

Chapter 18 from HSC 1994 Code

Chapter 18 - Operational Requirements

18.1 Craft operational control

18.1.1. The High Speed Craft Safety Certificate, the Permit to Operate High Speed Craft or certified copies thereof, and copies of the route operational manual, craft operating manual, and a copy of such elements of the maintenance manual as the Administration may require, should be carried on board.

18.1.2. The craft should not be intentionally operated outside the worst intended conditions and limitations specified in the Permit to Operate High Speed Craft, in the High Speed Craft Safety Certificate, or in documents referred to therein.

18.1.3. The Administration should issue a Permit to Operate High Speed Craft when it is satisfied that the operator has made adequate provisions from the point of view of safety generally, including the following matters specifically, and should revoke the Permit to Operate if such provisions are not maintained to its satisfaction:

.1. the suitability of the craft for the service intended having regard to the safety limitations and information contained in the route operational manual;

.2. the suitability of the operating conditions in the route operational manual;

.3. the arrangements for obtaining weather information on the basis of which the commencement of a voyage may be authorized;

.4. provision in the area of operation of a base port fitted with facilities in accordance with 18.1.4;

.5. the designation of the person responsible for decisions to cancel or delay a particular voyage, e.g. in the light of the weather information available;

.6. sufficient crew complement required for operating the craft, deploying and manning survival craft, the supervision of passengers, vehicles and cargo in both normal and emergency conditions as defined in the Permit to Operate. The crew complement should be such that two officers are on duty in the operating compartment when the craft is underway, one of whom may be the master;

.7. crew qualifications and training, including competence in relation to the particular type of craft and service intended, and their instructions in regard to safe operational procedures;

.8. restrictions with regard to working hours, rostering of crews and any other arrangements to prevent fatigue including adequate rest periods;

.9. the training of crew in craft operation and emergency procedures;

.10. the maintenance of crew competence in regard to operation and emergency procedures;

.11. safety arrangements at terminals and compliance with any existing safety arrangements, as appropriate;

.12. traffic control arrangements and compliance with any existing traffic control, as appropriate;

.13. restrictions and/or provisions relating to position fixing, to operation by night or in restricted visibility, including the use of radar and/or other electronic aids to navigation, as appropriate;

.14. additional equipment which may be required, due to the specific characteristics of the service intended, for example, night operation;

.15. communication arrangements between craft, coast radio stations, base ports radio stations, emergency services and other ships, including radio frequencies to be used and watch to be kept;

.16. the keeping of records to enable the Administration to verify:

.16.1. that the craft is operated within the specified parameters;

.16.2. the observance of emergency and safety drills/procedures;

- .16.3. the hours worked by the operating crew;
- .16.4. the number of passengers on board;
- .16.5. compliance with any law to which the craft is subject;
- .16.6. craft operations; and
- .16.7. maintenance of the craft and its machinery in accordance with approved schedules;
- .17. arrangements to ensure that equipment is maintained in compliance with the Administration's requirements, and to ensure co-ordination of information as to the serviceability of the craft and equipment between the operating and maintenance elements of the operator's organization;
- .18. the existence and use of adequate instructions regarding:
 - .18.1. loading of the craft so that weight and centre of gravity limitations can be effectively observed and cargo is, when necessary, adequately secured;
 - .18.2. the provision of adequate fuel reserves;
 - .18.3. action in the event of reasonable foreseeable emergencies; and
 - .19. provision of contingency plans by operators for foreseeable incidents including all land-based activities for each scenario. The plans should provide operating crews with information regarding search and rescue (SAR) authorities and local administrations and organizations which may complement the tasks undertaken by crews with the equipment available to them^{see footnote}.
- 18.1.4. The Administration should determine the maximum allowable distance from a base port or place of refuge after assessing the provisions made under 18.1.3.

