

Chapter 1

GENERAL COMMENTS AND REQUIREMENTS

1.1 General comments

This Code should be applied as a complete set of comprehensive requirements. It contains requirements for the design and construction of high-speed craft engaged on international voyages, the equipment which should be provided and the conditions for their operation and maintenance. The basic aim of the Code is to set levels of safety which are equivalent to those of conventional ships required by the International Convention for the Safety of Life at Sea, 1974, as amended, (SOLAS Convention) and International Convention on Load Lines, 1966 (Load Line Convention) by the application of constructional and equipment standards in conjunction with strict operational controls.

The essential element within the High Speed Craft (HSC) Code would permit any type of such a craft to be considered by UK and applying the provisions of the Code should produce an acceptable level of safety. While these craft cannot fully comply with the provisions of the International Conventions relating to passenger ships, they should demonstrate an ability to operate at an acceptable level of safety when engaged on a restricted voyage (route specific) under restricted operational weather conditions and with approved maintenance and supervision.

MSC CIRC.652 - APPLICATION OF THE 1966 LL CONVENTION TO HSC

1. Member Governments, in applying the 1966 LL Convention to high speed craft, are recommended to implement the following interim measures, until the 1966 LL Convention is amended to include relevant provisions for such craft:

- .1 to accept the necessary relaxation from the requirements for conditions of assignment of freeboard or any other requirement of the 1966 LL Convention, provided that the craft concerned comply with the provisions of the HSC Code;*
- .2 to issue to the craft concerned an International Load Line Exemption Certificate according to the provisions of articles 6(2) and 16(2) of the 1966 LL Convention; and*
- .3 to follow the exemption procedure provided by article 6 of the 1966 LL Convention.*

2. The Committee further agreed that, when an Administration communicates to the Organisation particulars of any exemption granted and reasons therefore, in accordance with the provisions of article 6(3) of the 1966 LL Convention, it will be sufficient, with respect to the reason stated, to refer to compliance of the craft concerned with the HSC Code.

EU DIRECTIVES

Community Craft are subject to a number of EU Directives as set out below.

EU Community Craft

A "Community Craft" is a craft for which safety certificates are issued by or on behalf of EU Member States under international conventions, but does not include a Member State administration's issuing certificates for craft at the request of a third country's administration.

EU Directive on Safety Rules and Standards for Passenger Ships (98/18/EC), as amended.

Refer to SI 2000 No.2687, Merchant Shipping (Passenger Ships on Domestic Voyages) Regulations 2000 and associated MSN 1747(M), which implement this Directive.

New and existing passenger ships and high-speed passenger craft when engaged on domestic voyages shall comply with EU Directive 98/18/EC as amended, which requires in Article 6.4 that high-speed passenger craft constructed or subject to repairs, alterations or modifications of a major character, on or after 1st January 1996 shall comply with the 1994 HSC Code. This is now interpreted to mean that high-speed passenger craft constructed or subject to repairs, alterations or modifications of a major character on or after 1 January 1996 and before 1 July 2002 shall comply with the 1994 HSC Code, and on or after 1st July 2002 shall comply with the 2000 HSC Code, since this is the substance of the amended SOLAS chapter X.

In the context of this Directive passenger craft operating in sea areas of EC Classes B, C or D (defined in Article 4), are not considered to be high-speed craft if they:

- have a displacement at the design waterline of less than 500m³, and
- have a maximum speed as defined in 1.4.37 of the 2000 HSC Code of less than 20 knots.

Such craft therefore must instead comply with the safety requirements of Annex 1 to this Directive.

EU Directive on Mandatory Surveys (1999/35/EC)

Refer to SI 2001 No. 152 Merchant Shipping (Mandatory Surveys for Ro-Ro Ferry and High Speed Passenger Craft) Regulations 2001, and associated MGN 171(M), which implement EU Directive 1999/35/EC, which specifies a regime of mandatory surveys applicable to high-speed craft.

EU Directive on Standards for Ship Inspection Organisations (94/57/EC)

This Directive sets out common rules and standards for ship inspection and survey organisations and for the relevant activities of marine administrations. Appendix B to these guidance instructions lists the recognised organisations notified by Member States pursuant to this Directive.

EU Directives on Port State Control (95/21/EC as amended by 2001/106/EC)

This Directive sets out measures for the enforcement, in respect of shipping using Community ports and sailing in waters under the jurisdiction of Member States, of international standards for ship safety, pollution prevention and shipboard living and working conditions (port State control).

