



**DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA
MERCHANT SHIPPING SECRETARIAT
MINISTRY OF PORTS AND SHIPPING**

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MSN 08/2016

26th April 2016

Notice to All Ship-Owners, Operators, Training Institutes, Masters of Sri Lankan Flagged Ships, and Recognized Organizations.

Procedure for High Speed Craft (HSC)

References

- (a) 1994 HSC code
- (b) Resolution MSC.97 (73), the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)
- (c) Resolution MSC.36 (63)
- (d) Resolution A.372(X) Dynamically Supported Craft (DSC Code).
- (e) Resolution MSC.99 (73).
- (f) Resolutions MSC.175 (79) and MSC.222 (82).
- (g) SOLAS Chapter X

1.0 Purpose

The purpose of this notice is to inform relevant parties regarding the procedure for high-speed crafts in accordance with the High Speed Craft Code (HSC Code) 1994 and 2000.

2.0 Applicability

This procedure applies to all Sri Lankan flagged Crafts, as follows;

2.1 Passenger craft which do not proceed in the course of their voyage more than four hours at operational speed from a place of refuge; and

2.3 A cargo craft of 500 gross tonnage or more which does not proceed in the course of its voyage more than 8 hours at operational speed from a place of refuge when fully laden, or

2.4 A cargo craft of less than 500 gross tonnages which is carrying cargo for hire or reward and which does not proceed in the course of its voyage more than 8 hours at operational speed from a place of refuge when fully laden.

3.0 Requirements

3.1 A high speed craft constructed on or after 1 January 1996 but before 1 July 2002 shall comply with the requirements of the high speed craft code 1994,

3.2 A high speed craft constructed on or after 1 July 2002 shall comply with the requirements of the high speed craft code 2000,

3.3 Approved recognized organizations have been authorized to issue certificates and permits on behalf of the Merchant shipping secretariat in Sri Lanka.

3.4 The Master and all officers having an operational role serving on High Speed Craft (HSC), including Hovercraft, are required to hold a Type Rating Certificate (TRC) in addition to a valid certificate of competency that may be required by the craft's Safe Manning Document.

3.5 HSC operators (owners/agents) are responsible for ensuring that appropriate approved training is given to the Master and all officers having an operational role.

3.7 Deck and engine ratings and other personnel employed on HSC must undergo a training programme appropriate to their duties on board and may be trained solely for HSC service without seagoing experience on other types of ships. This training should include the familiarization and appropriate training programmes required by the STCW 78, as amended.

3.8 Classification Societies allocating notations for HSC vessels require a Failure Mode and Effect Analysis (FMEA) for HSC vessels in order to confirm the levels of redundancy. They will also generally specify to what standard the FMEA should be carried out in accordance with IMO MSC Resolution 36(63) Annex 4 – Procedures for Failure Mode and Effects Analysis.

Issued on 26th April 2016

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