18.2 Craft documentation

. The Administration should ensure that the craft is provided with adequate information and guidance in the form of technical manual(s) to enable the craft to be operated and maintained safely. The technical manual(s) should consist of a Route Operational Manual, Craft Operating Manual, Training Manual, Maintenance Manual and Servicing Schedule. Arrangements should be made for such information to be updated as necessary.

18.2.1 Craft operating manual

- . The craft operating manual should contain at least the following information:
 - .1. leading particulars of the craft;
 - .2. description of the craft and its equipment;
 - .3. procedures for checking the integrity of buoyancy compartments;
 - .4. details arising from compliance with the requirements of chapter 2 likely to be of direct practical use to the crew in an emergency;
 - .5. damage control procedures;
 - .6. description and operation of machinery systems;
 - .7. description and operation of auxiliary systems;
 - .8. description and operation of remote control and warning systems;
 - .9. description and operation of electrical equipment;

- .10. loading procedures and limitations including maximum operational weight, centre of gravity position and distribution of load;
- .11. description and operation of fire detection and fire-extinguishing equipment;
- .12. drawings indicating the structural fire protection arrangements;
- .13. description and operation of radio equipment and navigational aids:
- .14. information regarding the handling of the craft as determined in accordance with chapter 17;
- .15. maximum permissible towing speeds and towing loads, where applicable;
- .16. procedure for dry-docking or lifting, including limitations;
- .17. in particular, the manual should provide information, in clearly defined chapters approved specifically by the Administration, relating to:
 - .17.1. indication of emergency situations or malfunctions jeopardizing safety, required actions to be taken and any consequential restrictions on operation of the craft or its machinery;
 - .17.2. evacuation procedures;
 - .17.3. operating limitations including the worst intended conditions;
 - .17.4. limiting values of all machinery parameters requiring compliance for safe operation.

In regard to information on machinery or system failures, data should take into account the results of any FMEA reports developed during the craft design.

18.2.2 Route operational manual

- . The route operational manual should include at least the following information:
 - .1. evacuation procedures;
 - .2. operating limitations including the worst intended conditions such as sea height, sea and air temperatures, and wind conditions;
 - .3. procedures for operation of the craft within the limitations of .2;
 - .4. the elements of applicable contingency plans for primary and secondary rescue assistance in the case of foreseeable incidents, including land-based arrangements and activities for each incident;
 - .5. arrangements for obtaining weather information;
 - .6. identification of the "base port(s)";
 - .7. identification of the person responsible for decisions to cancel or delay voyages;
 - .8. identification of crew complement, functions and qualifications;
 - .9. restrictions on working hours of crew;
 - .10. safety arrangements at terminals;
 - .11. traffic control arrangements and limitations, as appropriate;
 - .12. specific route conditions or requirements relating to position fixing, operations by night and in restricted visibility, including the use of radar or other electronic aids to navigation; and

.13. communication arrangements between craft, coast radio stations, base ports radio stations, emergency services and other ships, including radio frequencies to be used and watch to be kept.

18.2.3 Training manual

. The training manual, which may comprise several volumes, should contain instructions and information, in easily understood terms illustrated wherever possible, on evacuation, fire and damage control appliances and systems and on the best methods of survival. Any part of such information may be provided in the form of audio-visual aids in lieu of the manual. Where appropriate the contents of the training manual may be included in the craft operating manual. The following should be explained in detail:

- .1. donning lifejackets and immersion suits, as appropriate;
- .2. muster at the assigned stations;
- .3. boarding, launching and clearing the survival craft and rescue boats;
- .4. method of launching from within the survival craft;
- .5. release from launching appliances;
- .6. methods and use of devices for protection in launching areas, where appropriate;
- .7. illumination in launching areas;
- .8. use of all survival equipment;
- .9. use of all detection equipment;
- .10. with the assistance of illustrations, the use of radio life-saving appliances;
- .11. use of drogues;
- .12. use of engine and accessories;
- .13. recovery of survival craft and rescue boats including stowage and securing;
- .14. hazards of exposure and the need for warm clothing;
- .15. best use of the survival craft facilities in order to survive;
- .16. methods of retrieval, including the use of helicopter rescue gear (slings, baskets, stretchers), breeches-buoy and shore life-saving apparatus and craft's line-throwing apparatus;
- .17. all other functions contained in the muster list and emergency instructions; and
- .18. instructions for emergency repair of the life-saving appliances.
- .19. instructions in the use of fire protection and fire-extinguishing appliances and systems;
- .20. guidelines for use of fireman's outfit in a fire, if fitted;
- .21. use of alarms and communications associated with fire safety;
- .22. methods for surveying damage;
- .23. use of damage control appliances and systems including operation of watertight doors and bilge pumps; and
- .24. for passenger craft, control of and communication with passengers in an emergency.

