The Maritime and Coastguard Agency

International Code of Safety for High-Speed Craft (2000), 2008 Edition

2000 HSC CODE, 2008 EDITION

AS APPLICABLE TO CRAFT BUILT ON OR AFTER 1ST JULY 2008

Instructions for the Guidance of Surveyors

An executive agency of

Department for Transport

mca Maritime and Coastguard Agency

London: TSO

AMENDMENT SHEET

Amendment No: 01

Contents	Pages	Revision Status
Contents	All	1.01
Objective of Instruction	All	1.01
General Guidance	All	1.01
Preamble	All	1.01

Chapters	Pages	Revision Status
1	All	1.01
2	All	1.01
3	All	1.01
4	All	1.01
5	All	1.01
6	All	1.01
7	All	1.01
8	All	1.01
9	All	1.01
10	All	1.01
11	All	1.01
12	All	1.01
13	All	1.01
14	All	1.01
15	All	1.01
16	All	1.01
17	All	1.01
18	All	1.01
19	All	1.01

Annexes	Pages	Revision Status
1	All	1.01
2	All	1.01
3	All	1.01
4	All	1.01
5	All	1.01
6	All	1.01
7	All	1.01
8	All	1.01
9	All	1.01
10	All	1.01
11	All	1.01
12	All	1.01

Appendices	Pages	Revision Status
A	All	1.01
B	All	1.01
C	All	1.01
D	All	1.01
E	All	1.01
F	All	1.01

BLANK PAGE

FOREWORD

The Maritime Safety Committee, at its seventy-third session (27 November to 6 December 2000), adopted, by resolution MSC.97(73), the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code), which has been developed following a thorough revision of the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) (resolution MSC.36(63)), which in turn had been developed following a thorough revision of the Code of Safety for Dynamically Supported Craft (DSC Code) (resolution A.372(X)).

Since then, amendments have been adopted by the Maritime Safety Committee by resolutions MSC.175(79) and MSC.222(82), following the provisions in the Code (section 1.15) for a regular review to consider a revision of the existing requirements to take account of new developments in design and technology. The present 2008 Edition contains the consolidated current text of the 2000 HSC Code, incorporating the above amendments.

The 1994 HSC Code and the 2000 HSC Code are mandatory under chapter X (Safety measures for high-speed craft) of the 1974 SOLAS Convention and apply to high-speed craft engaged in international voyages the keels of which are laid or which are at a similar stage of construction on or after 1 January 1996 (1994 HSC Code) and 1 July 2002 (2000 HSC Code) respectively. For high-speed craft constructed before 1 January 1996, the DSC Code should be applied.

The present 2008 Edition applies to high-speed craft engaged in international voyages the keels of which are laid or which are at a similar stage of construction on or after 1 July 2008.

BLANK PAGE

CONTENTS

Objective of Instruction

General Guidance

Preamble

CHAPTER 1 - GENERAL COMMENTS AND REQUIREMENTS

1.1 General comments
1.2 General requirements
1.3 Application
1.4 Definitions
1.5 Surveys
1.6 Approvals
1.7 Maintenance of conditions after survey
1.8 High-Speed Craft Safety Certificate
1.9 Permit to Operate High-Speed Craft
1.10 Control
1.11 Equivalents
1.12 Information to be made available
1.13 Further developments
1.14 Circulation of safety information
1.15 Review of the Code

CHAPTER 2 - BUOYANCY, STABILITY AND SUBDIVISION

Part A - General

2.1 General
2.2 Intact buoyancy and watertight and weathertight integrity
2.3 Intact stability in the displacement mode
2.4 Intact stability in the non-displacement mode
2.5 Intact stability in the transitional mode
2.6 Buoyancy and stability in the displacement mode following damage
2.7 Inclining and stability information
2.8 Loading and stability assessment
2.9 Marking and recording of the design waterline

Part B - Requirements for passenger craft

2.10 General
2.11 Intact stability in the displacement mode
2.12 Intact stability in the non-displacement mode
2.13 Buoyancy and stability in the displacement mode following damage
2.14 Inclining and stability information

