



Maritime &
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Agency



The High-Speed Offshore Service Craft Code



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A Code of Practice applicable to High-Speed Offshore Service Craft of up to 500GT that carry more than 12 industrial personnel but no more than 60 persons in total.

Merchant Shipping (High Speed Offshore Service Craft) Regulations 2021, the International Code of Safety for High-Speed Craft (2000) and The Merchant Shipping (Survey and Certification Regulations) 2015 as amended.

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Safer Lives, Safer Ships, Cleaner Seas

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Introduction

- 1 The UK has the largest installed capacity of offshore wind, with around 10GW currently in operation off our coasts. The Government's commitment made in October 2020 towards net zero emissions by 2050 was in support for more green energy and its growing wind farm industry. It is important for the Maritime and Coastguard Agency to collaborate and guide the industry where needed as they operate within the marine environment, and this will enhance both safety and operational needs.
- 2 Over a long period of time, numerous new designs of marine vessels have been developed and have been in service. While these do not fully comply with the provisions of the international conventions relating to conventional ships built of steel, they have demonstrated an ability to operate at an equivalent level of safety when engaged on specific voyages under restricted operational conditions.
- 3 This Code has been developed in cooperation with industry, adopting the principles of the Special Purpose Ships (SPS) Code published by the International Maritime Organization (IMO) and Section 9 of Marine Guidance Note MGN 515 for "Walk to Work" type operations, taking into consideration the particular characteristics of transporting and transferring trained and fit personnel at sea, to offshore renewable energy installations.
- 4 The applicable United Kingdom (UK) Regulations on which certification is based are the Merchant Shipping (High Speed Offshore Service Craft) Regulations 2021 ("the Regulations") and the International Code of Safety for High-Speed Craft (2000), as amended unless otherwise specified and the Merchant Shipping (Survey and Certification Regulations) 2015 as amended. This Code applies to such vessels in commercial use.
- 5 With the approved certified equivalence from the Secretary of State (SOS) under HSC Regulations 2004 or 2021 Regulations the UK legislation takes precedence over any requirement in SOLAS or in the [International] HSC Code.
- 6 The standards in this Code have been developed to provide levels of safety for personnel, ship construction, equipment and operation, equivalent to those of SOLAS, whilst facilitating operations with the required number of persons onboard. The standards should be applied as far as reasonable and practical, giving due regard to the specific abilities of the personnel being carried and recognising that the craft are of less than 500 Gross Tons.
- 7 Defining *Industrial Personnel*, based on the development of similar standards at the IMO and discussions on technical standards and regulations for "Offshore Service Vessels" between Maritime Administrations around the North Sea, is key to certification for this type of craft.
- 8 The Code of Safe Working Practices for Merchant Seafarers 2019 is an example of best practice and can be read in conjunction with this code for advice on for example Personal Protective Equipment (PPE) and night vision equipment to name but two elements. <https://www.gov.uk/government/publications/code-of-safe-working-practices-for-merchant-seafarers-2019>

1 General

- 1.1 **High Speed Offshore Service Craft** of up to 500 **tons** must follow the requirements and framework of the **HSC Code** for cargo craft, unless expressly stated otherwise in this **Code**.
- 1.2 Craft are to be designed, constructed, and maintained in compliance with the standards of a UK accepted **Recognised Organisation** appropriate for cargo craft under the **HSC Code**.
- 1.3 Where compliance with any of the requirements of this **Code** would be impractical for the particular designs of the craft, the Secretary of State may substitute those with alternative requirements provided that equivalent safety is achieved.
- 1.4 The requirement of regulation 7 of SI 2004 No. 302 as amended, for a risk assessment with reference to wash is not required for certification under this **Code**.
- 1.5 Unless expressly provided otherwise in this **Code**:
 - the requirements;
 - the definitions; and
 - the numbered sections that are referred to in Section 9, are those specified in or applied by the **High Speed Craft Code**.
- 1.6 A craft whenever built, which is converted to be an **offshore service craft**, must be treated as an **offshore service craft** constructed on the date on which such a conversion commenced. Any craft which are certified under this **Code** for the first time must be considered a new craft.
- 1.7 This **Code** addresses only the principal variations with respect to the **HSC Code**. All other UK and international regulations including load line, environmental protection, health and safety at work, employment law, the International Regulations for the Prevention of Collisions at Sea etc. continue to apply to craft certified under this **Code**.
- 1.8 The words craft, ship, vessel, or boat are used synonymously throughout.
- 1.9 The enabling regulations provide for, from time to time, any document amending the **Code** which is considered relevant to be specified by the Secretary of State in a **Merchant Shipping Notice**.
- 1.10 The organisations that contributed to the development of The High Speed Offshore Service Craft Code are listed below. The **Code** will be reviewed at regular intervals in consultation with the Industry Working Group.

