

CHAPTER 18

OPERATIONAL REQUIREMENTS

PART A - GENERAL

18.1 Craft operational control

18.1.1 The High-Speed Craft Safety Certificate, the Permit to Operate High-Speed Craft or certified copies thereof, and copies of the route operational manual, craft operating manual, and a copy of such elements of the maintenance manual as the Administration may require shall be carried on board.

Before issuing a Permit to Operate, please refer to Annex 2, and paragraphs 1.9.7 and Annex 12 and associated Guidelines developed by the International Maritime Organization, see MSC.1/Circ.1329. Guidelines for uniform operating limitations of high-speed craft.

Posting of certificate

Refer to 1.8.1 which states: "On all craft, all certificates issued under this chapter, or certified copies thereof, shall be carried on the craft. Except where the flag State is a Party to the 1988 SOLAS Protocol, a copy of each of these certificates shall be posted up in a prominent and accessible place in the craft."

18.1.2 The craft shall not be intentionally operated outside the worst intended conditions and limitations specified in the Permit to Operate High-Speed Craft, in the High-Speed Craft Safety Certificate, or in documents referred to therein*.

The "worst intended conditions" (defined in 1.4.61) and the operational limitations given in the Permit to Operate are a function of many aspects of the craft operation. Refer to Annex 12 and associated Guidelines developed by the Organization, see MSC.1/Circ.1329.

The Permit to Operate should show the operational limitations which specify the maximum significant wave height (and other parameters such as wind force if appropriate), within which the craft may operate. Other limitations may also be imposed, for example in relation to the generation of hazardous wash waves.

While significant wave height is usually the limiting factor as regards operation on route, safe manoeuvring in port is usually limited by wind speed.

The significant wave height quoted on the vessels permit to operate may differ from that specified on the vessels Stockholm Agreement Document of Compliance 2 certificate (only appropriate if the vessel is a Ro-Ro). The Stockholm analysis is a design statistical reference and delimits an operational area. Because of its statistical nature it is not intended to restrict any individual voyage. The Stockholm Agreement is applied to all UK passenger Ro-Ro ships, including all HSC Ro-Ro vessels, by S.I. 2004 No. 2884 the Merchant Shipping (Ro-Ro Passenger Ships) (Stability) Regulations, and MSN 1790 (M) agreement concerning specific stability requirements for Ro-Ro passenger ships undertaking regular scheduled international voyages between or to or from designated ports on north west Europe and the Baltic Sea, as amended.

** Refer to S.I. 2002 No.1473 and the MCA's SOLAS Chapter V Publication regulation 34. "The owner, the charterer, the company operating the ship as defined in regulation IX/1, or any other person shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master's professional judgement, is necessary for safety of life at sea and protection of the marine environment"..*

Whilst the MCA can accept a voyage being completed at a reduced speed if worse weather than that predicted or permitted is encountered during the passage, a voyage is not permitted to begin in those conditions.

18.1.3 The Administration shall issue a Permit to Operate High-Speed Craft when it is satisfied that the operator has made adequate provisions from the point of view of safety generally, including the following matters specifically, and shall revoke the Permit to Operate if such provisions are not maintained to its satisfaction:

- .1 the suitability of the craft for the service intended, having regard to the safety limitations and information contained in the route operational manual;

All High-Speed Craft Operating in UK Waters

Operational criteria of the POHSC will include consideration of the effects of wake wash on other vessels and the shoreline. Operators of HSC in UK waters are therefore required to submit:

- *a full Risk Assessment of the Passage Plan with respect to the effects of wake wash and*
- *identification of any areas likely to be affected by wake wash and any subsequent action taken to reduce it*

See Appendix D for guidance.

The risk assessment is intended to be a live document and should be updated as necessary. Refer to 18.3.2 for training aspects relating to wash and wake for the type rating certificates of the master and all deck officers having an operational role.

