

## ANNEX 2

### FORM OF PERMIT TO OPERATE HIGH-SPEED CRAFT

A copy of POHSC form (**MSF 1511**) for 2000 HSC Code vessels is attached to this annex.

POHSC form (**MSF 1502**), which is not reproduced here, is POHSC applicable to 1994 HSC Code vessels. This is the same form as used for DSC craft.

#### 1. ISSUING A POHSC FOR A UK FLAG CRAFT

The POHSC is issued by the Lead Surveyor (a flowchart is attached) to certify compliance with the general requirements of the 2000 HSC Code and, specifically, that the requirements of paragraphs 1.2.2 to 1.2.11 and 18.1.3 of the 2000 HSC Code have been met.

A 1994 HSC Code Permit to Operate is still to be issued to 1994 HSC Code vessels. This also applies to the Safety Certificate.

Although there are considerable differences between the requirements of the DSC and HSC Codes, the operational criteria are identical. The operational procedures, requirements and conditions for existing craft should therefore be the same as for new craft.

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

- (a) HSCSC - High Speed Craft Safety Certificate - for craft built to the HSC Code;  
**or**, Safety Certificate for craft built to the Dynamically Supported Craft Code;
- (b) copies of the craft's manuals (see table in General Guidance before Preamble);
- (c) evidence that port States have been consulted.
- (d) a statement from the 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 a Regional Director (who will be able to form an opinion based on advice from the Area Operations Manager Survey and the Coastal Safety Manager) 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) would require a controlled copy of the company emergency procedures manuals;

Refer to MSN 1783(M) (or any subsequent amendment) – Arrangements for the Carriage of Agreed Search and Rescue Plans Aboard UK Passenger Vessels and S.I. 1998 No. 1692.

and,

- (f) a request from the operator or owner with the appropriate fees.

*In determining the worst intended conditions and the operational limitations on all craft built post 1 July 2008 (and those entering service in UK waters after this date) for insertion in the Permit to Operate, consideration should be given to all the parameters listed in annex 12 of the Code. The limitations assigned should be those that enable compliance with all of these factors. For guidelines see MSC.1/Circ.1329 Guidelines for uniform operating limitations of high-speed craft. The extrapolation of satisfactory sea trials (for Chapter 17) have been agreed by IMO in this guidance document however the MCA strongly believe that this is an inappropriate method and will not allow vessels to operate in UK waters that have undergone this extrapolation to achieve their limiting significant wave height. Refer to MCA Headquarters for further details.*

*MCA Vessel Policy Branch 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.*

## **2. ISSUING A POHSC FOR A FOREIGN FLAG 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 procedure is as above except that MCA will not issue the POHSC. Instead, the Lead Surveyor will issue statement (in the format attached) 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.*

*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.*

## **3. ALL HIGH-SPEED CRAFT OPERATING IN UK WATERS**

*In view of the severity of the consequences of grounding at high-speed (see below), the Route Operational Manual should be informally examined by the MCA surveyor to identify whether sufficient measures have been incorporated to minimise the risk of such an event. Where appropriate additional risk control measures could be added to the POHSC for critical parts of the route(s), for example:*

- (a) reduction in speed,*
- (b) presence of two navigators at the control position,*
- (c) a minimum planned distance off grounding hazards.*

*This examination is not intended to require any further document to be prepared by the operators.*

*Refer to SLF 47/INF.7 and MCA Research Project 501 on High Speed Craft Raking Damage which showed that there is between an 85% and 93% probability that the extent of bottom damage considered in 2.6.8 of the 2000 HSC Code will be exceeded in the event of a high-speed grounding. Furthermore MCA Research Project 504 on High Speed Craft MCA Incident Database Analysis revealed that serious grounding or stranding incidents most frequently happen in poor visibility, in fog, at night or in heavy weather. For an overview of this work refer to the Final Report on MCA Research Project 505.*

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

- a risk assessment of the passage plan(s) with respect to the effects of wash, and*
- identification of any areas likely to be affected by wash and any subsequent action taken to reduce it*

*Refer to Appendix D. Training and Type Rating issues with respect to wake wash are addressed in 18.3.2.*

#### **4. VALIDITY AND CANCELLATION**

*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. If all the conditions are unchanged, renewal should be no more than a paper exercise. In cases of renewal or change of operational area, when all the operating conditions remain within a similar envelope, an advisory note should be sent to MCA Vessel Policy Branch from the Lead Surveyor.*

**FLOWCHART FOR ISSUING OR AMENDING  
PERMIT TO OPERATE FOR HIGH SPEED CRAFT**