The Workboat Association
MCA Recognised Organisations.
- 1.11 In addition to regular stakeholder engagement there is also a statutory requirement to undertake a post-implementation review of the Regulations to ensure they remain fit for purpose.

2 Definitions

*In this Code, where a term is printed in **bold**, it shall be used in its defined sense. Where a term is not printed in bold and that term is defined within this section, it shall be used in its defined sense. The use of a term in its defined sense may also be used in other forms of the word and shall refer to the original defined term. All other terms and words are used in the sense ordinarily understood in nautical or general use in English.*

“*Administration*” means the Government of the State whose flag the ship is entitled to fly.

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

“*Certificate*” means the certificate appropriate to a vessel to which the **Code** is applied which the Merchant Shipping (High Speed Offshore Service Craft) Regulations 2021 (SI 2021 No. xxxx), as amended, require to have been issued.

“*Code*” means this Code of Practice unless another Code is specified;

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

“*High-speed craft*” is as defined in the **High-Speed Craft Code 2008**.

“*High-Speed Craft (HSC) Code*” means the IMO International Code of Safety for High-Speed Craft 2008, as amended,

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

“*IMDG Code*” means the IMO International Maritime Dangerous Goods Code, for the transport of dangerous goods and marine pollutants in packaged form by sea;

“*IMO*” means the International Maritime Organisation;

“*Industrial personnel*” means all persons other than the crew or **passengers**, onboard for transport or accommodation as defined in the Merchant Shipping (High Speed Offshore Service Craft) Regulations 2021, as amended;

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

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

- (a) 96% of the total length on a waterline of at 85% of the least moulded depth measured from the top of the keel; or
- (b) the length from the foreside of the stem to the axis of the rudder stock on that waterline.

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

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

“*Maritime Labour Convention, (MLC)*” means the Maritime Labour Convention 2006 which came into force for the United Kingdom on 7 August 2014, setting out the minimum working and living rights for seafarers and are applicable to HSOSC;

“*Merchant Shipping Notices (MSN)*” and “*Marine Guidance Notes (MGN)*” means a Note described as such and issued by the MCA, and reference to a specific Merchant Shipping Notice or Marine Guidance Note includes reference to any MSN or MGN amending or replacing that Note which is considered by the Secretary of State to be relevant from time to time;

“*Offshore service craft*” means a vessel which is used to convey **Industrial Personnel**.

“*Passenger*” is every person other than:

- (i) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship;
- (ii) any **industrial personnel**; and
- (ii) a child under one year of age.

“*Permit to Operate*” means the permit to operate issued by the MCA for each HSOSC which shall be valid for a maximum of five years and shall set out any safety related operating restrictions.

“*Personal Protective Equipment*” or “*PPE*” means the requirements and provisions for personal equipment in The Merchant Shipping and Fishing Vessels (Personal Protective Equipment) Regulations 1999, S.I. No. 2205, (see also MSN 1870 amendment 1 (M+F));

“*Recognised Organisation*” means those Recognised Organisations referred to under in **Merchant Shipping Notice 1672 (M+F)**;

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

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

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

“*Workboat Code*”, means “The Workboat Code - The Safety of Small Workboats & Pilot Boats - A Code of Practice (as amended)” published by the **Maritime and Coastguard Agency** for vessels of up to 24 metres **load line length**.