Part C - Requirements for cargo craft

2.15 Buoyancy and stability in the displacement mode following damage
2.16 Inclining

CHAPTER 3 - STRUCTURES

3.1 General
3.2 Materials
3.3 Structural Strength
3.4 Cyclic loads
3.5 Design criteria
3.6 Trials

CHAPTER 4 - ACCOMMODATION AND ESCAPE MEASURES

4.1 General
4.2 Public address and information system
4.3 Design acceleration levels
4.4 Accommodation design
4.5 Seating construction
4.6 Safety belts
4.7 Exits and means of escape
4.8 Evacuation time
4.9 Baggage, stores, shops and cargo compartments
4.10 Noise levels
4.11 Protection of the crew and passengers

CHAPTER 5 - DIRECTIONAL CONTROL SYSTEMS

5.1 General
5.2 Reliability
5.3 Demonstrations
5.4 Control position

CHAPTER 6 - ANCHORING, TOWING AND BERTHING

6.1 General
6.2 Anchoring
6.3 Towing
6.4 Berthing

CHAPTER 7 - FIRE SAFETY

Part A - General

7.1 General requirements
7.2` Definitions
7.3 Classification of space use
7.4 Structural fire protection
7.5 Fuel and other flammable fluid tanks and systems
7.6 Ventilation
7.7 Fire detection and extinguishing systems
7.8 Protection of special-category spaces and ro-ro spaces
7.9 Miscellaneous
7.10 Firefighter's outfits

Part B - Requirements for passenger craft

7.11 Arrangement

7.12 Ventilation
7.13 Fixed sprinkler system

Part C - Requirements for cargo craft
7.14 Control stations
7.15 Cargo spaces
7.16 Fixed sprinkler system

Part D – Requirements for craft and cargo spaces intended for the carriage of dangerous goods
7.17 General

CHAPTER 8 - LIFE-SAVING APPLIANCES AND ARRANGEMENTS

8.1 General and definitions
8.2 Communications
8.3 Personal life-saving appliances
8.4 Muster list, emergency instructions and manuals
8.5 Operating instructions
8.6 Survival craft stowage
8.7 Survival craft and rescue boat embarkation and recovery arrangements
8.8 Line-throwing appliance
8.9 Operational readiness, maintenance and inspections
8.10 Survival craft and rescue boats
8.11 Helicopter pick-up areas

CHAPTER 9 - MACHINERY

Part A - General
9.1 General
9.2 Engine (general)
9.3 Gas turbines
9.4 Diesel engines for main propulsion and essential auxiliaries
9.5 Transmissions
9.6 Propulsion and lift devices

Part B - Requirements for passenger craft
9.7 Independent means of propulsion for category B craft
9.8 Means for return to a port of refuge for category B craft

Part C - Requirements for cargo craft
9.9 Essential machinery and control

CHAPTER 10 - AUXILIARY SYSTEMS

Part A - General
10.1 General
10.2 Arrangement of oil fuel, lubricating oil and other flammable oil
10.3 Bilge pumping and drainage systems
10.4 Ballast systems
10.5 Cooling systems
10.6 Engine air intake systems

10.7 Ventilation systems
10.8 Exhaust systems

Part B - Requirements for passenger craft
10.9 Bilge pumping and drainage systems

Part C - Requirements for cargo craft
10.10 Bilge pumping systems

CHAPTER 11 - REMOTE CONTROL, ALARM & SAFETY SYSTEMS

11.1 Definitions
11.2 General
11.3 Emergency controls
11.4 Alarm system
11.5 Safety system

CHAPTER 12 - ELECTRICAL INSTALLATIONS

Part A - General
12.1 General
12.2 Main source of electrical power
12.3 Emergency source of electrical power
12.4 Starting arrangements for emergency generating sets
12.5 Steering and stabilization
12.6 Precautions against shock, fire and other hazards of electrical origin