EU Directive on Marine Equipment (96/98/EC) as amended

Certain equipment (as listed in Appendix A) when fitted to:

- a new Community craft whether or not the craft is situated within the Community at the time of construction; or
- an existing Community craft where such equipment was not previously carried on board

is required to be tested and marked in accordance with EU Directive 96/98/EC on Marine Equipment, as amended by 2002/75/EC.

EU Directive on Electromagnetic Compatibility (89/336/EEC)

Electrical and electronic equipment fitted to Community Craft that may either generate or be affected by electromagnetic disturbance shall meet the requirements of EC Directive 89/336/EEC, as amended. Equipment complying with this directive should have an EC mark or CE marking in accordance with EC Directives 89/336/EEC or 93/68/EEC, as amended.

1.2 General requirements

The application of the provisions of this Code are subject to the following general requirements:

The Code of Safety for High Speed Craft entered into force internationally on 1st January 1996. It shall apply in its entirety to HSC engaged on international voyages.

- .1 the Code will be applied in its entirety;
- .2 the management of the company operating the craft exercises strict control over its operation and maintenance, by a quality management system;

The philosophy of management and reduction of risk is complemented by detailed operating and maintenance instruction which are required to be carried on board and which must be agreed as part of the process for issuing the permit to operate. Refer to the International Safety Management (ISM) Code .

- .3 the management ensures that only persons qualified to operate the specific type of craft used on the intended route are employed;
- .4 the distances covered and the worst intended conditions in which operations are permitted will be restricted by the imposition of operational limits;
- .5 the craft will at all times be in reasonable proximity to a place of refuge;
- .6 adequate communications facilities, weather forecasts and maintenance facilities are available within the area of operation;

Refer to Chapter 13, 18 and Annex 2. In UK waters, the Met Office weather forecast (in particular, Significant Wave height) should be used as the base line.

- .7 in the intended area of operation there will be suitable rescue facilities readily available;

Refer to Annex 2, Para 1.3.5

- .8 areas of high fire risk such as machinery spaces and special category spaces are protected with fire-resistant materials and fire-extinguishing systems to ensure, as far as is practicable, containment and rapid extinguishing of fire;

- .9 efficient facilities are provided for the rapid and safe evacuation of all persons into survival craft;
- .10 that all passengers and crew are provided with seats;

Seats and settees on open deck, stools and other seats that do not comply with Annex 9 shall not be accepted as a seat accounted for total number of crew and passengers.

- .11 that no enclosed sleeping berths for passengers are provided;
- .12 where the Administration has made a comprehensive review of the adequacy of the fire safety measures and evacuation procedures for the crew accommodation, sleeping berths for crew may be permitted.

Enclosed sleeping berths for crew are generally not acceptable.

Where crew accommodation contains sleeping berths, the whole crew accommodation area, including any galleys or pantries for the use of crew, should comply with SOLAS Chapter II-2 requirements as if the vessel was not a high speed craft. This standard should also be applied to the boundaries between such crew accommodation and other parts of the ship. Exceptions are areas where the high speed craft requirements are more onerous. Any areas where fire resisting materials are proposed will be specially considered by Standards Branch, as will cases where the number of sleeping berths is small in proportion to the extent of crew accommodation.

1.3 Application

1.3.1 This Code applies to high speed craft which are engaged in international voyages.

This code applies to all UK registered high speed craft and craft operating in the UK waters which are built after 1 January 1996.

1.3.2 This Code applies to:

- .1 passenger craft which do not proceed in the course of their voyage more than four hours at operational speed from a place of refuge when fully laden; and
- .2 cargo craft of 500 tons gross tonnage and over which do not proceed in the course of their voyage more than 8 hours at operational speed from a place of refuge when fully laden.

A craft engaged on international voyages has to comply with the HSC Code in its entirety, other international requirements and in addition, satisfy the MCA that the craft is adequate for the intended operating envelope.

Craft engaged in domestic voyages, in the main, will be expected to comply with the HSC Code in its entirety. The extent to which the Code will be applied to individual craft will be established by MCA on a craft-by-craft basis.

1.3.3 This Code, unless expressly provided otherwise, does not apply to:

- .1 craft of war and troopcraft;
- .2 craft not propelled by mechanical means;
- .3 wooden craft of primitive build;
- .4 pleasure craft not engaged in trade; and
- .5 fishing craft.

