side / above the underside of keel at the longitudinal centre of flotation.

Date on which keel was laid or craft was at a similar stage of construction or on which a major conversion was commenced 1 August 2006

This is to certify:

1. That the above-mentioned craft has been duly surveyed in accordance with the applicable provisions of the International Code of Safety for High Speed Craft, 2000.
2. That the survey showed that the structure, equipment, fittings, radio station arrangements and materials of the craft and the condition thereof are in all respects satisfactory and that the craft complies with the relevant provisions of the Code.
3. That the life-saving appliances are provided for a total number of 000224 persons and no more as follows:

4 x man Open Reversible Inflatable Liferafts.

4. That, in accordance with 1.11 of the Code, the following equivalents have been granted in respect of the craft:

Paragraph	Equivalent Arrangements
7.13.3; 8.2.1.2; 8.10.1.4; 8.8; 8.2.3.2; 8.2.3.1;13.5.3; 13.2.6;	Paragraph cont: 14.5.1; 14.6.4; 14.7.1.4; 14.7.2; 14.7.1.6; 14.17. EQUIVALENT ARRANGEMENTS Vessel is HSC restricted to river use only. Refer to CM file for equivalent arrangements.

This certificate is valid until **04 October 2021** Completion date of the survey on which this Certificate is based **04 October 2016**

Date of **12 October 2016** Signed _____

(Signature of authorised official issuing certificate)

Issued at **ORPINGTON** Name _____

(Place of issue of the certificate)

Official Stamp

MCA Maritime & Coastguard Agency Survey and Inspection

Record of Equipment for High-Speed Craft Safety Certificate

This Record shall be permanently attached to the High-Speed Craft Safety Certificate

Record of Equipment for compliance with the International Code of Safety for High Speed Craft 2000

1. PARTICULARS OF CRAFT

Name of Craft	TYPHOON CLIPPER		
Manufacturer's model and hull number			
Port of Registry	LONDON		
Distinctive number or letters	MVLW4	IMO Number	9451771
Gross Tonnage	181.00	Sea Areas	

Number of passengers for which certified	220
Minimum numbers of persons with required qualifications to operate the radio	1

2. DETAILS OF LIFE-SAVING APPLIANCES

1	Total number of persons for which life-saving appliances are provided	224
2	Total number of lifeboats	None
2.1	Total number of persons accomodated by	
2.2	Number of partially enclosed lifeboats complying with Section 4.5 of the LSA Code	None
2.3	Number of totally enclosed lifeboats complying with Section 4.6 of the LSA Code	None
2.4	Other lifeboats	
2.4.1	Number	None
2.4.2	Type	
3	Number of rescue boats	None
3.1	Number of boats which are included in the total lifeboats shown above	
4	**Liferafts complying with Section 4.1 to 4.3 of the LSA Code for which suitable means of launching are provided**	
4.1	Number of liferafts	
4.2	Number of persons accomodated by them	

2. DETAILS OF LIFE-SAVING APPLIANCES (Cont.d)

5	**Open reversible liferafts (Annex 11 of the Code)**	
5.1	Number of liferafts	4
5.2	Number of persons accomodated by them	260
6	Number of Marine Evacuation System (MES)	None
6.1	Number of persons served by them	
7	Number of Lifebuoys	4
8	**Number of lifejackets**	
8.1	Number suitable for adults	224
8.2	Number suitable for children	22
9	**Immersion Suits**	
9.1	Total Number	None
9.2	Number of suits complying with the requirements for lifejackets	
10	**Number of anti-exposure suits**	
10.1	Total Number	None
10.2	Number of suits complying with the requirements for lifejackets	
11	**Radio installations used in life-saving appliances**	
11.1	Number of radar transponders	None
11.2	Number of two-way VHF radiotelephone	3

3. DETAILS OF NAVIGATIONAL SYSTEMS AND EQUIPMENT

		Actual Provision
1.1	Magnetic compass	PROVIDED
1.2	Transmitting Heading Device	NO
1.3	Gyro compass	NO
2	Speed and distance measuring device	PROVIDED
3	Echo sounding device	PROVIDED
4.1	9 GHz radar	PROVIDED
4.2	Second radar (3 GHz / 9 GHz radar) *	NO
4.3	Automatic radar plotting aid (ARPA) / Automatic tracking aid (ATA) *	NO
5	Receiver for a global navigational system / ~~terrestrial radio navigational system / other means of position fixing~~ *, **	PROVIDED