18.2.4 Maintenance and servicing manual

. The craft maintenance and servicing manual should contain as a minimum:

- .1. detailed, illustrated description of all craft structure, machinery installations and all installed equipment and systems required for safe operation of the craft;
- .2. specifications and quantities of all replenishable fluids, and of structural materials which may be required for repairs;
- .3. operational limitations of machinery in terms of values of parameters, vibration and consumption of replenished fluids;
- .4. limitations of wear of structure or machinery components, including lives of components requiring calendar or operating time replacement;
- .5. detailed description of procedures, including any safety precautions to be taken or special equipment required, to remove and install main and auxiliary machinery, transmissions, propulsion and lift devices and flexible structure components;
- .6. test procedures to be followed subsequent to replacement of machinery or system components or for malfunction diagnosis;
- .7. procedure for lifting or dry-docking the craft, including any weight or attitude limitations;
- .8. procedure for weighing the craft and establishing the position of longitudinal centre of gravity (LCG);
- .9. where craft may be dismantled for transportation, instructions should be provided for dismantling, transport and re-assembly;
- .10. a servicing schedule, included in the maintenance manual or published separately, detailing the routine servicing and maintenance operations required to maintain the operational safety of the craft and its machinery and systems.

18.3 Training and qualifications

18.3.1. The level of competence and the training considered necessary in respect of the master and each crew member should be laid down and demonstrated in the light of the following guidelines to the satisfaction of the Administration in respect of the particular type and model of craft concerned and the service intended. More than one crew member should be trained to perform all essential operational tasks in both normal and emergency situations.

18.3.2. The Administration should specify an appropriate period of operational training for the master and each member of the crew and, if necessary, the periods at which appropriate re-training should be carried out.

18.3.3. The Administration should issue a type rating certificate to the master and all officers having an operational role following an appropriate period of operational/simulator training and on the conclusion of an examination including practical test commensurate with the operational tasks on board the particular type and model of craft concerned and the route followed. The type rating training should cover at least the following items:

- .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;
- .2. the failure mode of the control, steering and propulsion systems and proper response to such failures;
- .3. handling characteristics of the craft and the limiting operational conditions;
- .4. bridge communication and navigation procedures;
- .5. intact and damage stability and survivability of the craft in damage condition;
- .6. location and use of the craft's life-saving appliances, including survival craft equipment;
- .7. location and use of escapes in the craft and the evacuation of passengers;

- .8. location and use of fire protection and fire-extinguishing appliances and systems in the event of fire on board;
- .9. location and use of damage control appliances and systems including operation of watertight doors and bilge pumps;
- .10. cargo and vehicle stowage securement systems;
- .11. methods for control of and communication with passengers in an emergency; and
- .12. location and use of all other items listed in the training manual.

18.3.4. The type rating certificate for a particular type and model of craft should only be valid for service on the route to be followed when it is so endorsed by the Administration following the completion of a practical test over that route.

18.3.5. The type rating certificate should be re-validated every two years and the Administration should lay down the procedures for re-validation.

18.3.6. All crew members should receive instructions and training, as specified in 18.3.3.6 to 12.

18.3.7. The Administration should specify standards of physical fitness and frequency of medical examinations having regard to the route and craft concerned.

