



Maritime &  
Coastguard  
Agency

## MARINE INFORMATION NOTE

---

# MIN 686 (M) Chapter X of SOLAS and the High Speed Craft Codes 1994 and 2000 - Amending Resolutions since 2012

Notice to all high speed craft: shipowners, masters, shipbuilders, ship repairers and surveyors; and Recognised Organisations

This notice should be read with MGN 677 (M) Guidance on the Merchant Shipping (High Speed Craft) Regulation 2022 (SI 2022/1219) and the High Speed Craft Codes 1994 and 2000.

This MIN expires 19 December 2023.

---

## Summary

This MIN provides information on the amendments made to international High Speed Craft (HSC) Codes 1994 and 2000 by the relevant Resolutions adopted since the 2004 Regulations were last amended in 2012.

## 1. Introduction/background

1.1 The existing United Kingdom legislation covering Chapter X (roman ten) of the Annex to the International Convention for the Safety of Life at Sea, 1974 (SOLAS) and the international High Speed Craft (HSC) Codes 1994 and 2000 is the Merchant Shipping (High Speed Craft) Regulations 2004 (SI 2004/0302). These Regulations give effect in UK law to Chapter X and the HSC Codes 1994 and 2000 (including amendments to the HSC Codes made by International Maritime Organization (IMO) Resolutions since 2012).

1.2 The further Resolutions adopted by the IMO to amend the HSC Codes are listed below, and the UK has a responsibility to give effect to them in UK law.

- MSC.326(90)
- MSC.351(92)
- MSC.352(92)
- MSC.423(98)
- MSC.424(98)
- MSC.438(99)
- MSC.439(99)

## **2. The Merchant Shipping (High Speed Craft) Regulations 2022**

2.1 To bring UK legislation up to date in this area, the Merchant Shipping (High Speed Craft) Regulations 2022 came into force on 19 December 2022. These Regulations give effect to the outstanding Resolutions in UK law.

2.2 These Regulations also include an ambulatory reference provision. This means that, in the future, technical amendments to Chapter X of the Annex to SOLAS and the HSC Codes will automatically have effect in UK law.

## **3. Resolutions amending HSC Codes since last transposition into UK law**

3.1 This MIN collates the amendments to the HSC Codes which have come into force internationally since 2012, for ease of reference.

### **More information**

UK Maritime Services, UK Technical Services Ship Standards  
Maritime and Coastguard Agency  
Bay 2/23  
Spring Place  
105 Commercial Road  
Southampton  
SO15 1EG

Telephone: +44 (0)203 81 72000

Email: [marinetechnology@mca.gov.uk](mailto:marinetechnology@mca.gov.uk)

Website: [www.gov.uk/mca](http://www.gov.uk/mca)

Please note that all addresses and telephone numbers are correct at time of publishing.

Published: November 2022

© Crown Copyright 2022

**RESOLUTIONS AMENDING THE INTERNATIONAL HIGH SPEED CRAFT (HSC) CODES 1994 AND 2000 SINCE LAST TRANSPOSITION IN 2004**

Since the 2004 Regulations came into force, the following amending Resolutions which amend the HSC Codes 1994 and 2000 have been adopted in the IMO and have come into force internationally.

Resolution MSC.326(90) - Adopted on 24 May 2012. Came into Force 1 January 2014.

Resolution MSC.351(92) - Adopted on 21 June 2013. Came into force 1 January 2015.

Resolution MSC.352(92) - Adopted on 21 June 2013. Came into force 1 January 2015.

Resolution MSC.423(98) - Adopted on 15 June 2017. Came into Force 1 January 2020.

Resolution MSC.424(98) - Adopted on 15 June 2017. Came into Force 1 January 2020.

Resolution MSC.438(99) - Adopted on 24 May 2018. Came into Force 1 January 2020.

Resolution MSC.439(99) - Adopted on 24 May 2018. Came into Force 1 January 2020.

The amendments contained in these Resolutions are detailed in this Annex.

***Resolution MSC.326(90) - Adopted on 24 May 2012. Came into Force 1 January 2014***

**AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED  
CRAFT, 2000 (2000 HSC CODE)**

**Chapter 14 – Radiocommunications**

**In paragraph 14.15.10, subparagraph .1 is replaced by the following:**

".1 annually tested for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals within 3 months before the expiry date, or 3 months before or after the anniversary date, of the High-Speed Craft Safety Certificate; The test may be conducted on board the craft or at an approved testing station; and"

**AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY  
FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)**

**CHAPTER 18**

**OPERATIONAL REQUIREMENTS**

1 After existing paragraph 18.5.3, a new paragraph is inserted as follows:

"18.5.4 Crew members with enclosed space entry or rescue responsibilities should participate in an enclosed space entry and rescue drill, to be held on board the craft, at least once every two months."