See Annex 2 for further details, including caveat on paragraph 6.1 of MSC.1/Circ.1329 Guidelines for uniform operating limitations of high-speed craft.

All High-Speed Craft Operating in UK Waters

Owners and operators should be advised that prior to entry into UK service, craft of a design previously unused on UK service, or developments of an existing design used on UK service should be demonstrated to the satisfaction of an MCA surveyor in a sea trial or series of sea trials. These should take place in sea conditions with a measured significant wave height (using a locally deployed Waverider Buoy) within 10% of the desired operational maximum significant wave height.

Wave heights predicted by weather forecast methods are unacceptable in this instance. The trials should include (but not be restricted to) maximum service speed operation over a series of straight courses at 45 degree intervals through 360 degrees, crash stops from full speed, astern operation at manoeuvring speed, and high speed turns. The trials are principally intended to demonstrate habitability, passenger safety, noise levels, ease of operation and safety and security of vehicles carried as cargo. For the trials the craft should be floating at or near design full load draught and trim.

See Annex 2 for further details, including caveat on paragraph 6.1 of MSC.1/Circ.1329 Guidelines for uniform operating limitations of high-speed craft.

- .2 the suitability of the operating conditions in the route operational manual;
- .3 the arrangements for obtaining weather information on the basis of which the commencement of a voyage may be authorized;
- .4 provision in the area of operation of a base port having functions and facilities in accordance with the requirements of this Code;
- .5 the designation of the person responsible for decisions to cancel or delay a particular voyage, e.g. in the light of the weather information available;
- .6 sufficient crew complement required for operating the craft, deploying and manning survival craft, the supervision of passengers, vehicles and cargo in both normal and emergency conditions as defined in the Permit to Operate. The crew complement shall be such that two officers are on duty in the operating compartment when the craft is under way, one of whom may be the master;
- .7 crew qualifications and training, including competence in relation to the particular type of craft and service intended, and their instructions in regard to safe operational procedures;

See .10 for guidance.

- .8 restrictions with regard to working hours, rostering of crews and any other arrangements to prevent fatigue, including adequate rest periods;
- .9 the training of crew in craft operation and emergency procedures;

See .10 for guidance.

- .10 the maintenance of crew competence in regard to operation and emergency procedures;

Fire party personnel should attend an approved fire fighting course as part of the type rating procedure and have a valid certificate.

In the vessels emergency procedures manual there should be a procedure following CO₂ discharge for gas freeing the space.

- .11 safety arrangements at terminals and compliance with any existing safety arrangements, as appropriate;
- .12 traffic control arrangements and compliance with any existing traffic control, as appropriate;
- .13 restrictions and/or provisions relating to position fixing and to operation by night or in restricted visibility, including the use of radar and/or other electronic aids to navigation, as appropriate;
- .14 additional equipment which may be required, due to the specific characteristics of the service intended, for example, night operation;

- .15 communication arrangements between craft, coast radio stations, base ports radio stations, emergency services and other ships, including radio frequencies to be used and watch to be kept;
- .16 the keeping of records to enable the Administration to verify:
 - .16.1 that the craft is operated within the specified parameters,
 - .16.2 the observance of emergency and safety drills/procedures;
 - .16.3 the hours worked by the operating crew;

Reference should be made to MSN 1767(M) Hours of Work, Safe Manning and Watchkeeping Revised Provisions from 7 September 2002 and S.I. 2002 No. 2125 The Merchant Shipping (Hours of Work) Regulations 2002, as amended.