18.3.8. The Administration of the country in which the craft is to operate, if other than the flag State, should be satisfied with the training, experience and qualifications of the master and each crew member. A valid type rating certificate appropriately endorsed and held by a master or crew member, in conjunction with the current and valid licence or certificate issued by a flag State which is signatory to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) in force for those who are required to hold such a licence or certificate, should be acceptable as evidence of satisfactory training, experience and qualification to the Administration of the country in which the craft is to operate.

18.4 Manning of survival craft and supervision

18.4.1. There should be a sufficient number of trained persons on board for mustering and assisting untrained persons.

18.4.2. There should be a sufficient number of crew members, who may be deck officers or certificated persons, on board for operating the survival craft, rescue boats and launching arrangements required for abandonment by the total number of persons on board.

18.4.3. A deck officer or certificated person should be placed in charge of each survival craft to be used. However, the Administration, having due regard to the nature of the voyage, the number of persons on board and the characteristics of the craft, may permit a deck officer, certificated person or persons practised in the handling and operation of liferafts to be placed in charge of each liferaft or group of liferafts.

18.4.4. The person in charge of survival craft should have a list of the survival craft crew and should see that the crew under command are acquainted with their duties.

18.4.5. Every rescue boat and motorized survival craft should have a person assigned who is capable of operating the engine and carrying out minor adjustments.

18.4.6. The master should ensure the equitable distribution of persons referred to in 18.4.1 to 18.4.3 among the craft's survival craft.

18.5 Emergency instructions and drills

18.5.1. On or before departure, passengers should be instructed in the use of lifejackets and the action to be taken in an emergency. The attention of the passengers should be drawn to the emergency instructions required by [8.4.1](#) and [8.4.3](#).

18.5.2. Emergency fire and evacuation drills for the crew should be held on board the craft at intervals not exceeding one week for passenger craft and one month for cargo craft.

18.5.3. Each member of each crew should participate in at least one evacuation, fire and damage control drill per month.

18.5.4. On-board drills should, as far as practicable, be conducted to simulate an actual emergency. Such simulations should include instruction and operation of the craft's evacuation, fire and damage control appliances and systems.

18.5.5. On-board instruction and operation of the craft's evacuation, fire and damage control appliances and systems should include appropriate cross-training of crew members.

18.5.6. Emergency instructions including a general diagram of the craft showing the location of all exits, routes of evacuation, emergency equipment, life-saving equipment and appliances and illustration of lifejacket donning should be available to each passenger and crew member. It should be placed near each passenger and crew seat.

18.5.7. Records

The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances and on-board training should be recorded in such log-book as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry should be made in the log-book stating the circumstances and the extent of the muster, drill or training session held. A copy of such information should be forwarded to the operator's management.

18.5.8. Evacuation drills

18.5.8.1. Evacuation drill scenarios should vary each week so that different emergency conditions are simulated.

18.5.8.2. Each evacuation craft drill should include:

- .1. summoning of crew to muster stations with the alarm required by 8.2.2.2 and ensuring that they are made aware of the order to abandon craft specified in the muster list;
- .2. reporting to stations and preparing for the duties described in the muster list;
- .3. checking that crew are suitably dressed;
- .4. checking that lifejackets are correctly donned;
- .5. operation of davits if any used for launching liferafts;
- .6. donning of immersion suits or thermal protective clothing by appropriate crew members;
- .7. testing of emergency lighting for mustering and abandonment; and
- .8. giving instructions in the use of the craft's life-saving appliances and in survival at sea.

18.5.8.3. Rescue boat drill

.1. As far as is reasonable and practicable, rescue boats should be launched each month as part of the evacuation drill, with their assigned crew aboard, and manoeuvred in the water. In all cases this requirement should be complied with at least once every three months.

.2. If rescue boat launching drills are carried out with the craft making headway, such drills should, because of the dangers involved, be practised in sheltered waters only and under the supervision of an officer experienced in such drills see footnote.