3 Application and Interpretation

3.1 Application

3.1.1 This **Code** applies to **HSOSC** which:

- is either a United Kingdom **high speed craft** or any other **high-speed craft** in United Kingdom waters,
- is operating —

at sea, or in Category A, B, C or D waters,

is of less than 500 **tons**,

is engaged in an operation to transport the following persons from one place to another, including any part of that operation where they are not on board —

at least one **industrial personnel**, and

no more than 12 persons who are not **industrial personnel** or the master or crew,

is not, during that operation, carrying more than 60 persons on board at any point in time, whoever those persons are.

3.1.2 It is the responsibility of the owner/master to ensure that a vessel is properly maintained, examined, certified, and manned in accordance with the **Code**.

3.1.3 Where the Merchant Shipping (High Speed Offshore Service Craft) Regulations 2021 (SI 2021 No. xxxx), under which this **Code** is applied, state that “any provision of the Code which is expressed in the conditional (i.e. “should”, “must”) shall be a requirement”. Where the phrase “less than” is used in this **Code**, this is intended to mean “less than but not including” and “not more than” is intended to include the number quoted.

3.2 Interpretation of the Code

3.2.1 Where a question of application of the **Code** arises, the vessel owner/operator/master shall in the first instance seek clarification from the **Recognised Organisation**.

3.2.2 In situations where clarification is not possible, the **Recognised Organisation** shall request in writing an interpretation from the **Administration** who may consult with others as deemed appropriate.

3.3 Equivalent Standards

3.3.1 When the **Code** requires that a particular piece of equipment or machinery should be provided or carried in a vessel or that any particular provision should be made, to a specified standard, the **Administration** may permit any other piece of equipment or machinery to be provided or carried, or any other provision to be made, provided the **Administration** is satisfied by trials or otherwise that the alternative is at least as effective as that required by the **Code**.

3.3.2 Where an owner/master wishes to use an equivalent means of compliance to the **Code**, that should be applied for formally to the **Administration**, via the **Recognised Organisation**, using the appropriate documentation. All equivalencies that have been agreed by the **Administration** should be recorded on the survey report form, and a copy of the agreement should be kept by the **Recognised Organisation** on the vessel file.

3.4 Carriage of Additional Equipment

3.4.1 Equipment on board which is expected to be relied on in situations affecting safety or pollution prevention must be in an operational condition. If such equipment is inoperative and is in excess of the equipment required by this **Code** it should either be repaired, removed or, if removal is not practicable, clearly marked as inoperative and secured.

4 Industrial Personnel Requirements

- 4.1 Before commencing any voyage, it must be ensured by the Master that any **Industrial Personnel**:
- 1 are engaged and on board for transport for the purposes of offshore industrial activities;
 - 2 are able bodied and meet appropriate medical standards;
 - 3 have received basic safety training, according to relevant industry standards;
 - 4 have an understanding of the layout of the ship and the handling of the ship's safety equipment before departure from port (e.g., through a safety briefing); and
 - 5 are equipped with appropriate **PPE** suitable for the risks to safety such personnel are likely to experience on the forthcoming voyage (e.g., immersion suits).
 - 6 declare any quantities of dangerous goods carried onboard as personal effects, and that these are stowed as appropriate.
- 4.2 **Industrial Personnel** that do not meet all the requirements of 4.1 may be transported as **passengers**, subject to an overall limit of 12 **passengers** being carried within the total number of persons on board.