1.3.4 This Code does not apply to craft solely navigating the Great Lakes of North America and the River St. Lawrence as far east as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island and, on the north side of Anticosti Island, the 63rd meridian.

1.3.5 The application of this Code should be verified by the Administration and be acceptable to the Governments of the States to which the craft will be operating.

1.4 Definitions

For the purpose of this Code, unless expressly provided otherwise, the terms used therein have the meanings defined in the following paragraphs. Additional definitions are given in the general parts of the various chapters.

1.4.1 "Administration" means the Government of the State whose flag the craft is entitled to fly.

1.4.2 "Air-cushion vehicle" (ACV) is a craft such that the whole or a significant part of its weight can be supported, whether at rest or in motion, by a continuously generated cushion of air dependent for its effectiveness on the proximity of the surface over which the craft operates.

1.4.3 "Auxiliary machinery spaces" are spaces containing internal combustion engines of power output up to and including 110 kW driving generators, sprinkler, drencher or fire pumps, bilge pumps, etc., oil filling stations, switchboards of aggregate capacity 800 kW or less, similar spaces and trunks to such spaces.

1.4.4 "Auxiliary machinery spaces having little or no fire risk" are spaces such as refrigerating, stabilising, ventilation and air conditioning machinery, switchboards of aggregate capacity 800 kW or less, similar spaces and trunks to such spaces.

1.4.5 "Base port" is a specific port identified in the route operational manual and provided with:

- .1 appropriate facilities providing continuous radio communications with the craft at all times while in ports and at sea;
- .2 means for obtaining a reliable weather forecast for the corresponding region and its due transmission to all craft in operation;
- .3 for a category A craft access to facilities provided with appropriate rescue and survival equipment; and
- .4 access to craft maintenance services with appropriate equipment.

1.4.6 "Base port State" means the State in which the base port is located.

1.4.7 "Breadth (B)" means breadth of the broadest part of the moulded watertight envelope of the rigid hull, excluding appendages, at or below the design waterline in the displacement mode with no lift or propulsion machinery active.

1.4.8 "Cargo craft" is any high speed craft other than passenger craft, and which is capable of maintaining the main functions and safety systems of unaffected spaces, after damage in any one compartment on board.

1.4.9 "Cargo spaces" are all spaces other than special category spaces used for cargo and trunks to such spaces.

1.4.10 "Category A craft" is any high speed passenger craft:

- .1 operating on a route where it has been demonstrated to the satisfaction of the flag and port States that there is a high probability that in the event of an evacuation at any point of the route, all passengers and crew can be rescued safely within the least of:
 - the time to prevent persons in survival craft from exposure causing hypothermia in the worst intended conditions,
 - the time appropriate with respect to environmental conditions and geographical features of the route, or
 - 4 hours; and
- .2 carrying not more than 450 passengers.

1.4.11 "Category B craft" is any high speed passenger craft other than a "Category A craft", with machinery and safety systems arranged such that, in the event of damage disabling any essential machinery and safety systems in one compartment, the craft retains the capability to navigate safely.

1.4.12 "Continuously manned control station" is a control station which is continuously manned by a responsible member of the crew while the craft is in normal service.

1.4.13 "Control stations" are those spaces in which the craft's radio or navigating equipment or the emergency source of power and emergency switchboard are located, or where the fire recording or fire control equipment is centralised, or where other functions essential to the safe operation of the craft such as propulsion control, public address, stabilisation systems, etc., are located.

1.4.14 "Convention" means the International Convention for the Safety of Life at Sea, 1974 as amended.

1.4.15 "Crew accommodation" are those spaces allocated for the use of the crew, and include cabins, sick bays, offices, lavatories, lounges and similar spaces.

1.4.16 "Critical design conditions" means the limiting specified conditions chosen for design purposes, which the craft should keep in displacement mode. Such conditions should be more severe than the "worst intended conditions" by a suitable margin to provide for adequate safety in survival condition.

1.4.17 "Design waterline" means the waterline corresponding to the maximum operational weight of the craft with no lift or propulsion machinery active and is limited by the requirements of chapters 2 and 3.

1.4.18 "Displacement mode" means the regime, whether at rest or in motion, where the weight of the craft is fully or predominantly supported by hydrostatic forces.

1.4.19 "Failure Mode and Effect Analysis (FMEA)" is an examination in accordance with annex 4 of the craft's system and equipment to determine whether any reasonably probable failure or improper operation can result in a hazardous or catastrophic effect.