Part B - Requirements for passenger craft
12.7 General

Part C - Requirements for cargo craft
12.8 General

CHAPTER 13 - NAVIGATIONAL EQUIPMENT

13.1 General
13.2 Compasses
13.3 Speed and distance measurement
13.4 Echo-sounding device
13.5 Radar installations
13.6 Electronic positioning systems
13.7 Rate-of-turn indicator and rudder angle indicator
13.8 Nautical charts and nautical publications
13.9 Searchlight and daylight signalling lamp
13.10 Night vision equipment
13.11 Steering arrangement and propulsion indicator(s)
13.12 Automatic steering aid (automatic pilot)
13.13 Radar reflector
13.14 Sound reception system
13.15 Automatic identification system

13.16 Voyage data recorder
13.17 Approval of systems, equipment and performance standards

CHAPTER 14 – RADIOCOMMUNICATIONS

14.1 Application
14.2 Terms and definitions
14.3 Exemptions
14.4 Global Maritime Distress and Safety System Identities
14.5 Functional requirements
14.6 Radio installations
14.7 Radio equipment: general
14.8 Radio equipment: sea area A1
14.9 Radio equipment: sea areas A1 and A2
14.10 Radio equipment: sea areas A1, A2 and A3
14.11 Radio equipment: sea areas A1, A2, A3 and A4
14.12 Watches
14.13 Sources of energy
14.14 Performance standards
14.15 Maintenance requirements
14.16 Radio personnel
14.17 Radio records
14.18 Position-updating

CHAPTER 15 - OPERATING COMPARTMENT LAYOUT

15.1 Definitions
15.2 General
15.3 Field of vision from the operating compartment
15.4 Operating compartment
15.5 Instruments and chart table
15.6 Lighting
15.7 Windows
15.8 Communication facilities
15.9 Temperature and ventilation
15.10 Colours
15.11 Safety measures

CHAPTER 16 - STABILIZATION SYSTEMS

16.1 Definitions
16.2 General requirements
16.3 Lateral and height control systems
16.4 Demonstrations

CHAPTER 17 - HANDLING, CONTROLLABILITY & PERFORMANCE

17.1 General
17.2 Proof of compliance
17.3 Weight and centre of gravity
17.4 Effect of failures

17.5 Controllability and manoeuvrability
17.6 Change of operating surface and mode
17.7 Surface irregularities
17.8 Acceleration and deceleration
17.9 Speeds
17.10 Minimum depth of water
17.11 Hard structure clearance
17.12 Night operation

CHAPTER 18 - OPERATIONAL REQUIREMENTS

Part A - General
18.1 Craft operational control
18.2 Craft documentation
18.3 Training and qualifications
18.4 Manning of survival craft and supervision
18.5 Emergency instructions and drills

Part B - Requirements for passenger craft
18.6 Type rating training
18.7 Emergency instructions and drills

Part C - Requirements for cargo craft
18.8 Type rating training

CHAPTER 19 - INSPECTION & MAINTENANCE REQUIREMENTS

ANNEXES

Annex 1 Form of High-Speed Craft Safety Certificate and Record of Equipment
Annex 2 Form of Permit to Operate High-Speed Craft
Annex 3 Use of probability concept
Annex 4 Procedures for failure mode and effects analysis
Annex 5 Ice accretion applicable to all types of craft
Annex 6 Stability of hydrofoil craft
Annex 7 Stability of multihull craft
Annex 8 Stability of monohull craft
Annex 9 Definitions, requirements and compliance criteria related to operational and safety performance
Annex 10 Criteria for testing and evaluation of seats
Annex 11 Open reversible liferafts
Annex 12 Factors to be considered in determining craft operating limitations

APPENDICES

Appendix A The Merchant Shipping (Marine Equipment) Regulations 1999

Appendix B Recognised Organisations based on EU Decision 2007/421/EC
Appendix C Guidance on application of Stockholm Agreement
Appendix D Risk assessment of the Passage Plan in relation to wake wash waves
Appendix E Resolution MSC.97(73) - Adoption of the International Code of Safety for High-Speed Craft (2000)
Appendix F Resolution MSC.222(82) - Adoption of amendments to the International Code of Safety for High-Speed Craft (2000)