18.5.8.4. Individual instructions may cover different parts of the craft's life-saving system, but all the craft's life-saving equipment and appliances should be covered within any period of one month on passenger craft and two months on cargo craft. Each member of the crew should be given instructions which should include but not necessarily be limited to:

- .1. operation and use of the craft's inflatable liferafts;
- .2. problems of hypothermia, first-aid treatment of hypothermia and other appropriate first-aid procedures;
- .3. special instructions necessary for use of the craft's life-saving appliances in severe weather and severe sea conditions.

18.5.8.5. On-board training in the use of davit-launched liferafts should take place at intervals of not more than four months on every craft fitted with such appliances. Whenever practicable, this should include the inflation and lowering of a liferaft. This liferaft may be a special liferaft intended for training purposes only, which is not part of the craft's life-saving equipment. Such a special liferaft should be conspicuously marked.

18.5.9. Fire drills

18.5.9.1. Fire drill scenarios should vary each week so that emergency conditions are simulated for different vessel compartments;

18.5.9.2. Each fire drill should include:

- .1. summoning of crew to fire stations;
- .2. reporting to stations and preparing for the duties described in the muster list;
- .3. donning of fireman's outfits;
- .4. operation of fire doors and fire dampers;
- .5. operation of fire pumps and fire-fighting equipment;
- .6. operation of communication equipment, emergency signals and general alarm;
- .7. operation of fire detection system; and
- .8. instruction in the use of the craft's fire-fighting equipment and sprinkler and drencher systems, if fitted.

18.5.10. Damage control drills

18.5.10.1. Damage control drill scenarios should vary each week so that emergency conditions are simulated for different damage conditions.

18.5.10.2. Each damage control drill should include:

- .1. summoning of crew to damage control stations;
- .2. reporting to stations and preparing for the duties described in the muster list;
- .3. operation of watertight doors and other watertight closures;
- .4. operation of bilge pumps and testing of bilge alarms and automatic bilge pump starting systems; and
- .5. instruction in damage survey, use of the craft damage control systems and passenger control in the event of an emergency.

Part B- Requirements for Passenger Craft

18.6 Type rating training

18.6.1. For all crew members, the type rating training should cover the control and evacuation of passengers additionally to 18.3.6.

18.6.2. When the craft carry cargoes, the craft should comply with the requirements of part C of this chapter in addition to this part.

18.7 Emergency instructions and drills

18.7.1. Emergency instructions including a general diagram of the craft showing the location of all exits, routes of evacuation, emergency equipment, life-saving equipment and appliances and illustration of lifejacket donning should be available to each passenger and placed near each passenger's seat.