5 Operational Requirements

- 5.1 As stated in the **Permit to Operate** the maximum number of persons onboard overall is limited to a maximum of 60, of which up to 12 may be **passengers**. In all cases this must be subject to meeting the requirements for ease of evacuation from all public and crew spaces in the **HSC Code** Section 4.7 and the evacuation times in the **HSC Code** Section 4.8.
- 5.2 The owner, master and/or Managing Agents will be responsible for ensuring that the craft does not carry more than the maximum number of persons on board (**crew, passengers, and industrial personnel**) as stated in the craft's **Permit to Operate**, as stated in the Merchant Shipping (High Speed Offshore Service Craft) Regulations 2021 (SI 2021 No. xxxx).
- 5.3 The Owner/Managing Agents or master of the ship, as appropriate, shall ensure that the ship is maintained and operated in accordance with the requirements of this **Code** and is suitable for the purpose intended, having regard to its area of operation.
- 5.4 No persons under 16 years of age may be carried and anyone under the age of 18 years shall be subject to a risk assessment under the Requirements of the **Maritime Labour Convention** 2014 (Regulation 2014/1613 as amended).
- 5.5 The use of sleeping berths on board a **HSOSC** by **Industrial Personnel** and **Passengers** is not permitted.
- 5.6 Failure to comply with the **Code** may result in enforcement action being taken as permitted by Regulation 7 of the Merchant Shipping (High Speed Offshore Service Craft) Regulations 2021 and The Merchant Shipping (Survey and Certification) Regulations 2015 which carries a penalty upon summary conviction of a fine not exceeding the statutory maximum and/or on indictment, by imprisonment for a term not exceeding two years, or both a fine and imprisonment.
- 5.7 A vessel may also be detained and issued a prohibition notice if there are reasonable grounds to do so as per Section 284 of the Merchant Shipping Act 1995.
- 5.8 The rules for arbitration are contained in **Merchant Shipping Notice** 1613 along with the dispute procedure to follow.

6 Survey and Certification

6.1 Survey

- 6.1.1 United Kingdom **Recognised Organisations** are authorised to carry out survey and certification of craft in compliance with the **Code**, in accordance with the normal arrangements set out in their survey agreements with the **MCA**.
- 6.2 The **MCA** will issue the **Permit to Operate** for craft that are UK registered and shall set out any safety related operating restrictions.
- 6.3 **MSN** 1672 refers to common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations.

6.2 Certification

- 6.2.1 To be issued with a **certificate** for a particular operation, a vessel must comply with all of the requirements of the **Code** to the satisfaction of the **Recognised Organisation**. Any exemptions will be issued by the MCA.
- 6.2.2 A **certificate** is to be valid for not more than five years.

6.3 Authorisation of Recognised Organisations

- 6.3.1 The **MCA** is an Executive Agency of the Department for Transport and has responsibility and accountability for the UK Merchant Shipping Regulations and their enforcement. The **MCA** may authorise **Recognised Organisations** who have demonstrated necessary competence for the examination (survey) and certification of high-speed craft to which this **Code** applies, and the **Recognised Organisations** and the **MCA** have a written agreement which defines this relationship. The **MCA**, however, retains the enforcement duties of the **Code** and is responsible for auditing the **Recognised Organisations**.

7 Alternative Modes of Operation – Safety Standards

- 7.1 A craft of less than 24 metres **load line length** may additionally hold a valid **Workboat Code certificate** and engage in alternate operations meeting the requirements of that Code.
- 7.2 United Kingdom craft operating outside of United Kingdom waters may be subject to additional requirements of the Port State, over and above the requirements of this **Code**. Owner/ Master or Managing Agents should contact the **Administration** controlling those waters for further information prior to commencing any operations.

8 Lifting Equipment

- 8.1 The installation and operation of a shipboard crane or other lifting device at sea, shall meet the requirements of the **Recognized Organisation** under whose supervision the ship is designed and constructed, or otherwise meet the requirements set out in the Workboat Code (as amended).
- 8.2 Information and instructions to the master necessary to maintain vessel safety when using a deck crane or other lifting device must be included in the information relating to the stability of the craft required by Section 2.7.3 of the **HSC Code**.

9 Additions and Exceptions to the HSC Code

In addition to the preceding parts of this Code, the HSC Code for Cargo Craft must apply in its entirety unless expressly provided otherwise in this section (9), which also includes additional or alternative requirements. This section provides the closest possible numbered references to the relevant chapters and sections of the HSC Code. In the case of Section 1.2.1.2, there are also consequences for the application of the ISM Code.

Chapter 1 – General comments and requirements

Section 1.2.1.2 - Safety Management and Operational Procedures

- (a) Irrespective of the stated application of the ISM Code in SOLAS Chapter IX the ISM Code must apply, including the requirements for certification¹.
- (b) Operational procedures must be developed for the operation of the craft and any changes to the mode of operation (e.g. relocation voyages). Such procedures should also reflect the evacuation procedures for the number of persons carried. These procedures should form part of training drills.

Section 1.5.2.2 – Periodical Surveys

A complete inspection of the Structure including the outside of the craft's bottom and related items is not required at all periodical surveys.

