
High Speed Craft Training – Further Guidance on Course Approval and Certification

Notice to Owners, Managers, Masters, Deck and Engineer Officers and other crew members of High Speed Craft

This Notice should be read in conjunction with Merchant Shipping Notice MSN 1696(M)

Introduction

1. The UK has implemented the revised SOLAS High Speed Craft Code which requires, amongst other things, that all crew members on high speed craft (HSC), constructed on or after 1 January 1996, should be appropriately trained and that officers (including masters) should hold Type Rating Certificates (TRCs). This Guidance Note describes the MSA's role in the training and certification of officers and the training arrangements for other members of HSC crews.

Legislation

2. Regulation 12 of The Merchant Shipping (Training and Certification) Regulations 1997¹ requires that masters, officers, ratings and other personnel assigned to HSCs, complete training specified by the Secretary of State in Merchant Shipping Notice 1696(M) before being assigned to shipboard duties. Further details of this training is given below.

HSC Training

3. The training for the master and all officers having an operational role on a HSC must cover at least the following subjects:

3.1 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;

3.2 the failure mode of the control, steering and propulsion systems and proper response to such failures;

3.3 handling characteristics of the craft and the limiting operational conditions;

3.4 bridge communication and navigation procedures;

3.5 intact and damage stability and survivability of the craft in damage condition;

3.6 location and use of the craft's life-saving appliances, including survival craft equipment;

3.7 location and use of escapes in the craft and the evacuation of passengers;

3.8 location and use of fire protection and fire-extinguishing appliances and systems in the event of fire on board;

3.9 location and use of damage control appliances and systems, including operation of watertight doors and bilge pumps;

3.10 cargo and vehicle stowage securement systems;

¹ SI 1997/348

3.11 methods for control of and communication with passengers in an emergency;

3.12 location and use of all other items listed in the training manual.

Masters and officers trained in the above subjects will be qualified, subject to satisfactory assessment, to hold TRCs. The training may be provided by the operator or by an outside source through an arrangement with the operator. The operator must nominate individuals to be responsible for training (the Type Rating Instructor - TRI) and for the assessment of officers after training (the Type Rating Examiner - TRE). An individual cannot be both TRI and TRE. The HSC operator must also arrange for ratings and other personnel employed on a HSC to undertake training in the matters listed in sub paragraphs 3.6 to 3.12 above. The assessment arrangements must ensure that all who have been trained can demonstrate that they have all the competencies and knowledge required.

Training Course Approval

4. The training and assessment arrangements require MSA approval in accordance with the Regulations and MSN 1696(M). The proposed arrangements will be assessed in accordance with MSA procedures for the approval of maritime training. As the TRC will relate to specific routes, as well as the vessel type, MSA HQ may consult the relevant local MSA Marine Office about the route aspect of training and assessment. MSA HQ will also need to be satisfied that TRIs and TREs are appropriately qualified for their responsibilities. Adequate records must be kept by HSC operating companies of training carried out and assessments made. MSA will keep training provisions and assessment techniques under review in the light of relevant developments.

Training Course Monitoring

5. After the MSA has approved an organisation's HSC training and assessment arrangements they will be monitored by the local MSA Marine office at intervals of five years, in line with other approved training.

Certification Procedure

6. When an officer has completed TRC training and has been assessed as satisfactorily meeting

the standard required, the organisation will issue a certificate. This should be in the format given in the appendix to MSN 1696(M) and should be in duplicate. Both copies should be sent to the MSA at the HQ address given at the end of this Notice, where they will be checked. One copy will then be endorsed and returned to the organisation to record and pass to the individual officer; the other copy will be retained in the MSA's records.

7. HSC TRCs will need to be revalidated at two year intervals in accordance with the requirements specified in MSN 1696(M) (paragraph 4.1).

8. If, after receiving their initial TRC, an HSC officer is trained on additional routes or other types of HSC, the organisation must send the original TRC and details of the additional training and assessment to MSA HQ so that the TRC can be endorsed and records updated. The endorsed certificate will then be returned to the organisation to record and pass to the holder.

9. Certificates in respect of training for other crew members on HSC need not be endorsed by the MSA. Operating companies should, however, keep records of when and where such training was carried out for each individual, in line with STCW95² Regulation I/14 and in accordance with the requirements of the IMO International Safety Management Code.

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² The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995.

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