* Delete as appropriate, ** In cases of 'other means' they shall be specified

3. DETAILS OF NAVIGATIONAL SYSTEMS AND EQUIPMENT (Cont.d)

		Actual Provision
6.1	Rate of turn indicator	NO
6.2	Rudder angle indicator / Direction of steering thrust indicator*	PROVIDED
7.1	Nautical charts / Electronic chart display and information system (ECDIS) *	PROVIDED
7.2	Backup arrangements for ECDIS	NO
7.3	Nautical publications	PROVIDED
7.4	Backup arrangements for nautical publications	NO
8	Searchlight	PROVIDED
9	Daylight signalling lamp	NO
10	Night vision equipment	NO
11	Means to show the mode of the propulsion systems	PROVIDED
12	Automatic steering aid (automatic pilot)	NO
13	Radar reflector / Other means * **	NO
14	Sound reception system	NO
15	Automatic identification system (AIS)	PROVIDED
16	Voyage data recorder (VDR)	PROVIDED

4. DETAILS OF RADIO FACILITIES

1	**Primary Systems**	Actual Provision
1.1	VHF radio installation:	
1.1.1	DSC encoder	NO
1.1.2	DSC watch receiver	PROVIDED
1.1.3	Radiotelephony	PROVIDED
1.2	**MF radio installation:**	
1.2.1	DSC encoder	NO
1.2.2	DSC watch receiver	NO
1.2.3	Radiotelephony	NO

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4. DETAILS OF RADIO FACILITIES (Cont.d)

		Actual Provision
1.3	**MF/HF radio installation:**	
1.3.1	DSC encoder	NO
1.3.2	DSC watch receiver	NO
1.3.3	Radiotelephony	NO
1.3.4	Direct-printing radiotelegraphy	NO
1.4	Inmarsat ship earth station	NO
2	Secondary means of alerting	NO
3	**Facilities for reception of maritime safety information**	
3.1	NAVTEX receiver	NO
3.2	EGC receiver	NO
3.3	HF direct-printing radiotelegraph	NO
4	**Satellite EPIRB**	
4.1	COSPAS-SARSAT	NO
4.2	Inmarsat	NO
5	VHF EPIRB	NO
6	Ship's radar transponder	NO

METHODS USED TO ENSURE AVAILABILITY OF RADIO FACILITIES (paragraphs 14.15.6, 14.15.7 and 14.15.8 of the Code)

Duplication of Equipment	NO
Shore-based maintenance	YES
At-sea maintenance capability	NO

THIS IS TO CERTIFY that this Record is correct in all respects

Place **ORPINGTON** (Place of Issue of the Record)

Signed _____ (Signature of duly authorised official issuing the Record)

Date **12 October 2016**

Name _____

Official Stamp

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		Actual Provision
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Extract of Thames Clippers' SMS - manoverboard procedure

EMERGENCY PROCEDURES
MAN OVERBOARD

ACTION THE FOLLOWING

Release lifebuoy (light if required)
Press AIS lifebuoy Icon twice &VHF DSC button
Post lookout to maintain visual reference with man overboard.
Reduce speed and turn vessel (Propeller away from casualty)
Call London VTS, Pan Pan
Select CCTV
Manoeuvre vessel alongside casualty
Deploy MOB net or Ladder as required
Request ABM assistance if required to recover casualty
Give first Aid to casualty if required (Put out onboard call to passengers for a Doctor/Paramedic)
Inform London VTS of casualty recovery and status.
Identify suitable landing stage
Request ambulance attendance via VTS at landing stage

AIDE-MEMOIR

Number of Passengers on Board:	.....
Number of Crew:	.....
Vessel's Location:	.....
Nature of medical emergency:	.....
Inform: London VTS	VHF Channel 14
Inform Fleet Control	VHF P Zero
Inform *Designated Person*	[redacted]

Complete Incident Report (Witness, Photographic evidence)
Complete MAIB/PLA report as required