1.4.20 "Flap" means an element formed as an integrated part of, or an extension of, a foil, used to adjust the hydrodynamic or aerodynamic lift of the foil.

1.4.21 "Flashpoint" means a flashpoint determined by a test using the closed cup apparatus referenced in the International Maritime Dangerous Goods (IMDG) Code.

1.4.22 "Foil" means a profiled plate or three dimensional construction at which hydrodynamic lift is generated when the craft is under way.

1.4.23 "Fully submerged foil" means a foil having no lift components piercing the surface of the water in the foil-borne mode.

1.4.24 "High Speed Craft" is a craft capable of maximum speed equal to or exceeding:

$$3.7 \nabla^{0.1667} \text{ m/s}$$

$$7.193 \nabla^{0.1667} \text{ kts}$$

where:

∇ = displacement corresponding to the design waterline (m³)

1.4.25 "Hydrofoil boat" is a craft which is supported above the water surface in non-displacement mode by hydrodynamic forces generated on foils.

1.4.26 "Length (L)" means the overall length of the underwater watertight envelope of the rigid hull excluding appendages, at or below the design waterline in the displacement mode with no lift or propulsion machinery active.

1.4.27 "Lightweight" is the displacement of the craft in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, passengers and crew and their effects.

1.4.28 "Machinery spaces" are spaces containing internal combustion engines with aggregate total power output of more than 110 kW, generators, oil fuel units, propulsion machinery, major electrical machinery and similar spaces and trunks to such spaces.

1.4.29 "Maximum operational weight" means the overall weight up to which operation in the intended mode is permitted by the Administration.

1.4.30 "Maximum speed" is the speed achieved at the maximum continuous propulsion power for which the craft is certified at maximum operational weight and in smooth water.

For passengers, Muster station shall be construed as Assembly station.

1.4.31 "Muster station" is an area where passengers can be gathered in the event of an emergency, given instructions and prepared to abandon the craft, if necessary. The passenger spaces may serve as muster stations if all passengers can be instructed there and prepared to abandon the craft.

1.4.32 "Non-displacement mode" means the normal operational regime of a craft when non-hydrostatic forces substantially or predominantly support the weight of the craft.

1.4.33 "Oil fuel unit" is the equipment used for the preparation of oil fuel for delivery to an oil-fired boiler, or equipment used for the preparation for delivery of heated oil to an internal combustion engine, and includes any oil pressure pumps, filters and heaters dealing with oil at a pressure of more than 0,18 N/mm².

1.4.34 "Open vehicle spaces" are spaces:

- .1 to which any passengers carried have access;
- .2 intended for carriage of motor vehicles with fuel in their tanks for their own propulsion; and
- .3 either open at both ends, or open at one end and provided with adequate natural ventilation effective over their entire length through permanent openings in the side plating or deckhead or from above.

1.4.35 "Operating compartment" means the enclosed area from which the navigation and control of the craft is exercised.

1.4.36 "Operating station" means a confined area of the operating compartment equipped with necessary means for navigation, manoeuvring and communication, and from where the functions of navigating, manoeuvring, communication, commanding, conning and lookout are carried out.

1.4.37 "Operational speed" is 90% of maximum speed.

1.4.38 "Organisation" means the International Maritime Organisation.

1.4.39 "Passenger" is every person other than:

- .1 the master and members of the crew or other persons employed or engaged in any capacity on board a craft on the business of that craft; and
- .2 a child under one year of age.

1.4.40 "Passenger craft" is a craft which carries more than twelve passengers.

1.4.41 "Place of refuge" is any naturally or artificially sheltered area which may be used as a shelter by a craft under conditions likely to endanger its safety.

1.4.42 "Public spaces" are those spaces allocated for the passengers and include bars, kiosks, smoke rooms, main seating areas, lounges, dining rooms, recreation rooms, lobbies, lavatories and similar permanently enclosed spaces allocated for passengers.

1.4.43 "Service spaces" are those enclosed spaces used for pantries containing food warming equipment but no cooking facilities with exposed heating surfaces, lockers, sales shops, storerooms and enclosed baggage rooms.

1.4.44 "Significant wave height" is the average height of the one third highest observed wave heights over a given period.

1.4.45 "Special Category Spaces" are those enclosed spaces intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion, into and from which such vehicles can be driven and to which passengers have access including spaces intended for the carriage of cargo vehicles.

1.4.46 "Surface effect ship" (SES) is an air-cushion vehicle whose cushion is totally or partially retained by permanently immersed hard structures.