Objective of Instruction

These Instructions are issued by the Maritime and Coastguard Agency, an Executive Agency of the Department for Transport for the guidance of marine surveyors in the surveying of High-Speed Craft the keels of which are laid or which are at a similar stage of construction on or after 1st July 2008 for the purpose of the Merchant Shipping (High Speed Craft) Regulations 2004 (as amended), which replaces the 1996 Regulations. They indicate to the designers, shipbuilders, shipowners and others the procedure which the United Kingdom adopts for the survey and acceptance of the structure, systems, fittings, arrangements and materials for High-Speed Craft as well as the condition under which the High-Speed Craft Safety Certificate, UK High Speed Craft Safety Certificate and the Permit to Operate High-Speed Craft are issued.

These Instructions contain all the available policy papers, interpretations of the 2000 HSC Code as amended by MSC 175(79) and MSC 222(82) (e.g. 2008 Edition) and guidelines for HSC. They also contain some future amendments for information purposes, in which case the appropriate entry into force date is detailed. The following format for this publication is adopted:

The text of the 2000 HSC Code, 2008 Edition, is shown in plain text on a clear background. The Code footnotes are shown with a * or other symbol in a smaller plain text on a clear background.

Text of the 2000 HSC Code, 2008 Edition, affected by the amendments entering into force on 1st July 2008 is identified by yellow highlight of the affected text.

The guidance and instructions to the 2000 HSC Code, 2008 Edition, are shown in italic font within a grey shaded panel.

Requirements additional to but not part of the 2000 HSC Code, 2008 Edition, are shown within a plain box.

General Guidance

This Guidance Document is intended for use with the 2000 HSC Code as amended by the 2008 Amendments (see below), and is parallel to the guidance notes relating to the HSC Code 1994 and the HSC Code 2000.This Guidance Document should be read in conjunction with S.I. 2004 No.302 The Merchant Shipping (High Speed Craft) Regulations, 2004 as amended.

The HSC Code 2000, 2008 Edition, refers to the International Code of Safety for High Speed Craft 2000, adopted by MSC.97(73) and amended by MSC.175(79) and MSC.222(82). It is specifically intended to be applied to craft the keels of which are laid or which are at a similar stage of construction on or after 1 July 2008.

The HSC Code 2000 refers to the International Code of Safety for High Speed Craft 2000, adopted by MSC.97(73) and amended by MSC.175(79) and those amendments in MSC.222(82) which are specifically applied "on all craft". It is specifically intended to be applied to craft the keels of which are laid or which are at a similar stage of construction on or after 1 July 2002 and before 1 July 2008.

The HSC Code 1994 refers to the International Code of Safety for High Speed Craft 1994, adopted by MSC.36(63) and amended by MSC.119(74), MSC.174(79) and MSC. 221(82). It is specifically intended to be applied to craft the keels of which are laid or which are at a similar stage of construction on or after 1 January 1996 and before 1 July 2002.

The DSC Code refers to the Code of Safety for Dynamically Supported Craft implemented by Res. A.373(X) and amended by MSC.37(63) (up to MSC.69(69) amendments to SOLAS), MSC.186(79) and MSC.224(82).

Important Note

Please note that an HSC should only operate within an envelope that delivers a suitable safety margin at all times. Within this safety culture, if a craft encounters more adverse weather than that forecast, it can complete its voyage at a reduced speed while staying within the critical design conditions. The same would not be true for a craft departing with a compressed safety margin (window of opportunity) which contradicts the underlying principle of the HSC Code. The whole HSC Code philosophy is based on operational limitations management and reduction of risk – that is what distinguishes them from conventional ships. Allowing HSC to put to sea in all weather conditions without a reasonable safety margin would undermine that fundamental philosophy.