18.7.2. Attention of passengers should be drawn to the provisions of the emergency instructions on boarding.

Part C - Requirements for Cargo Craft

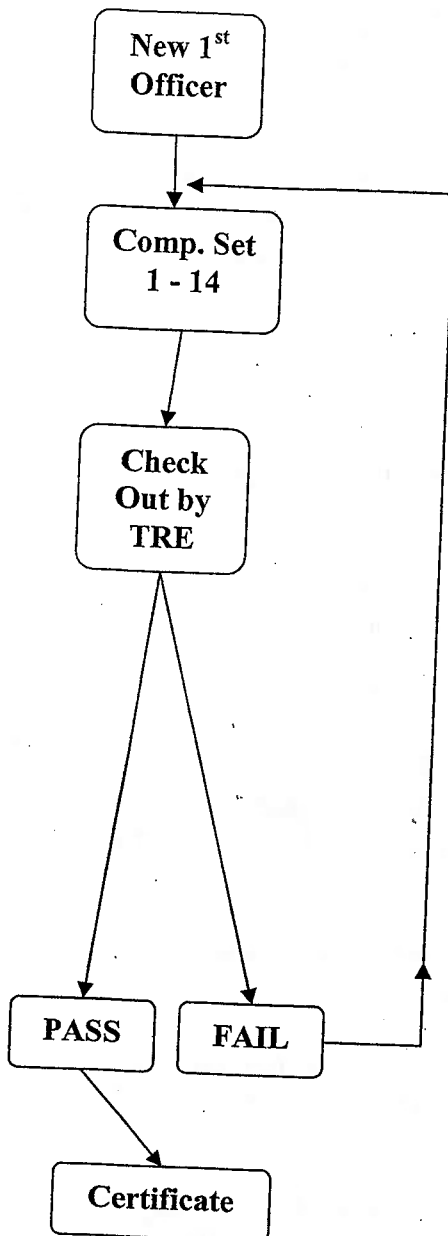
18.8 Type rating training

. For all crew members, the type rating training should cover knowledge of cargo and vehicles storage area securement systems.

18.9 Emergency instructions and drills

. Emergency instructions including a general diagram of the craft showing the location of all exits, routes of evacuation, emergency equipment, life-saving equipment and appliances and illustration of lifejacket donning should be available to each crew member

Extracts from the Isle of Man Steam Packet Company Limited's Type Rating Programme Record Book



1. Contribute to the safe operation of the vessel by having a working 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.
2. Contribute to the safe operation of the vessel by having a thorough practical knowledge of the failure mode of the control, steering and propulsion systems.
3. Operate and manoeuvre the craft safely
4. Operate bridge communications; navigate safely on the prescribed route.
5. Take charge of organisation for intact and damage stability and survivability of the craft in a damaged condition
6. Explain the location and use of the craft's life-saving appliances, including survival craft equipment
7. Coordinate the evacuation of passengers by use of the fitted escapes.
8. Effectively extinguish a fire onboard using all available apparatus.
9. Coordinate the use of damage control appliances and systems, including the operation of watertight doors and bilge pumps.
10. Take charge of safe and secure cargo and vehicle stowage.
11. Use effective internal communication with passengers in an emergency
12. Coordinate safe and pollution free refuelling, towing and anchoring. Enforce security precautions.
13. Contribute to the safe running of the vessel through a working knowledge of the Company's Safety Management System
14. Contribute to the safe running of the vessel through a outline knowledge of the High Speed Craft Code of Safety.

Change Craft / Role / Route Competencies Flow Diagram

Subject	1 / O	Promotion to Master	Change Craft	Change Route
Contribute to the safe operation of the vessel by having a working knowledge, of all on-board propulsion and control systems, including communication and navigational equipment, steering, electrical, hydraulic and pneumatic systems and bilge and fire pump	V		V	
1.1 Maintain craft construction and stability;	V		V	
1.2 Operate the propulsion systems (main engines through to water jets);	V		V	
1.3 Operate generating systems;	V		V	
1.4 Contribute to the safe/ efficient operation of fuel systems;	V		V	
1.5 Operate Ride control systems;	V		V	
1.6 Operate internal communication arrangements and emergency communication arrangements;	V		V	
1.7 Operate Radar ARPA; Radar – additional systems;	V		V	
1.8 Operate pilotage and navigational equipment including electronic navigation systems and navigation lights;	V		V	
1.9 Operate external communication arrangements VHF / UHF radios and route frequencies;	V		V	
1.10 Operate hydraulic & pneumatic systems including bow & stern doors & visor; anchor & deck winches, steering & associated equipment.	V		V	
1.11 Operate fire pumps;	V		V	
1.12 Operate bilge pumping systems.	V		V	
Contribute to the safe operation of the vessel by having a thorough practical knowledge of the failure mode of the control, steering and propulsion systems.	V		V	
2.1 Use the Failure Mode and Effect Analysis (FMEA) manual for the craft;	V		V	
2.2 Implement and operate the failure mode of: control, steering (including emergency steering) and propulsion systems;	V		V	
2.3 Control, from a command perspective, a total electrical failure.	V		V	
Operate and manoeuvre the craft safely.	V		V	V
3.1 Operate and manoeuvre the craft safely, displaying an appreciation of the handling characteristics of the craft and an awareness of the limiting operational conditions.	V		V	V