PLA Safety Bulletin 1/2017

Port of London - River Thames

SAFETY BULLETIN No.1 of 2017

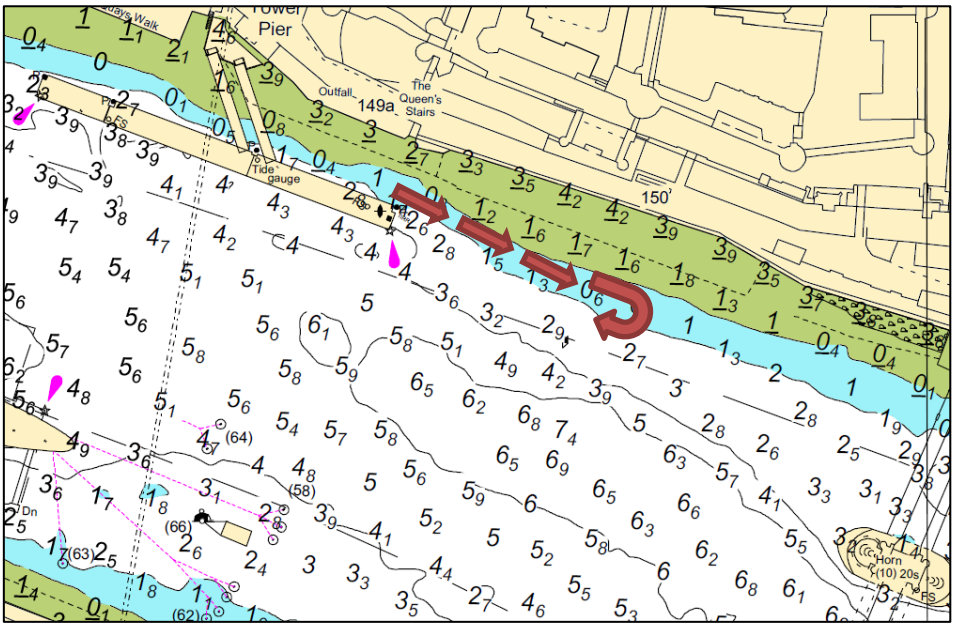
NAVIGATING IN CLOSE PROXIMITY TO PIERS, JETTIES AND OTHER RIVER STRUCTURES

Following recent incidents involving passenger vessels and small craft, the PLA has identified some safety issues, which are of relevance to Masters and Operators of vessels on the tidal Thames and especially those operating smaller vessels within central London.

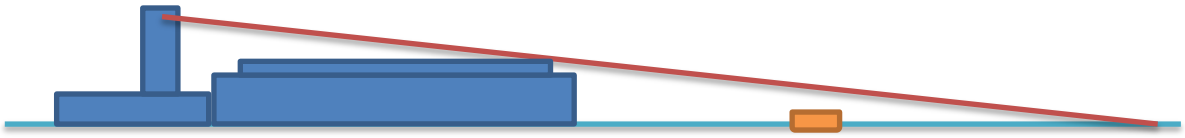
Small Vessel Movements

In the tidal Thames there are many structures that can result in smaller vessels being obscured and not being readily seen by larger craft. It is essential that Masters and Operators of small boats working in and around piers and jetties give due consideration to whether they can be seen by nearby vessels. When entering the fairway from an obstructed position, for example behind a pier, the Master must ensure it is clear and safe to proceed before joining the channel as well as giving consideration as to whether they are the give way vessel.

In this instance it is recommended that vessels navigate well clear of piers and jetties to a visible position before attempting to enter the fairway and should make use of sound signals, where necessary, to attract attention.



Masters of small vessels are also reminded that most passenger and freight vessels have blind spots close to the vessel where they are unable to see smaller vessels. Extra care should be taken by masters of small vessel when navigating in high traffic density areas and larger vessels should be given a wide berth, especially when they are moored against piers and jetties. **Remember – if you can't see the Master of the vessel he can't see you**



Large Vessel Movements

Larger vessels, such as passenger and freight vessels, alongside piers and jetties should also give consideration to the presence of small vessels navigating in the vicinity, and especially those that may be navigating from the inside of a pier or jetty before departing the berth. The tidal Thames is home to a wide variety of small commercial and recreational vessels and an effective lookout by all available means; including making use of the available crew, is essential when navigating on the Thames and especially when departing the busy central London Piers.

Use of Sound Signals

It should be noted that PLA Byelaws do not expressly require the sounding of 1 long blast when leaving a pier; however the COLREGs state vessels may utilise sound signals to attract attention where necessary. It is recommended that the effective use of sound signals, in compliance with the COLREGs, is taken into consideration when navigating on the tidal Thames and especially when navigating from an obscured position or in close proximity to larger vessels.