Procedures

In all cases, owners and operators should contact the MCA at the earliest possible stage. To make a preliminary assessment of a craft, and in line with the provisions of the 2000 HSC Code, the MCA will require

- *general arrangement drawings*
- *guidelines for design and construction*
- *technical specifications; and,*
- *equipment details.*

Early contact will enable the MCA to evaluate a design quickly and determine what additional or alternative requirements may be appropriate to underpin safety. If the owner / operator does not already have a Customer Services Manager (CSM) then the MCA's Assistant Director Seafarers and Ships (Directorate of Maritime Services) will act as the first point of contact. The Director will inform the relevant Marine Office and the appropriate Area Operations Manager, who will nominate a Lead Surveyor as the link between the MCA and the operator, otherwise the CSM shall be the first point of contact. The CSM should be kept informed as this may not be the same person as the Lead Surveyor. All communications with the MCA should then be channelled through the Lead Surveyor, who will have direct responsibility for design approval and assessment of manuals and surveys in accordance with the standards set out in the Agency's Code of Practice. See relevant part of Chapter 6 of the Survey and Certification Policy Instructions for the Guidance of Surveyors MSIS23.

On receiving details of the craft, together with the proposed operational limits, the Lead Surveyor will arrange an early meeting to establish:-

- *the plans required*
- *the extent to which the 2000 HSC Code, 2008 Edition, will be applied; and,*
- *the estimated total fee, based on the MCA's charges as set out in the latest Merchant Shipping (Fees) Regulations.*

The MCA will provide a fees estimate against a detailed craft specification, together with an outline build and trials-programme. Alternatively, the MCA can provide a fee estimate for the plan approval stage and a separate fee estimate later for the construction surveys and trials. Treasury rules require the MCA to obtain (a deposit of) fees before any work commences.

To avoid delay or alterations to the craft, information should be submitted to the MCA at an early stage of planning and design, and the craft should be made available to the MCA in sufficient time to enable a detailed survey to be carried out.

New UK Registered Craft

A craft intended for use on international voyages must comply fully with the appropriate Edition of the 2000 HSC Code, as well as any other international requirements. In addition, the MCA will need to be satisfied that the craft will adequately withstand environmental conditions throughout its intended operating envelope. All equipment must be to the satisfaction of the Lead Surveyor, who will, where appropriate, apply IMO, ISO or IEC standards. Where required by legislation, particular items of equipment must be type approved.

Most craft intended for use on domestic voyages, will also be expected to comply with the 2000 HSC Code, 2008 Edition, under the provisions of EU Directive 98/18/EC, as amended. The MCA will determine the extent to which the Code should be applied on a craft-by-craft basis, under the terms of Article 7 on exemptions and equivelents.

The MCA will issue an ***HSC Safety Certificate*** *to craft on international voyages and to craft on domestic seagoing voyages which have phased in to 98/18/EC, as amended, and a* ***UK HSC Safety Certificate*** *for craft on domestic seagoing voyages which have not phased into 98/18/EC, as amended, or those on voyages in non seagoing UK categorised waters. Certificates will be valid for 5 years, subject to satisfactory annual surveys. MCA surveyors will undertake renewal surveys and the re-issue or endorsement of certificates on a full cost recovery fees basis.*

The MCA will also issue a Permit to Operate (POHSC) for each craft, valid for a maximum of 12 months, subject to the parallel validity of the HSC Safety Certificate. A new Permit will be necessary to take account of any alterations to the craft or changes to its operation and also on expiry of the existing Permit to Operate.

New Non-UK Registered Craft

As the Port State administration, the MCA should be fully consulted on design, construction, and operational conditions. The procedure will be the same as with UK flag craft, although the relevant Flag State will also be involved. All equivalent or alternative safety arrangements agreed or accepted by the Flag State or Classification Societies must also be presented by the operator to the MCA for approval.

Craft must comply with the International Conventions and the 2000 HSC Code, 2008 Edition. In addition, the MCA will need to be satisfied that the craft is suitable for its intended service.