- .16.4 the number of passengers on board;
- .16.5 compliance with any law to which the craft is subject;
- .16.6 craft operations; and
- .16.7 maintenance of the craft and its machinery in accordance with approved schedules;
- .17 arrangements to ensure that equipment is maintained in compliance with the Administration's requirements, and to ensure co-ordination of information as to the serviceability of the craft and equipment between the operating and maintenance elements of the operator's organization;
- .18 the existence and use of adequate instructions regarding:
 - .18.1 loading of the craft so that weight and centre of gravity limitations can be effectively observed and cargo is, when necessary, adequately secured;
 - .18.2 the provision of adequate fuel reserves;
 - .18.3 action in the event of reasonable foreseeable emergencies; and
- .19 provision of contingency plans by operators for foreseeable incidents including all land-based activities for each scenario. The plans shall provide operating crews with information regarding search and rescue (SAR) authorities and local administrations and organizations which may complement the tasks undertaken by crews with the equipment available to them.*

* Refer to the IMO Search and Rescue Manual (IAMSAR), adopted by the Organization by resolution A.439(XI), and Use of radar transponders for search and rescue purposes, adopted by resolution A.530(13).

Note that Res. A.439(XI) is now replaced by A.894(21).

18.1.4 The Administration shall determine the maximum allowable distance from a base port or place of refuge after assessing the provisions made under 18.1.3.

18.1.5 The master shall ensure that an effective system of supervision and reporting of the closing and opening of accesses referred to in 2.2.4.2 and 2.2.4.3 is implemented.

18.2 Craft documentation

The company shall ensure that the craft is provided with adequate information and guidance in the form of technical manual(s) to enable the craft to be operated and maintained safely. The technical manual(s) shall consist of a route operational manual, craft operating manual, training manual, maintenance manual and servicing schedule. Arrangements shall be made for such information to be updated as necessary.

The Lead Surveyor should assess the adequacy of the information and guidance in all the above manuals before issuing the High-Speed Craft Safety Certificate or the Permit to Operate.

The MCA will approve the manuals using the QA procedure MCA 292. 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.

The Risk Assessment of the Passage Plan and passage planning with relation to stranding must be route specific and therefore there is automatically a link here to the Route Operational Manual.

18.2.1 Craft operating manual

The craft operating manual shall contain at least the following information:

- .1 leading particulars of the craft;
- .2 description of the craft and its equipment;
- .3 procedures for checking the integrity of buoyancy compartments;
- .4 details arising from compliance with the requirements of chapter 2 likely to be of direct practical use to the crew in an emergency;
- .5 damage control procedures (e.g., information in a damage control plan required by regulation II-1/23 or II-1/25-8.2 of the Convention, as appropriate);
- .6 description and operation of machinery systems;

Also refer to .1, .7 and .11. A piping and instrument diagram should also be included in the operating manuals. E.g. when starting fire pumps and drenchers/sprinkler pumps then the number of generators required should be given for guidance.

- .7 description and operation of auxiliary systems;
- .8 description and operation of remote control and warning systems;
- .9 description and operation of electrical equipment;
- .10 loading procedures and limitations, including maximum operational weight, centre of gravity position and distribution of load, including any cargo or car

securing arrangement and procedures depending on operational restrictions or damaged conditions. Such arrangement and procedures shall not be included as a separate Cargo Securing Manual as required by chapter VI of the Convention;

To avoid unnecessary duplication the cargo securing manual for high-speed craft should form part of the high speed craft operating manual and shall comply with S.I. 1999 No. 336 the Merchant Shipping (Carriage of Cargo) Regulations 1999. The operating manual contents page should be marked and stamped by the MCA;

“Pages x to y of this manual constitute the craft’s Cargo Securing Manual as required by SOLAS regulation VI/5.6.”, or, if the craft is to carry dangerous goods, then the sentence should end “SOLAS regulations VI/5.6 and VII/6.6”.

For approval of the cargo securing manual, please refer to “Instructions to Surveyors on the Carriage of Cargoes, Volume 1 - The carriage of packaged cargoes and cargo units (including containers and vehicles)” includes a section for high speed craft and it deals with all matters relating to cargo, including securing.

For port State control purposes it is considered that there are no objections to the cargo securing manual being incorporated in the operating manual or standing alone.