1.4.47 "Transitional mode" means the regime between displacement and non-displacement modes.

1.4.48 "Worst intended conditions" means the specified environmental conditions within which the international operation of the craft is provided for in the certification of the craft. This should take into account parameters such as the worst conditions of wind force allowable, significant wave height (including unfavourable combinations of length and direction of waves), minimum air temperature, visibility and depth of water for safe operation and such other parameters as the Administration may require in considering the type of craft in the area of operation.

1.5 Surveys

1.5.1 Each craft should be subject to the surveys specified below:

- .1 an initial survey before the craft is put in service or before the certificate is issued for the first time;
- .2 a renewal survey at intervals specified by the Administration but not exceeding 5 years except where 1.8.5 or 1.8.10 is applicable.
- .3 a periodical survey within three months before or after each anniversary date of the certificate;
- .4 an additional survey as the occasion arises.

1.5.2 The surveys referred to in 1.5.1 should be carried out as follows:

- .1 the initial survey should include:
 - .1.1 an appraisal of the assumptions made and limitations proposed in relation to loadings, environment, speed and manoeuvrability;
 - .1.2 an appraisal of the data supporting the safety of the design obtained as appropriate from calculations, tests and trials;
 - .1.3 a failure mode and effect analysis as required by this Code;
 - .1.4 an investigation into the adequacy of the various manuals to be supplied with the craft; and
 - .1.5 a complete inspection of the structure, safety equipment, radio installations and other equipment, fittings, arrangements and materials to ensure that they comply with the requirements of the Code, are in satisfactory condition and are fit for the service for which the craft is intended;

- .2 the renewal and periodical surveys should include a complete inspection of the structure, including the outside of the craft's bottom and related items, safety equipment, radio installations and other equipment as referred to in 1.5.2.1 to ensure that they comply with the requirements of the Code, are in satisfactory condition and are fit for the service for which the craft is intended. The inspection of the craft's bottom should be conducted with the craft out of the water under suitable conditions for close-up examination of any damaged or problem areas; and
- .3 an additional survey, either general or partial according to the circumstances, should be made after a repair resulting from investigations prescribed in 1.7.3, or wherever any important repairs or renewals are made. The survey should be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory, and that the craft complies in all respects with the requirements of the Code.

1.5.3 The periodical surveys referred to in 1.5.1.3 should be endorsed on the High Speed Craft Safety Certificate.

1.5.4 The inspection and survey of the craft, so far as regards the enforcement of the provisions of the Code should be carried out by officers of the Administration. The Administration may, however, entrust the inspections and surveys either to surveyors nominated for the purpose or to organisations recognised by it.

1.5.5 An Administration nominating surveyors or recognising organisations to conduct inspections and surveys as set forth in 1.5.4 should as a minimum empower any nominated surveyor or recognised organisation to:

- .1 require repairs to a craft; and
- .2 carry out inspections and surveys if requested by the appropriate authorities of a port State.

The Administration should notify the Organisation of the specific responsibilities and conditions of the authority delegated to nominated surveyors or recognised organisations.

1.5.6 When an nominated surveyor or recognised organisation determines that the condition of the craft or its equipment does not correspond substantially with the particulars of the certificate or is such that the craft is not fit to operate without danger to the craft, or persons on board, such surveyor or organisation should immediately ensure that corrective action is taken and should in due course notify the Administration. If such corrective action is not taken the certificate should be withdrawn and the Administration should be notified immediately; and, if the craft is in an area under the jurisdiction of another Government, the appropriate authorities of the port State should be notified immediately. When an officer of the Administration, a nominated surveyor or

recognised organisation has notified the appropriate authorities of the port State, the Government of the port State concerned should give such officer, surveyor or organisation any necessary assistance to carry out their obligations under this section. When applicable, the Government of the port State concerned should ensure that the craft should not continue to operate until it can do so without danger to the craft or the persons on board.

1.5.7 In every case, the Administration should fully guarantee the completeness and efficiency of the inspection and survey, and should undertake to ensure the necessary arrangements to satisfy this obligation.

1.6 Approvals

1.6.1 The owner of a craft should accept the obligation to supply sufficient information to enable the Administration to fully assess the features of the design. It is strongly recommended that the owner and Administration, and where appropriate the port State or States commence discussions at the earliest possible stage so that the Administration may fully evaluate the design in determining what additional or alternative requirements should be applied to the craft, to achieve the required level of safety.