The MCA may also be asked to act on behalf of another Administration and undertake surveys and issue certificates for a craft operating in UK waters. In these cases, the Lead Surveyor will treat the craft as if it was registered in the UK.

The risk assessment of the passenge plan in relation to wake wash (and associated training) applies to these vessels. See 18.1.3, 18.3.2 and Appendix D.

Existing Craft Joining the UK Register

In general, existing craft coming onto the UK register will be required to satisfy the requirements of the 2000 HSC Code, the 1994 HSC Code or the Dynamically Supported Craft (DSC) Code as applicable at the date of its original construction. Where a craft has been the subject of repairs, alterations or modifications of a "major character", the provisions of the amended Chapter X of SOLAS should be applied. The following repairs, alterations and modifications should be recognized as being of a "major character":

1 any change that substantially alters the dimensions of a high-speed craft
Example: Lengthening by adding new mid-body of a DSC Code Vessel done after 1 July 2008; new mid-body should comply with 2000 HSC Code, 2008 Edition;

2 any change that substantially alters the passenger accommodation
Example: Vehicle deck of a 1994 HSC Code Vessel converted to passenger accommodation after 1 July 2008; new accommodation should comply with the 2000 HSC Code, 2008 Edition; and

3 any change that substantially increases the service life of a high-speed craft
Example: Renewal of passenger accommodation on one entire deck of a DSC Code Vessel done between I January 1996 and end June 2002 ; renewed accommodation should comply with the 1994 HSC Code. In which case the 1994 HSC Code Guidance document should be referred to rather than this set of Instructions for the Guidance of Surveyors.

In addition to the above procedure, operators of existing craft coming onto the UK register must supply the MCA with copies of all relevant survey and test reports of the equipment required by the Dynamically Supported Craft (DSC) or 1994 or 2000 HSC Codes. This will allow the MCA to make an initial assessment of safety standards.

When the craft and its equipment cannot fully comply with the 2000 HSC Code, it must comply with the SOLAS Convention with exemptions in line with the DSC Code. The MCA must be satisfied that the craft is suitable for its intended service. The craft must undergo an initial survey by an MCA surveyor to assess the level of compliance with the appropriate international requirements.

If the craft is an existing DSC Code Vessel and new to a UK operation and only operating on a seagoing domestic service then reference should be made to the Community Directive 98/18/EC as amended "safety rules and standards for passenger ships" enforced by S.I. 2000 No. 2687 The Merchant Shipping (Passenger Ships on Domestic Voyages) Regulations 2000, as amended.

Existing UK Registered Craft

Existing craft built to the requirements of the DSC Code have been certificated under the Class II and IV Passenger Certification arrangements. This practice has now ceased. Those craft and hovercraft are issued instead with a DSC Safety Certificate, a Record of Equipment and a Permit to Operate. See guidance in Annexes 1 and 2 for the correct form numbers.

Exemptions, Alternatives and Equivalents

All craft constructed between 1 January 1994 and 1 July 2002 must comply with the provisions of the 1994 HSC Code. All craft constructed between 1 July 2002 and 1 July 2008 must comply with the provisions of the 2000 HSC Code as amended (Chapter X of SOLAS, as amended). All craft constructed on or after 1 July 2008 must comply with the provisions of the 2000 HSC Code, as amended by MSC 222(82) (that is the 2008 amendments). The Codes must be applied in their entirety and no exemptions are allowed, except for radio communications (Chapter 14, para 14.3). However, the MCA will consider alternative provisions and equipment which offer a demonstrated equivalent level of safety, as required by the HSC Codes (Chapter 1, para 1.11). All agreed alternatives and equivalents for craft engaged on international voyages will be reported to IMO.

All agreed alternatives and equivalents for craft engaged on seagoing domestic voyages shall be subject to the requirements of Article 7 of Community Directive 98/18/EC as amended "safety rules and standards for passenger ships" enforced by S.I. 2000 No. 2687 The Merchant Shipping (Passenger Ships on Domestic Voyages) Regulations 2000, as amended.