All the appropriate information relevant to the cargo and its stowage and securing to be prepared in advance by the craft operators according to the guidance in MGN 107(M) The Merchant Shipping (Carriage of Cargoes) Regulations 1999.

The following cargo should be secured before departure:

- 1. trucks, trailers, caravans and any other road vehicles which weigh more than 3.5t;*
- 2. any vehicle supported at three points only; (ie. two road wheels and a jockey).*
- 3. any vehicle with a high centre of gravity; and*
- 4. cars which are stowed athwartships or on a ramp.*

Refer also to MSN 1445 - Roll-on/Roll-off Ships – Stowage and Securing of Vehicles – Code of Practice.

- .11 description and operation of fire-detection and fire-extinguishing equipment;
- .12 drawings indicating the structural fire protection arrangements;
- .13 description and operation of radio equipment and navigational aids;
- .14 information regarding the handling of the craft as determined in accordance with chapter 17;
- .15 maximum permissible towing speeds and towing loads, where applicable;
- .16 procedure for dry-docking or lifting, including limitations;
- .17 in particular, the manual shall provide information, in clearly defined chapters, relating to:

- .17.1 indication of emergency situations or malfunctions jeopardizing safety, required actions to be taken and any consequential restrictions on operation of the craft or its machinery;
- .17.2 evacuation procedures;
- .17.3 the worst intended conditions;
- .17.4 limiting values of all machinery parameters requiring compliance for safe operation.

In regard to information on machinery or system failures, data shall take into account the results of any FMEA reports developed during the craft design.

Refer to the requirements of annex 4, particularly paragraphs 3.1 and 16.

18.2.2 Route operational manual

The route operational manual shall include at least the following information:

- .1 evacuation procedures;
- .2 operating limitations, including the worst intended conditions;
- .3 procedures for operation of the craft within the limitations of .2;
- .4 the elements of applicable contingency plans for primary and secondary rescue assistance in the case of foreseeable incidents, including land-based arrangements and activities for each incident;
- .5 arrangements for obtaining weather information;
- .6 identification of the "base port(s)";
- .7 identification of the person responsible for decisions to cancel or delay voyages;
- .8 identification of crew complement, functions and qualifications;
- .9 restrictions on working hours of crew;
- .10 safety arrangements at terminals;
- .11 traffic control arrangements and limitations, as appropriate;
- .12 specific route conditions or requirements relating to position fixing, operations by night and in restricted visibility, including the use of radar or other electronic aids to navigation; and
- .13 communication arrangements between craft, coast radio stations, base ports radio stations, emergency services and other ships, including radio frequencies to be used and watch to be kept.

18.2.3 Training manual

All requests for MCA approval of the training manual or programmes required by this chapter should be handled locally, under the guidance of MCA Headquarters if necessary.

The training manual, which may comprise several volumes, shall contain instructions and information, in easily understood terms, illustrated wherever possible, on evacuation, fire and damage control appliances and systems and on the best methods of survival. Any part of such information may be provided in the form of audio-visual aids in lieu of the manual. Where appropriate, the contents of the training manual may be included in the craft operating manual. The following shall be explained in detail:

- .1 donning lifejackets and immersion suits, as appropriate;
- .2 muster at the assigned stations;
- .3 boarding, launching and clearing the survival craft and rescue boats;
- .4 method of launching from within the survival craft;
- .5 release from launching appliances;
- .6 methods and use of devices for protection in launching areas, where appropriate;
- .7 illumination in launching areas;
- .8 use of all survival equipment;
- .9 use of all detection equipment;
- .10 with the assistance of illustrations, the use of radio life-saving appliances;
- .11 use of drogues;
- .12 use of engine and accessories;
- .13 recovery of survival craft and rescue boats, including stowage and securing;
- .14 hazards of exposure and the need for warm clothing;
- .15 best use of the survival craft facilities in order to survive;
- .16 methods of retrieval, including the use of helicopter rescue gear (slings, baskets, stretchers), breeches-buoy and shore life-saving apparatus and craft's line-throwing apparatus;
- .17 all other functions contained in the muster list and emergency instructions;
- .18 instructions for emergency repair of the life-saving appliances;
- .19 instructions in the use of fire protection and fire-extinguishing appliances and systems;
- .20 guidelines for use of firefighter's outfit in a fire, if fitted;