The vessel is required to have a minimum of two inspections during any five-year period at intervals not exceeding 36 months. Inspections should normally be carried out with the ship out of the water; however consideration may be given to alternate inspections being carried out with the ship afloat.

Section 1.8 - Certificate

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

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

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

“number of persons overall, for which certified”.

Section 1.9 - Permit to Operate

Craft operating under a Permit to Operate which includes a portfolio of routes or sea areas for each of which the owner must prepare a Route Operational Manual in the same manner as required for an individual Permit to Operate. A Permit to Operate application produced in this way must be communicated to all involved Flag and Port States for their agreement.

Should it be intended for the craft to operate on a route or sea area not included in its

¹ The MCA will be responsible for the application of the ISM Code, for which fees will be charged. The MCA also, retains the enforcement duties of the Code and is responsible for auditing the Recognised Organisations.

existing portfolio, then the normal procedure for obtaining an additional Permit to Operate must be followed.

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

Where Route Operational Manuals are not maintained or routes are discontinued, this should be advised to the Recognised Organisation in order for an amended Permit to Operate to be issued.

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

“Permit to Operate HSC Code Offshore Service Craft”.

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

“number of persons overall for which certified”.

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

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

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

Section 2.6.8 (*Extent of bottom damage in areas vulnerable to raking damage*) - The application of this section shall apply but be limited to the forward 1/3rd (one third) of the Load Line length of the craft. In this area the extent of damage shall be applied anywhere, including across the main transverse watertight bulkheads. In the remaining areas of the craft 2.6.8 shall not be applied.

Section 2.6.8.2.1.1 (*Extent of raking damage*) – This section must not be applied.

Section 2.6.9 (*Extent of bottom damage in areas not vulnerable to raking damage*) - The application of this section shall apply but be limited to the forward 1/3rd (one third) of the Load Line length of the craft. In this area the extent of damage (as prescribed by the formulae in 2.6.9.2) shall be applied anywhere, including across the main transverse watertight bulkheads. In the remaining areas of the craft aft of the forward 1/3rd (one third) of the Load Line length, 2.6.9 shall not be applied.

Section 2.6.10 (*7 metre obstruction for multihull craft damage determination*) - The application of this section shall apply but be limited to the forward 1/3rd (one third) of the Load Line length of the craft. In the remaining areas of the craft aft of the forward 1/3rd (one third) of the Load Line length, 2.6.10 shall not be applied.

Chapter 3 - Structures

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

Sections 3.3 and 3.4 *Additional structural requirements*

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

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

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

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

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

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

Chapter 4 – Accommodation and escape measures

Noting Chapter 1, Sections 1.2.1.9 to 1.2.1.11 - Chapter 4 must be applied with the following *additional requirements identified below for provision of accommodation including seating areas*.

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

In relation to construction standards, public spaces, and facilities to be provided for Industrial Personnel, they must be treated as passengers for application of Chapter 4 of the HSC Code.

Section 4.7.2 - The design for safe evacuation must additionally provide sufficient area for occupants to access, put on and wear lifejackets and appropriate PPE or immersion suits in preparation for evacuation.

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

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

Chapter 7 must be applied with the additional requirements identified in relation to the

numbered sections referred to below.

Section 7.6.1 – For craft less than 24 metres in length openings of major fire hazards need not be capable of being closed from a continuously manned control station.

Section 7.6.6 – For craft less than 24 metres in length dampers need not be capable of being remotely closed from the continuously manned control station.

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

Section 7.7.5.1 - For craft of less than 24 metres in load line length, one of the two pumps powered by independent sources of power may be a portable pump. Portable pumps must have a capacity of not less than 15 m³/h, be self-priming, readily available for use (including sufficient suction hose to cater for the craft's motion in all operational conditions) and have sufficient power or fuel capacity for three hours continuous operation. The pump and any fittings must all be located outside the compartment containing the main power fire pump, and the pump must otherwise be arranged to satisfy the remaining functional requirements of section 7.7.5 the HSC Code.