The Lead surveyor will need to be satisfied that the craft will adequately withstand its intended operating envelope. All equipment must be to the satisfaction of the Lead Surveyor, who will generally apply IMO, ISO or IEC Standards. Where required by legislation, particular items of equipment must be type approved.

The MCA will approve the manuals using the QA procedure MCA 290. When the Lead Surveyor is satisfied that a manual is acceptable, he will issue a letter to the operator and put an authorised statement on the first page of the manual, showing the number of pages and that no addition or amendment should be made without prior approval of the Agency.

1.7 Maintenance of conditions after survey

1.7.1 The condition of the craft and its equipment should be maintained to conform with the provisions of this Code to ensure that the craft in all respects will remain fit to operate without danger to the craft or the persons on board.

1.7.2 After any survey of the craft under section 1.5 has been completed, no change should be made to structure, equipment, fittings, arrangements and materials covered by the surveyor, without the sanction of the Administration.

1.7.3 Whenever an accident occurs to a craft or a defect is discovered, either of which affects the safety of the craft or the efficiency or completeness of structure, equipment, fittings, arrangements and materials, the person in charge or owner of the craft should report at the earliest opportunity to the Administration, the nominated surveyor or recognised organisation responsible, who should cause investigations to be initiated to determine whether a survey, as required by section 1.5, is necessary. If the craft is in an area under the

jurisdiction of another Government, the person in charge or the owner should also report immediately to the appropriate authorities of the port State and the nominated surveyor or recognised organisation should ascertain that such a report has been made.

1.8 High Speed Craft Safety Certificate

1.8.1 A certificate called a High Speed Craft Safety Certificate is issued after completion of an initial or renewal survey to a craft which complies with the requirements of the Code. The Certificate should be issued or endorsed either by the Administration or by any person or organisation recognised by it. In every case, that Administration assumes full responsibility for the certificate.

Where a survey of a UK craft meets the requirement of this code in its entirety, the Lead Surveyor will issue a High Speed Craft Safety Certificate in accordance with this section.

In case of a HSC engaged on sheltered domestic voyages which cannot comply fully with the requirements of this code, the Lead Surveyor will issue a United Kingdom High Speed Craft Safety Certificate.

A United Kingdom High Speed Craft Safety Certificate will be of the same period as a High Speed Craft Safety Certificate which will be valid for 5 years, subject to satisfactory annual surveys. MCA Lead surveyor will undertake renewal surveys and the re-issue or endorsement of certificates on a full cost recovery fees basis.

1.8.2 A Contracting Government to the Convention may, at the request of the Administration, cause a craft to be surveyed and, if satisfied that the requirements of the Code are complied with, should issue or authorise the issue of a certificate to the craft and, where appropriate, endorse or authorise the endorsement of a certificate on the craft in accordance with the Code. Any certificate so issued should contain a statement to the effect that it has been issued at the request of the Government of the State the flag of which the craft is entitled to fly, and it should have the same force and receive the same recognition as a certificate issued under 1.8.1.

1.8.3 The certificate should be that the model given in the annex 1 to the Code. If the language used is neither English nor French, the text should include a translation into one of these languages.

1.8.4 The High Speed Craft Safety Certificate should be issued for a period specified by the Administration which should not exceed five years.

1.8.5 Notwithstanding the requirements of 1.8.4, when the renewal survey is completed within three months before the expiry date of the existing certificate, the new certificate should be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate.

1.8.6 When the renewal survey is completed after the expiry date of the existing certificate, the new certificate should be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate.

1.8.7 When the renewal survey is completed more than three months before the expiry date of the existing certificate, the new certificate should be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.

1.8.8 If a certificate is issued for a period of less than five years, the Administration may extend the validity of the certificate beyond the expiry date to the maximum period specified in 1.8.4, provided that the surveys when a certificate is issued for a period of five years are carried out.

1.8.9 If a renewal survey has been completed and a new certificate cannot be issued or placed on board the craft before the expiry date of the existing certificate, the person or organisation authorised by the Administration may endorse the existing certificate and such a certificate should be accepted as valid for a further period which should not exceed 5 months from the expiry date.

1.8.10 If a craft at the time when a certificate expires is not in the place in which it is to be surveyed, the Administration may extend the period of validity of the certificate but this extension should be granted only for the purpose of allowing the craft to proceed to the place in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so. No certificate should be extended for a period longer than one month, and a craft to which an extension is granted would not, on its arrival in the place in which it is to be surveyed, be entitled by virtue of such extension to leave that place without having a new certificate. When the renewal survey is completed, the new certificate should be valid to a date not exceeding five years from the date of expiry of the existing certificate before the extension was granted.