- .21 use of alarms and communications associated with fire safety;
- .22 methods for surveying damage;
- .23 use of damage control appliances and systems, including operation of watertight doors and bilge pumps; and
- .24 for passenger craft, control of and communication with passengers in an emergency.

18.2.4 Maintenance and servicing manual/system

The craft maintenance and servicing manual/system shall contain as a minimum:

- .1 detailed, illustrated description of all craft structure, machinery installations and all installed equipment and systems required for safe operation of the craft;
- .2 specifications and quantities of all replenishable fluids and of structural materials which may be required for repairs;
- .3 operational limitations of machinery in terms of values of parameters, vibration and consumption of replenished fluids;
- .4 limitations of wear of structure or machinery components, including lives of components requiring calendar or operating time replacement;
- .5 detailed description of procedures, including any safety precautions to be taken or special equipment required, to remove and install main and auxiliary machinery, transmissions, propulsion and lift devices and flexible structure components;
- .6 test procedures to be followed subsequent to replacement of machinery or system components or for malfunction diagnosis;
- .7 procedure for lifting or dry-docking the craft, including any weight or attitude limitations;
- .8 procedure for weighing the craft and establishing the position of longitudinal centre of gravity (LCG);
- .9 where craft may be dismantled for transportation, instructions shall be provided for dismantling, transport and re-assembly;
- .10 a servicing schedule, included in the maintenance manual or published separately, detailing the routine servicing and maintenance operations required to maintain the operational safety of the craft and its machinery and systems.

18.2.5 Information on passengers

Refer to S.I. 1999 No. 1869 The Merchant Shipping (Counting and Registration of Persons on Board Passenger Ships) Regulations 1999, and the associated MSN 1794(M).

18.2.5.1 All persons on board passenger craft shall be counted prior to departure.

18.2.5.2 Details of persons who have declared a need for special care or assistance in emergency situations shall be recorded and communicated to the master prior to departure.

18.2.5.3 The names and gender of all persons on board, distinguished between adults, children and infants shall be recorded for search and rescue purposes.

18.2.5.4 The information required by 18.2.5.1, 18.2.5.2 and 18.2.5.3 shall be kept ashore and made readily available to search and rescue services when needed.

18.2.5.5 The Administration may exempt from the requirements of 18.2.5.3 passenger craft operating on voyages having a duration of 2 h or less between each port of call.

18.3 Training and qualifications

18.3.1 The level of competence and the training considered necessary in respect of the master and each crew member shall be laid down and demonstrated in the light of the following guidelines to the satisfaction of the company in respect of the particular type and model of craft concerned and the service intended. More than one crew member shall be trained to perform all essential operational tasks in both normal and emergency situations.

18.3.2 The Administration shall specify an appropriate period of operational training for the master and each member of the crew and, if necessary, the periods at which appropriate retraining shall be carried out.

The Master and all officers having an operational role should hold a Route and Craft specific Type Rating Certificate issued on behalf of the MCA (for UK Flag vessels), and all other crew members should complete type rating training before being employed on a craft - refer to MSN 1740(M) Training and Certification of Officers and Crew on High Speed Craft and MGN 26(M) High Speed Craft Training – Further Guidance on Course Approval and Certification.