2 The existing paragraphs 18.5.4 to 18.5.10 are renumbered as 18.5.5 to 18.5.11, respectively.

3 The first sentence of the renumbered paragraph 18.5.8 is amended to read:

"18.5.8 Records

The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances, enclosed space entry and rescue drills, and onboard training

should be recorded in such logbook as may be prescribed by the Administration."

4 After renumbered paragraph 18.5.11, a new subsection is inserted as follows:

"18.5.12 Enclosed space entry and rescue drills

18.5.12.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization\*

---

\* Refer to the Revised Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.1050(27).

18.5.12.2 Each enclosed space entry and rescue drill should include:

- .1 checking and use of personal protective equipment required for entry;

.2 checking and use of communication equipment and procedures;

.3 checking and use of instruments for measuring the atmosphere in enclosed spaces;

.4 checking and use of rescue equipment and procedures; and

.5 instructions in first aid and resuscitation techniques.

18.5.12.3 The risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization\*

---

\* Refer to the Revised Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.1050(27)."

**AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY  
FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)**

**CHAPTER 18**

**OPERATIONAL REQUIREMENTS**

1 After existing paragraph 18.5.3, a new paragraph is inserted as follows:

"18.5.4 Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill, to be held on board the craft, at least once every two months."

2 The existing paragraphs 18.5.4 to 18.5.10 are renumbered as 18.5.5 to 18.5.11, respectively.

3 The first sentence of the renumbered paragraph 18.5.8.1 is amended to read:

"18.5.8.1 The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances, enclosed space entry and rescue drills, and onboard training shall be recorded in such log-book as may be prescribed by the Administration."

4 After renumbered paragraph 18.5.11, a new subsection is inserted as follows:

"18.5.12 Enclosed space entry and rescue drills

18.5.12.1 Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization\*

---

\* Refer to the Revised Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.1050(27).

18.5.12.2 Each enclosed space entry and rescue drill shall include:

.1 checking and use of personal protective equipment required for entry;

.2 checking and use of communication equipment and procedures;

.3 checking and use of instruments for measuring the atmosphere  
in enclosed spaces;

.4 checking and use of rescue equipment and procedures; and

.5 instructions in first aid and resuscitation techniques.

18.5.12.3 The risks associated with enclosed spaces and onboard procedures for safe entry into such spaces which should take into account, as appropriate, the guidance provided in recommendations developed by the Organization\*

---

\* Refer to the Revised Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.1050(27)."



**AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY  
FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)**

**Chapter 8**

**Life-saving appliances and arrangements**

**8.10 Survival craft and rescue boats**

1 Paragraphs 8.10.1.5 and 8.10.1.6 are replaced with the following:

".5 notwithstanding the provision of .4 above, craft should carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:

.5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or

.5.2 if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and

.5.3 the craft can be evacuated within the time specified in 4.8.

.6 craft of less than 20 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:

.6.1 the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;

.6.2 recovery of the helpless person can be observed from the navigating bridge;  
and

.6.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions."

**AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY  
FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)**

**Chapter 8**

**Life-saving appliances and arrangements**

**8.10 Survival craft and rescue boats**

1 Paragraphs 8.10.1.5 and 8.10.1.6 are replaced with the following:

".5 notwithstanding the provision of .4 above, craft shall carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:

.5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or

.5.2 if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and

.5.3 the craft can be evacuated within the time specified in 4.8.

.6 craft of less than 30 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:

.6.1 the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;

.6.2 recovery of the helpless person can be observed from the navigating bridge;  
and

.6.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions."

**AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY  
FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)**

**CHAPTER 14**

**RADIOCOMMUNICATIONS**

**14.2 Terms and definitions**

1 In paragraph 14.2.1, the following new sub-paragraph .16 is added after the existing sub-paragraph .15:

".16 Recognized mobile satellite service means any service which operates through a satellite system and is recognized by the Organization, for use in the global maritime distress and safety system (GMDSS)."

**14.6 Radio equipment: General**

2 In paragraph 14.6.1, the existing sub-paragraph .5 is amended to read as follows:

".5 a radio facility for reception of maritime safety information by a recognized mobile satellite service enhanced group calling system if the craft is engaged in voyages in sea area A1, or A2 or A3 but in which an international NAVTEX service is not provided. However, craft engaged exclusively in voyages in areas where an HF direct-printing telegraphy maritime safety information service is provided and fitted with equipment capable of receiving such service, may be exempt from this requirement.

3 In paragraph 14.6.1, the existing sub-paragraph .6.1 is amended to read as follows:

".6.1 capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band;"

**14.7 Radio equipment: Sea area A1**

4 In paragraph 14.7.1, the existing sub-paragraph .5 is amended to read as follows:

".5 through a recognized mobile satellite service; this requirement may be fulfilled by:

.5.1 a ship earth station; or

.5.2 the satellite EPIRB, required by 14.6.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.