Section 7.10.1 - Craft of less than 24 metres in load line length shall not be required to carry the firefighter's outfit described in section 7.10.3. They shall instead carry, conspicuously stowed, the long handled axe and an electric safety lamp with a minimum burning period of 3 hours required by sections 7.10.3.1.4 and 7.10.3.1.5. High Speed Craft of 24 metres or over is required to comply with the HSC Code.

Section 7.17 (*Part D- Requirements for craft and cargo spaces intended for the carriage of dangerous goods*)² :

(a) Where operators of UK HSOSC [<24m LL length] intend to carry dangerous goods to or from non-UK ports or in non-UK waters they should seek prior agreement from those Port States that carriage under the terms of the DoC issued by MCA are acceptable, or otherwise to meet any additional requirement that the Port States may apply.

For the carriage of dangerous goods cargoes, the crew should also undergo training for such cargoes and the IMDG Code, corresponding to their responsibilities.

(b) For the purpose of this Code, up to a net total quantity of 30 kg / 30 litres of dangerous goods stores carried or used on board when comprised of UN Classes 1.4S, 2.1, 2.2, 3, 6.1, 6.2, 8 and 9, may be considered as ships' stores³ and a dangerous goods document of compliance is not required.

(c) Industrial personnel and passengers should declare any dangerous goods contents of their baggage (including tools and equipment) to the master/crew of the vessel and the crew should take the appropriate action for its safe stowage⁴. Operators should bring this requirement to the attention of industrial personnel and passengers i.e., by providing relevant signage posted at the point of embarkation.

(d) For the purposes of this Code, wherever in the IMDG Code the number of passengers carried appears as a parameter for identifying stowage or other requirements, it should

² The carriage of dangerous goods is subject to national and international regulations implementing the IMDG Code, the SOLAS Convention and MARPOL Convention.

³ The IMO definition of ships' stores is contained in MSC.1/Circ.1216.

⁴ As a consequence, either treating those dangerous goods as being in 'limited quantities' or as ships' stores, as appropriate. MGN 497(M+F) provides guidance on dangerous and other goods (chemicals used on board etc.), for their safe carriage when comprising other than 'cargo'.

include the number of industrial personnel combined with the number of passengers.

Chapter 8 – Life-saving appliances and arrangements

Chapter 8 must be applied with the additional requirements identified in relation to the numbered sections referred to below.

Section 8.3 – Personal life-saving appliances –

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

TPAs should be approved as meeting the standards of the MED or UKCA. TPAs should be available for all members of the crew and must be provided for all non-crew personnel, unless suitable PPE designed to provide immersion protection and meeting the above standards, is provided, and is carried on board by those personnel in accordance with agreed procedures. Any lifejackets intended to be used together with immersion suits or PPE must be compatible and suitable for that use.

Section 8.3.1 For vessels under 24m in length the lifebuoy need not be capable of quick release from the control compartment.

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

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

For existing vessels modified to comply with this code an equivalent arrangement to a fixed recessed ladder will be considered on a case-by-case basis.

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

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

Section 8.10.2 - Open reversible inflatable life-rafts must not be accepted.

Section 8.11 - *Helicopter pick-up areas*

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

Chapter 12 – Electrical installations

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

Where it can be demonstrated that a craft does not proceed in the course of their voyages for more than four (4) hours at 90% of maximum speed from a place of refuge ashore when fully laden, the requirements of 12.7.3 (Category A passenger craft) may be substituted for the requirements of 12.8.2.2 for a cargo craft.

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

Section 13.2.6 alternative provision as an equivalence to a Gyro Compass will be considered on a case by case based on alternative the arrangements onboard the vessel which provide the same or similar information.

Section 13.14 – Sound reception system

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

Chapter 15 – Operating compartment layout

Section 15.3 – *Field of vision from the operating compartment*

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

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

Chapter 18 – Operating requirements

Section 18.3 and 1.2.1.3 – *Manning, crew training and certification*

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

Sections 18.3.3 and 18.3.4 - A type rating training manual will document the procedure for type rating in accordance with HSC Code requirements, including the completion of a practical test for operating each type and model of craft. Instead of the Administration endorsing each type rating certificate, it shall be the responsibility of the shipowner to maintain a well-documented procedure relating to type rating as part of the Safety Management System, and which shall be made available for inspection during DoC audit of the company.