Training In Wash And Wake

The master of the vessel and all deck officers having an operational role should also have undertaken training relating to the wash generated by high speed craft as part of their Type Rating Certificate. The master should fully understand the actions and possible impact of inappropriately operating at speed in shallow water; of operating at a course and speed different from the approved risk assessment of the passage plan; the possible hazards of turning; and operating under asymmetric powering. Refer to Appendix D for wash and wake guidance, and guidance under 18.1.3, 18.6.1 and 18.8. This training applies equally to non UK flagged vessels operating on UK service.

Training in Fire fighting and CO₂ Discharge.

Reference should be made to the guidance under 18.1.3.10 of the Code.

18.3.3 The Administration shall issue a type rating certificate to the master and all officers having an operational role following an appropriate period of operational/simulator training and on the conclusion of an examination including practical test commensurate with the operational tasks on board the particular type and model of craft concerned and the route followed. The type rating training shall cover at least the following items:

- .1 knowledge of all on-board propulsion and control systems, including communication and navigational equipment, steering, electrical, hydraulic and pneumatic systems and bilge and fire pumping;
- .2 the failure mode of the control, steering and propulsion systems and proper response to such failures;
- .3 handling characteristics of the craft and the limiting operational conditions;
- .4 bridge communication and navigation procedures;
- .5 intact and damage stability and survivability of the craft in damage condition;
- .6 location and use of the craft's life-saving appliances, including survival craft equipment;
- .7 location and use of escapes in the craft and the evacuation of passengers;
- .8 location and use of fire protection and fire-extinguishing appliances and systems in the event of fire on board;
- .9 location and use of damage control appliances and systems, including operation of watertight doors and bilge pumps;
- .10 cargo and vehicle stowage and securing systems;
- .11 methods for control of and communication with passengers in an emergency; and
- .12 location and use of all other items listed in the training manual.

18.3.4 The type rating certificate for a particular type and model of craft should only be valid for service on the route to be followed when it is so endorsed by the Administration following the completion of a practical test over that route.

18.3.5 The type rating certificate shall be re-validated every two years and the Administration shall lay down the procedures for re-validation.

18.3.6 All crew members shall receive instructions and training, as specified in 18.3.3.6 to 18.3.3.12.

18.3.7 The Administration shall specify standards of physical fitness and frequency of medical examinations, having regard to the route and craft concerned.

18.3.8 The Administration of the country in which the craft is to operate, if other than the flag State, shall be satisfied with the training, experience and qualifications of the master and each crew member. A valid certificate of competency or a valid license appropriately endorsed, in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping (STCW), 1978, as amended, held by the master or crew member, shall be acceptable as evidence of satisfactory training and qualification to the Administration of the country in which the craft is to operate.

Refer to the STCW 1995 amendments to the 1978 Convention.

18.4 Manning of survival craft and supervision

The company and the master shall ensure that:

- .1 a sufficient number of trained persons are on board for mustering and assisting untrained persons;
- .2 a sufficient number of crew members, who may be deck officers or certificated persons, are on board for operating the survival craft, rescue boats and launching arrangements required for abandonment by the total number of persons on board;

Three trained crew members should be available for each rescue boat provided in accordance with Chapter 8 of the HSC Code. One crew member to steer, two to recover persons from the water and to provide extra ballast to maintain trim when towing liferafts. Refer to MGN 78 (M+F) Launching crews for lifeboats, rescue boats, class C boats, inflatable boats and other boats.

- .3 a deck officer or certificated person is placed in charge of each survival craft to be used recognizing, however, that the Administration, having due regard to the nature of the voyage, the number of persons on board and the characteristics of the craft, may permit a deck officer, certificated person or persons practised in the handling and operation of liferafts to be placed in charge of each liferaft or group of liferafts;

A group of liferafts are only considered here as those which are part of an MES unit.

- .4 the person in charge of survival craft has a list of the survival craft crew and sees that those crew members are acquainted with their duties;
- .5 every rescue boat and lifeboat has a person assigned who is capable of operating the engine and carrying out minor adjustments; and
- .6 the persons referred to in .1 to .3 are equitably distributed among the craft's survival craft.