1.8.11 In special circumstances, as determined by the Administration, a new certificate need not be dated from the date of expiry of the existing certificate as required by 1.8.6 or 1.8.10. In these circumstances, the new certificate should be valid to a date not exceeding five years from the date of completion of the renewal survey.

1.8.12 If a periodical survey is completed before the period specified in section 1.5 then:

- .1 the anniversary date shown on the relevant certificate should be amended by endorsement to a date which should not be more than three months later than the date on which the survey was completed;
- .2 the subsequent periodical survey required by section 1.5 should be completed at the intervals prescribed by 1.5 using the new anniversary date; and

- .3 the expiry date may remain unchanged provided one or more periodical surveys, are carried out so that the maximum intervals between the surveys prescribed by 1.5.1.3 are not exceeded;

1.8.13 A certificate issued under 1.8.1 or 1.8.2 should cease to be valid in any of the following cases:

- .1 if the relevant surveys are not completed with the periods specified in 1.5.1;
- .2 if the certificate is not endorsed in accordance with 1.5.3;
- .3 upon transfer of the craft to the flag of another State. A new certificate should only be issued when the Government issuing the new certificate is fully satisfied that the craft is in compliance with the requirements of 1.7.1 and 1.7.2. In the case of a transfer between Governments that are Contracting Governments to the Convention if requested within three months after the transfer has taken place, the Government of the State whose flag the craft was formerly entitled to fly should, as soon as possible, transmit to the Administration a copy of the certificate carried by the craft before the transfer and, if available, copies of the relevant survey reports.

1.8.14 The privileges of the Code may not be claimed in favour of any craft unless it holds a valid certificate.

1.9 Permit to Operate High Speed Craft

1.9.1 The craft should not operate commercially unless a Permit to Operate High Speed Craft is issued and valid in addition to the High Speed Craft Safety Certificate. Transit voyage without passengers or cargo may be undertaken without the Permit to Operate High Speed Craft.

1.9.2 The Permit to Operate High Speed Craft is issued by the Administration to certify compliance to paragraphs 1.2.2 to 1.2.7 and stipulate conditions of the operation of the craft and drawn up on the basis of the information contained in the route operational manual specified in chapter 18 of this Code.

To operate commercially, all high speed craft (HSC) must have a Permit to Operate (POHSC), setting out the safety limitations and conditions imposed on their operation. HQ will continue to ensure consistency across Marine Offices by reviewing the draft POHSC and its supporting documentation before it is issued in final form by the local Marine Office.

Each HSC must be issued with a Permit to Operate High Speed Craft (POHSC), stipulating operating conditions. This is drawn up on the basis of the information contained in the Route Operational Manual and the Type Rating Certificates for the operating crew. The management and reduction of risk is complemented by detailed operating and maintenance manuals, which must be carried on board and agreed as part of the POHSC process.

1.9.3 Before issuing the Permit to Operate, the Administration should consult with each port State to obtain details of any operational conditions associated with operation of the craft in that State. Any such conditions imposed should be shown by the Administration on the Permit to Operate and included in the route operational manual.

UK craft, the POHSC is issued by the Lead surveyor to certify compliance with the general requirements of the HSC Code and, specifically, that the requirements of paragraphs 1.2.2 to 1.2.11 and 18.1.3 of the HSC Code have been met.

Before a POHSC can be issued, the following documents should be submitted by owners or operators to the MCA's relevant Lead Surveyor:

- a) High Speed Craft Safety Certificate **or**, Dynamically Supported Craft Safety Certificate;
- b) copies of the Craft's Manuals (see table in General Guidance;
- c) each Port State : evidence that relevant Port States have been consulted.
- d) each Harbour Authority : a statement from the relevant Harbour Authorities in each port of call to confirm that the port authorities have agreed with the port arrangements made by the operators (eg. Noise pollution, Air Pollution, Customs, wash from the craft within the port limit, berthing, schedules, safety arrangements at terminals, etc);
- e) a statement from the Chief Operations Officer (COO) of HM Coastguard that they are satisfied that arrangements are in place to deal with reasonable, foreseeable emergencies, and Search and Rescue. The local Coastguard rescue co-ordination centre (MRCC/SC) would require a controlled copy of the Company Emergency Procedures manuals; and,

Non-UK craft

The POHSC is issued by the Flag State. The Lead Surveyor in the relevant Marine Office must be fully consulted about the operational conditions and the consultation with each Port State, each Port Authority and Coastguard. The craft's owners or operators must coordinate all documentation and liaise with the Lead Surveyor. The Lead surveyor will issue a statement (in the format attached; Annex 2.1) on behalf of the UK (as the Port State) to certify compliance with the requirements. The owner should be advised that a copy of this statement should be kept on board with the POHSC and be available to MCA surveyors during inspection and/or ISM/SMC Audits.