#### **14.8 Radio equipment: Sea areas A1 and A2**

5 In paragraph 14.8.1, the existing sub-paragraph .3.3 is amended to read as follows:

".3.3 through a recognized mobile satellite service by a ship earth station."

6 In paragraph 14.8.3, the existing sub-paragraph .2 is amended to read as follows:

".2 a recognized mobile satellite service ship earth station."

#### **14.9 Radio equipment: Sea areas A1, A2 and A3**

7 In paragraph 14.9.1, the chapeau of existing sub-paragraph .1 is amended to read as follows:

".1 a recognized mobile satellite service ship earth station capable of:".

8 In paragraph 14.9.1, the existing sub-paragraph .4.3 is amended to read as follows:

".4.3 through a recognized mobile satellite service by an additional ship earth station."

9 In paragraph 14.9.2, the existing sub-paragraph .3.2 is amended to read as follows:

".3.2 through a recognized mobile satellite service by a ship earth station; and"."

#### **14.11 Watches**

10 In paragraph 14.11.1, the existing sub-paragraph .4 is amended to read as follows:

".4 for satellite shore-to-ship distress alerts, if the craft, in accordance with the requirements of 14.9.1.1, is fitted with a recognized mobile satellite service ship earth station."

#### **14.12 Sources of energy**

11 In paragraph 14.12.2, the word "Inmarsat" is deleted from the second sentence.

### **Annex**

#### **FORM OF SAFETY CERTIFICATE FOR HIGH-SPEED CRAFT RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT**

12 In section 3, the existing description of item 1.4 is amended to read as follows:

"Recognized mobile satellite service ship earth station".

**AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY  
FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)**

**CHAPTER 14**

**RADIOCOMMUNICATIONS**

**14.2 Terms and definitions**

1 In paragraph 14.2.1, the existing sub-paragraph .6 is amended to read as follows:

".6 Global maritime distress and safety system (GMDSS) identities means maritime mobile services identity, the craft's call sign, recognized mobile satellite service identities and serial number identity which may be transmitted by the craft's equipment and used to identify the craft."

2 In paragraph 14.2.1, the following new sub-paragraph .17 is added after existing sub-paragraph .16:

".17 Recognized mobile satellite service means any service which operates through a satellite system and is recognized by the Organization, for use in the global maritime distress and safety system (GMDSS)."

**14.7 Radio equipment: General**

3 In paragraph 14.7.1, the existing sub-paragraph .5 is amended to read as follows:

".5 a radio facility for reception of maritime safety information by a recognized mobile satellite service enhanced group calling system if the craft is engaged in voyages in sea area A1, or A2 or A3 but in which an international NAVTEX service is not provided. However, craft engaged exclusively in voyages in areas where an HF direct-printing telegraphy maritime safety information service is provided and fitted with equipment capable of receiving such service, may be exempt from this requirement."

4 In paragraph 14.7.1, the existing sub-paragraph .6.1 is amended to read as follows:

".6.1 capable of transmitting a distress alert through the polar orbiting satellite

service operating in the 406 MHz band;".

#### **14.8 Radio equipment: Sea area A1**

5 In paragraph 14.8.1, the existing sub-paragraph .5 is amended to read as follows:

".5 through a recognized mobile satellite service; this requirement may be fulfilled by:

.5.1 a ship earth station; or

.5.2 the satellite EPIRB, required by 14.7.1.6, either by installing the satellite EPIRB close to, or by remote activation from, the position from which the craft is normally navigated.

#### **14.9 Radio equipment: Sea areas A1 and A2**

6 In paragraph 14.9.1, the existing sub-paragraph .3.3 is amended to read as follows:

".3.3 through a recognized mobile satellite service by a ship earth station."

7 In paragraph 14.9.3, the existing sub-paragraph .2 is amended to read as follows:

".2 a recognized mobile satellite service ship earth station."

#### **14.10 Radio equipment: Sea areas A1, A2 and A3**

8 In paragraph 14.10.1, the chapeau of existing sub-paragraph .1 is amended to read as follows:

".1 a recognized mobile satellite service ship earth station capable of:".

9 In paragraph 14.10.1, the existing sub-paragraph .4.3 is amended to read as follows:

".4.3 through a recognized mobile satellite service by an additional ship earth station."

10 In paragraph 14.10.2, the existing sub-paragraph 3.2 is amended to read as follows:

".3.2 through a recognized mobile satellite service by a ship earth station; and".

#### **14.12 Watches**

11 In paragraph 14.12.1, the existing sub-paragraph .4 is amended to read as follows:

".4 for satellite shore-to-ship distress alerts, if the craft, in accordance with the requirements of 14.10.1.1, is fitted with a recognized mobile satellite service ship earth station."

#### **14.13 Sources of energy**

12 In paragraph 14.13.2, the word "Inmarsat" is deleted from the second sentence.