18.5 Emergency instructions and drills

There should be a contingency of a designated facility for administering first aid. This need not be a dedicated area. The ISM document should refer to managing cases of illness or medical emergency on board and identify the designated first aid facility.

Refer to MSC/Circ.1042 List of contents of the "emergency medical kit / bag" and medical consideration for its use on ro-ro passenger ships.

18.5.1 The company shall ensure that the emergency instructions and drills referred to in 18.5.1 to 18.5.10 are implemented, and the master shall be responsible for the enforcement of these instructions and drills on board. On or before departure, passengers shall be instructed in the use of lifejackets and the action to be taken in an emergency. The attention of the passengers shall be drawn to the emergency instructions required by 8.4.1 and 8.4.3.

18.5.2 Emergency fire and evacuation drills for the crew shall be held on board the craft at intervals not exceeding one week for passenger craft and one month for cargo craft.

18.5.3 Each member of each crew shall participate in at least one evacuation, fire and damage control drill per month.

18.5.4 On-board drills shall, as far as practicable, be conducted to simulate an actual emergency. Such simulations shall include instruction and operation of the craft's evacuation, fire and damage control appliances and systems.

18.5.5 On-board instruction and operation of the craft's evacuation, fire and damage control appliances and systems shall include appropriate cross-training of crew members.

18.5.6 Emergency instructions including a general diagram of the craft showing the location of all exits, routes of evacuation, assigned assembly stations, emergency equipment, life-saving equipment and appliances and illustration of lifejacket donning shall be available to each passenger and crew member in appropriate languages. It shall be placed near each passenger and crew seat and conspicuously displayed at assembly stations and other passenger spaces.

18.5.7 Records

18.5.7.1 The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances and on-board training shall be recorded in such log-book as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry shall be made in the log-book stating the circumstances and the extent of the muster, drill or training session held. A copy of such information shall be forwarded to the operator's management.

18.5.7.2 The master shall ensure, before the craft leaves the berth on any voyage, that a record is made of the time of the last closing of the accesses referred to 2.2.4.2 and 2.2.4.3.

18.5.8 Evacuation drills

18.5.8.1 Evacuation drill scenarios shall vary each week so that different emergency conditions are simulated.

18.5.8.2 Each evacuation craft drill shall include:

- .1 summoning of crew to assembly stations with the alarm required by 8.2.2.2 and ensuring that they are made aware of the order to abandon craft specified in the muster list;
- .2 reporting to stations and preparing for the duties described in the muster list;
- .3 checking that crew are suitably dressed;
- .4 checking that lifejackets are correctly donned;
- .5 operation of davits if any used for launching liferafts;
- .6 donning of immersion suits or thermal protective clothing by appropriate crew members;
- .7 testing of emergency lighting for mustering and abandonment; and
- .8 giving instructions in the use of the craft's life-saving appliances and in survival at sea.

18.5.8.3 Rescue boat drill

- .1 As far as is reasonable and practicable, rescue boats shall be launched each month as part of the evacuation drill, with their assigned crew aboard, and manoeuvred in the water. In all cases this requirement shall be complied with at least once every three months.
- .2 If rescue boat launching drills are carried out with the craft making headway, such drills shall, because of the dangers involved, be practised in sheltered waters only and under the supervision of an officer experienced in such drills.*

* Refer to the Guidelines on training for the purpose of launching lifeboats and rescue boats from ships making headway through the water, adopted by the Organization by resolution A.624(15).

Note that A624(15) was revoked by IMO Res. A.921(22) entitled "Assembly resolutions superseded by the 1995 amendments to the 1978 STCW Convention".

Also refer to MSN 1722(M+F) Guidelines for Training Crews for the Purpose of Launching Lifeboats and Rescue Boats from Ships Making Headway through the Water.