1.9.4 A port State may inspect the craft and audit its documentation for the sole purpose of verifying its compliance with the matters certified by and conditions associated with the Permit to Operate. Where deficiencies are shown

by such an audit, the Permit to Operate ceases to be valid until such deficiencies are corrected or otherwise resolved.

The MCA may also be asked to issue a POHSC for a craft operating in UK waters on behalf of another Flag State Administration. The Lead Surveyor will then issue the POHSC as for a UK flag craft.

1.9.5 The provisions of 1.8 should apply to the issue, and the period of validity of the Permit to Operate High Speed Craft.

A POHSC will be valid for a period not exceeding 12 months, subject to the parallel validity of the HSC Safety Certificate. A permit shall be re-issued for any amendment and after the validity period has expired. Any amendments or renewal of the permit should follow the same procedure as above.

1.9.6 The Permit to Operate High Speed Craft should be that of the model given in annex 2 to this Code. If the language used is neither English nor French, the text should include a translation into one of these languages.

1.10 Control

1.10.1 The provisions of regulation I/19 of the Convention should be applied to include the Permit to Operate High Speed Craft in addition to the certificate issued under 1.8.

1.11 Equivalents

1.11.1 Where this Code requires that a particular fitting, material, appliance or apparatus, or type thereof, should be fitted or carried in a craft, or that any particular provision should be made, the Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in the craft, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by this Code.

1.11.2 Where compliance with any of the requirements of this Code would be impractical for the particular designs of the craft, the Administration may substitute those with alternative requirements provided that equivalent safety is achieved. The Administration which allows any such substitution should communicate to the Organisation Particulars of these substitutions and the reasons therefore, which the Organisation should circulate to its Member Governments for their information.

MCA will consider alternative provisions and equipment which offer a demonstrated equivalent level of safety, as required by the HSC Code. All agreed exemptions and equivalents for craft engaged on international voyages would be reported to IMO.

All equivalents and alternative provisions should be agreed with the Agency in advance. In case of existing craft, all equipment, equivalents and alternatives agreed/accepted by the previous Flag State or Classification Societies must be presented by the operator, to MCA for approval.

1.12 Information to be made available

1.12.1 The Administration should ensure that the management of the company operating the craft has provided the craft with adequate information and guidance in the form of manuals to enable the craft to be operated and maintained safely. These manuals should include a route operational manual, craft operating manual, maintenance manual and servicing schedule. Such information should be updated as necessary.

1.12.2 The manuals should contain at least the information specified in Chapter 18, and should be in a language understood by the crew. Where this language is not English, a translation into English should be provided of at least the route operational manual and the craft operating manual.

1.13 Further developments

1.13.1 It is recognised that there is much ongoing research and development in the design of high speed craft and that new types may emerge which have different geometry to that envisaged during the formulation of this Code. It is important that this Code does not restrict this progress and the development of new designs.

1.13.2 A design may be produced which cannot comply with the provisions of this Code. In such a case the Administration should determine the extent to which the provisions of the Code are applicable to the design and, if necessary, develop additional or alternative requirements to provide an equivalent level of safety for the craft.

1.13.3 The foregoing should be considered by the Administration when assessing the granting of equivalents under the Code.

1.14 Circulation of safety information

1.14.1 In the event that an Administration has cause to investigate an accident involving a craft to which this Code applies, that Administration should provide a copy of the official report to the Organisation, which will invite Member States to note the existence of the report, and to obtain a copy.

1.14.2 In the event that operational experience reveals structural or equipment failures affecting the safety of a design, craft owners should inform the Administration.

1.15 Review of the Code

1.15.1 The Code should be reviewed by the Organisation at intervals preferably not exceeding four years to consider revision of existing requirements to take account of new developments in design and technology.

1.15.2 Where a new development in design and technology has been found acceptable to an Administration, that Administration may submit particulars of such development to the Organisation for consideration for incorporation into the Code during periodical review.