Where a craft is engaged only on voyages in UK categorized waters A, B, C or D waters (meaning the waters specified as such in Merchant Shipping Notice MSN 1776 (M), where the categorizations determine the waters not regarded as "sea" for the purposes of Merchant Shipping legislation (excepting marine pollution)) then refer to MCA Vessel Policy Unit to discuss exemptions and equivalencies.

Where a craft constructed before 1 January 1996 complies with the DSC Code, which demonstrates an ability to operate at an acceptable level of safety when engaged on restricted voyages, under restricted operational weather conditions, and with approved maintenance and supervision, the MCA will grant the necessary exemptions from SOLAS.

Hovercraft.

Where the special characteristics of hovercraft (ACVs) cause difficulty with demonstrating full compliance with the 2000 HSC Code, 2008 Edition, the MCA will give consideration to the application of specific aspects of the British Hovercraft Safety Requirements as offering an equivalent level of safety.

As per the Hovercraft Act (1968 (Ch 59) and S.I. 1972 No. 674, as amended) any hovercraft engaged in commercial activities and hovercraft over 1000kg (unladen weight) or those used for reward should be registered and have a safety certificate and a permit to operate. The MCA have not delegated any hovercraft work.

The MCA do not deal with small two seater private hovercraft, nor home-made hovercraft.

Safety certificate – A hovercraft registered in the UK must not be used unless a Safety Certificate is in force. A Safety Certificate will be issued after completion of an initial or renewal survey to hovercraft which comply with the provisions of the 1994 or 2000 HSC Code (built after January 1996, as appropriate) or DSC Code before that date, (the British Hovercraft Safety Requirements BHSR, are considered as equivalent). All equipment must be to the satisfaction of the Lead Surveyor, who will, where appropriate, apply IMO, ISO or IEC Standards.

Permit to Operate – A hovercraft registered in the UK must not operate commercially unless a Permit to Operate, setting out the safety limitations and conditions imposed on its operation, is issued and is valid in addition to the Safety Certificate. A Permit will be issued by the Lead Surveyor and will be valid for a period not exceeding 12 months.

Before a Permit can be issued, the following documents shall be submitted by owners or operators to the Lead Surveyor

- *a statement from the relevant Harbour Authorities and/or borough Council to confirm that the local authorities have agreed with the arrangements made by the operators (e.g. noise pollution, air pollution, respect for other beach and water users, etc.)*

- *a statement from the local rescue co-ordination centre (MRCC/SC) of HM Coastguard that they are satisfied with the arrangements scenarios in place to deal with reasonable, foreseeable emergencies, and Search and Rescue scenarios.*

- *a risk assessment of noise and vibration impact should be considered which should address passengers and crew (refer to the Control of Noise at Work Regulations S.I. 2007 No.3075 and associated guidance MGN 352 plus the Control of Vibration at work Regulations S.I. 2007 No. 3077 and associated guidance MGN 353) and also the Code of Safe Working Practices for Merchant Seamen Consolidated Edition, 2007) and the relevant paragraph 4.10 of the HSC Code. Impact of noise on the local surrounds is a matter for the local authority.*

Delegation

Hull and machinery surveys are effectively delegated to UK authorised classification societies (Class) in the same way as other passenger ships. Where this work has been carried out by Class a partial declaration should be forwarded to the MCA. Refer to the Instructions to Surveyors Survey and Certification Policy. Generally, all plan approval, operational procedures, exemptions and equivalencies will be dealt with directly by the MCA.

The MCA will issue relevant certificates and carry out surveys directly related to SOLAS requirements, although there could be some limited appointments on a case-by-case basis

of other Certifying Authorities to conduct certain survey work. The extent of the Classification Society involvement should be discussed at the initial assessment. Once plans are approved, then further builds to the same design will not require additional plan approval – the sister ship principle will apply.