18.5.8.4 Individual instructions may cover different parts of the craft's life-saving system, but all the craft's life-saving equipment and appliances shall be covered within any period of one month on passenger craft and two months on cargo craft. Each member of the crew shall be given instructions which shall include but not necessarily be limited to:

- .1 operation and use of the craft's inflatable liferafts;
- .2 problems of hypothermia, first-aid treatment of hypothermia and other appropriate first-aid procedures; and
- .3 special instructions necessary for use of the craft's life-saving appliances in severe weather and severe sea conditions.

18.5.8.5 On-board training in the use of davit-launched liferafts shall take place at intervals of not more than four months on every craft fitted with such appliances. Whenever practicable, this shall include the inflation and lowering of a liferaft. This liferaft may be a special liferaft intended for training purposes only, which is not part of the craft's life-saving equipment. Such a special liferaft shall be conspicuously marked.

18.5.9 Fire drills

18.5.9.1 Fire drill scenarios shall vary each week so that emergency conditions are simulated for different craft compartments.

18.5.9.2 Each fire drill shall include:

- .1 summoning of crew to fire stations;
- .2 reporting to stations and preparing for the duties described in the muster list;
- .3 donning of firefighter's outfits;
- .4 operation of fire doors and fire dampers;

- .5 operation of fire pumps and fire-fighting equipment;
- .6 operation of communication equipment, emergency signals and general alarm;
- .7 operation of fire-detection system; and
- .8 instruction in the use of the craft's fire-fighting equipment and sprinkler and drencher systems, if fitted.

18.5.10 Damage control drills

18.5.10.1 Damage control drill scenarios shall vary each week so that emergency conditions are simulated for different damage conditions.

18.5.10.2 Each damage control drill shall include:

- .1 summoning of crew to damage control stations;
- .2 reporting to stations and preparing for the duties described in the muster list;
- .3 operation of watertight doors and other watertight closures;
- .4 operation of bilge pumps and testing of bilge alarms and automatic bilge pump starting systems; and
- .5 instruction in damage survey, use of the craft damage control systems and passenger control in the event of an emergency.

PART B - REQUIREMENTS FOR PASSENGER CRAFT

18.6 Type rating training

18.6.1 The company shall ensure that the type rating training is implemented. For all crew members, the type rating training shall cover the control and evacuation of passengers additionally to 18.3.5.

Refer to MSN 1740(M) Training and Certification of Officers and Crew on High Speed Craft, S.I. 1997 No. 348 the Merchant Shipping (Training and Certification) Regulations 1997, as amended, S.I. 2002 No.2055 The Merchant Shipping (Medical Examination) Regulations 2002, and MGN 26(M) – High Speed Craft Training – Further Guidance on Course Approval and Certification.

Refer to guidance notes under 18.3.2 for information about the wash and wake training required for HSC Masters and all officers having an operational role to maintain their Type Rating Certificates.

18.6.2 When a craft carries cargoes, the craft shall comply with the requirements of part C of this chapter in addition to this part.

18.7 Emergency instructions and drills

The company shall ensure that the emergency instructions are implemented, and the master shall be responsible for communicating the provisions of the emergency instructions to passengers upon boarding.

PART C - REQUIREMENTS FOR CARGO CRAFT

18.8 Type rating training

The company shall ensure that type rating training is implemented as provided in 18.3. For all crew members, the type rating training shall cover knowledge of cargo and vehicles storage area securement systems.

Refer to MSN 1740(M) Training and Certification of Officers and Crew on High Speed Craft, the Merchant Shipping (Training and Certification) Regulations 1997, S.I. 1997 No. 348 as amended, S.I. 2002 No.2055 The Merchant Shipping (Medical Examination) Regulations 2002, and MGN 26(M) – High Speed Craft Training – Further Guidance on Course Approval and Certification.

Refer to guidance notes under 18.3.2 for information about the wash and wake training required for HSC Masters and all officers having an operational role to maintain their Type Rating Certificates.