Documentation

The 2000 HSC Code, 2008 Edition, calls on Administrations to ensure that craft are provided with adequate information and guidance in the form of technical manuals to enable safe operation and maintenance. The MCA achieves this through an assessment of the available information and guidance, and through the application of the International Safety Management Code (ISM Code).

The following list shows the documents required by a craft although some of these documents may not be needed for craft on domestic voyages by virtue of exemptions:

DOCUMENTS	*UK FLAG CRAFT*	*FOREIGN CRAFT*
Certificate of Registry	*MCA*	*Flag State*
Safety Certificate	*MCA*	*Flag State*+*
Permit to Operate	*MCA*	*Flag State+*
Tonnage Certificate *Tonnage Exemption Certificate*	*RO* *MCA*	*Flag State**
Load Line Certificate *Load Line Exemption Certificate §*	*RO* *MCA*	*Flag State**
SOPEP	*MCA*	*Flag State**
Safety Management Certificate	*MCA*	*Flag State*+*
SMC Document of Compliance	*MCA*	*Flag State*+*
Document of Compliance 2, Stockholm Agreement , if applicable #	*MCA*	*Flag State+*
Radio Certificate	*MCA's recognised organisation*	*Flag State**
Minimum Safe Manning Certificate / Muster List	*MCA*	*Flag State+*
Intact and Damaged Stability Booklet	*MCA*	*Flag State**
Craft Operating Manual (see Chapter 18)	*MCA*	*Flag State**
Route Operational Manual (see Chapter 18)	*MCA*	*Flag State**
Company Emergency Procedure Manuals	*Operator*	*Operator*
Cargo Securing Manual (see Chapter 18)	*MCA*	*Flag State**
Training Manual (see Chapter 18)	*MCA*	*Flag State**
Maintenance and Servicing Manual (see Chapter 18)	*MCA*	*Flag State**

Notes:

- ** A Recognised Organisation (RO) may act on behalf of the Administration, see Appendix B.*
- *+ MCA may be asked to act on behalf of the Administration.*
- *# Stockholm Agreement, otherwise known as: Agreement Concerning Specific Stability Requirements for Ro-Ro Passenger Ships Undertaking Regular Scheduled International Voyages Between or To or From Designated Ports in North West Europe and the Baltic Sea.*
- *§ Refer to MSC/Circ.1028.*

References

*The text of **IMO Resolutions** can be found at http://www.imo.org/home_noflash.html "Information Resources", and of some **IMO Circulars** at http://www.imo.org/Circulars/mainframe.asp?topic_id=326.*

*The text of **EU Directives** can be found on the EUR-Lex website (http://eur-lex.europa.eu/en/index.htm) using the 'Simple Search' link. Changes to the status of Directives can be identified by searching using the Directive number plus the word "amend*" or "repeal*".*

***Statutory Instruments** in force may be identified by visiting http://www.mcga.gov.uk/c4mca/mcga07-home/shipsandcargoes/mcga-shipsregsandguidance/mcga-si.htm, and copies of them may be downloaded from http://www.opsi.gov.uk/stat.htm*

*The status of **Merchant Shipping Notices** may be verified (and copies obtained) by visiting http://www.mcga.gov.uk/c4mca/mcga07-home/shipsandcargoes/mcga-shipsregsandguidance/marinenotices.htm.*

*The status of **standards** may be verified by searching using the number of the standard at the following web sites:*

***ISO:** http://www.iso.org/iso/iso_catalogue.htm*

***IEC:** http://webstore.iec.ch/webstore/webstore.nsf/$$search?openform*

***EN and BS:** www.bsi-global.com/upload/Standards%20&%20Publications/shop.html?epslanguage=EN*

IMO Resolutions, EU Directives and Statutory Instruments shall be applied in accordance with their specific provisions regarding entry into force. IMO Circulars shall be applied from their date of publication.

The latest editions of Merchant Shipping Notices or ISO, IEC, EN or BS standards current at the date construction starts shall be applied to that craft. Where a craft is modified, then such modifications shall comply with the standards current at the date modification commences.