Subject	1 / O	Promotion to Master	Change Craft	Change Route
Operate bridge communications; navigate safely on the prescribed route.				
4.1 Follow prescribed Route highlighting navigational information and procedures, alternative routes and Ports of Refuge;	V		V	V
4.2 Understand and apply the principles of minimising wake wash;	V		V	V
4.3 Find and interpret Weather forecasts and implement weather routing;	V			V
4.4 Manoeuvre vessel to demonstrate an instinctive and thorough ability to avoid collision; navigate/pilot the vessel in reduced visibility;	V			
4.5 Operate control panel and handover to wing stations and vice versa;	V		V	
4.6 Conduct a manoverboard recovery drill and emergency stop.	V		V	
4.7 Operate checks lists, records and log keeping;	V			
4.8 Review current operational bulletins;	V		V	V
4.9 Respond to a major emergency which requires implementation of company EMPROC	V	V	V	V
Take charge of organisation of intact and damage stability and survivability of the craft in a damaged condition.				
5.1 Take charge of onboard organisation of intact and damage stability, collision, stranding and grounding.	V		V	
Explain the location and use of the craft's lifesaving appliances, including survival craft equipment.				
6.1 Explain the location and use of MES, liferafts, lifejackets and rescue boats.	V		V	
Coordinate the evacuation of passengers by use of the fitted escapes.				
7.1 Describe the coordinated evacuation procedure;	V		V	
7.2 Describe the preparations for and control of helicopter transfers.	V		V	
Effectively extinguish a fire onboard using all available apparatus.				
8.1 Describe the fitted onboard structural fire protection and fire detection systems;	V		V	
8.2 Coordinate the extinguishing of an onboard fire whether in the cabin, car deck, or machinery spaces;	V	V	V	
8.3 Operate fixed and portable fire fighting equipment, fire doors & dampers.	V		V	
Coordinate the use of damage control appliances and systems, including the operation of watertight doors and bilge pumps.				
9.1 Coordinate the use of Watertight and skin doors, (bow visors and doors, stern ramps), explain void watertight integrity.	V		V	

Subject	1 / O	Promotion to Master	Change Craft	Change Route
Take charge of safe and secure cargo and vehicle stowage.	v		v	
10.1 Take charge of cargo securing including vehicle securing arrangements.	v		v	
Use effective internal communications with passengers in an emergency.	v			
11.1 Communicate effectively with passengers in an emergency through proper crisis management, use of SITREPs, and if required, crowd control.	v	v		
Coordinate safe and pollution free refuelling, towing and anchoring. Enforce security precautions.	v		v	
12.1 Coordinate safe and pollution-free refuelling;	v		v	
12.2 Coordinate towing and anchoring of the vessel;	v		v	
12.3 Enforce prescribed security precautions according to the set security level.	v	v	v	
Contribute to the safe running of the vessel through a working knowledge of the Company's Safety Management System.	v			
13.1 Contribute to the Company's Safety Management System through a working knowledge of ISM; the company's Safety Management Manual and the processes the system requires.	v			
Contribute to the safe running of the vessel through a outline knowledge of the High Speed Craft Code of Safety.	v			
14.1 Demonstrate a basic understanding of the Code, High Speed Craft certificate, Permit to Operate.	v			

Personal Details / Qualifications / Certificates

These details must be completed before a Type-Rating Certificate will be issued

Name:		
Date of Birth:		Discharge Book No:
Certificate of Competency:		
CoC Grade:	CoC Place / Date of Issue:	CoC No:
Personal Survival Techniques AVI/1-1:		
Cert No:		Date:
Fire Prevention and Fire Fighting (Basic) AVI/1-2		
Cert No:		Date:
Personal Safety and Social Responsibility AVI/1-4:		
Cert No:		Date:
In-Company Fire Prevention and Fire Fighting:		
Cert No:		Date:
Fire Prevention and Fire Fighting (Advanced) AVI/3		
Cert No:		Date:

GMDSS General (GOC)	
Cert No:	Date:
CPSC & RB	
Cert No:	Date:
ARPA Cert (Fast Craft)	
Cert No:	Date:
Crisis Management and Human Behaviour AV/2	
Cert No:	Date:
Passenger Safety, Cargo Safety and Hull Integrity AV/2	
Cert No:	Date:

TRE / DPA Final Signature Sheet

Name: _____ Role _____ Craft: _____ Route: _____

Revalidation: YES / NO (delete as appropriate)

TRE Signature:		DPA Signature:	
TRE Name:		DPA Name:	Captain David Stocks
Date:		Date:	

Additional Endorsements

Role:		Role:	
Craft:		Craft:	
Route:		Route:	
DPA Signature:		DPA Signature:	
DPA Name:		DPA Name:	
Date:		Date:	
Type-Rating Certificate Number:			

Student and TRI Signature page

I hereby confirm that I have undertaken a course of instruction in Competence Number 1.1. I believe that I am proficient in this subject, and wish to submit myself for assessment by the Type-Rating Examiner.

Student Name:	
Student Signature:	

Date: _____

I hereby confirm that the student named above has undertaken a course of instruction in the above competency, and believe the candidate to be ready for check-out examination by the TRE.

TRI Name:	
TRI Signature:	

Date: _____

I hereby confirm that the student named above has undertaken a course of instruction in the above competency, and I hereby confirm that the candidate has "checked-out" in this competence.

TRE Name:	
TRE Signature:*	

Date: _____

Vessel Type:			
Vessel Route:			
Rank:			

Passenger Safety Instruction Cards

SEE REVERSE SIDE FOR LIFERAFT AND EMERGENCY EXIT POSITIONS
VOYEZ L'INVERSE POUR VOTRE CANOT DE SAUVETAGE ET VOTRE SORTIE SECOURS

GENERAL EMERGENCY ALARM SIGNAL SIGNAL DE SECOURS GENERAL

THE ALARM SIGNAL:

In the event of an emergency, the signal (seven short blasts followed by one long blast) will be sounded.

IF YOU HEAR THIS SIGNAL:

Please remain seated, put on warm clothing and await further instructions.

LE SIGNAL D'ALARME:

En cas d'urgence, un signal comprenant sept petites sonneries suivi d'une longue sera transmis.

SI VOUS ENTENDEZ:

Vous êtes priés de rester assis, de mettre des vêtements chauds et d'attendre de nouvelles instructions.

ADULTS:

YOUR LIFEJACKET IS SECURED UNDER YOUR SEAT.

ADULTES:

VOTRE GILET DE SAUVETAGE SE TROUVE SOUS VOTRE SIEGE.



PLACE LIFEJACKET OVER HEAD

PASSER LA TETE DANS
L'OUVERTURE DU GILET
DE SAUVETAGE



BRING BELT AROUND BACK
AND CLICK BUCKLE HALVES
TOGETHER

PASSER LA CEINTURE DERRIERE
LE DOS ET CLIQUER LES DEUX
PARTIES L'UNE DANS L'AUTRE



HOLD JACKET FIRMLY
AND WITH OTHER HAND
PULL BELT TIGHT

MAINTENIR LE GILET FERMEMENT
ET AVEC L'AUTRE MAIN TIRER
POUR SERRER LA CEINTURE

CHILDREN:

CHILDRENS LIFEJACKETS WILL BE ISSUED
BY CABIN STAFF. PUT LIFEJACKET ON
YOUR CHILD AND SECURE FOLLOWING
ALL THE 3 STEPS ABOVE.

ENFANTS:

LES GILETS DE SAUVETAGE POUR
ENFANTS SERONT DISTRIBUES PAR UN
MEMBRE DE L'EQUIPAGE. METTEZ LE
GILET DE SAUVETAGE A VOTRE ENFANT
ET ATTACHEZ-LE EN SUIVANT LES TROIS
ELAPES CI-DESSUS.



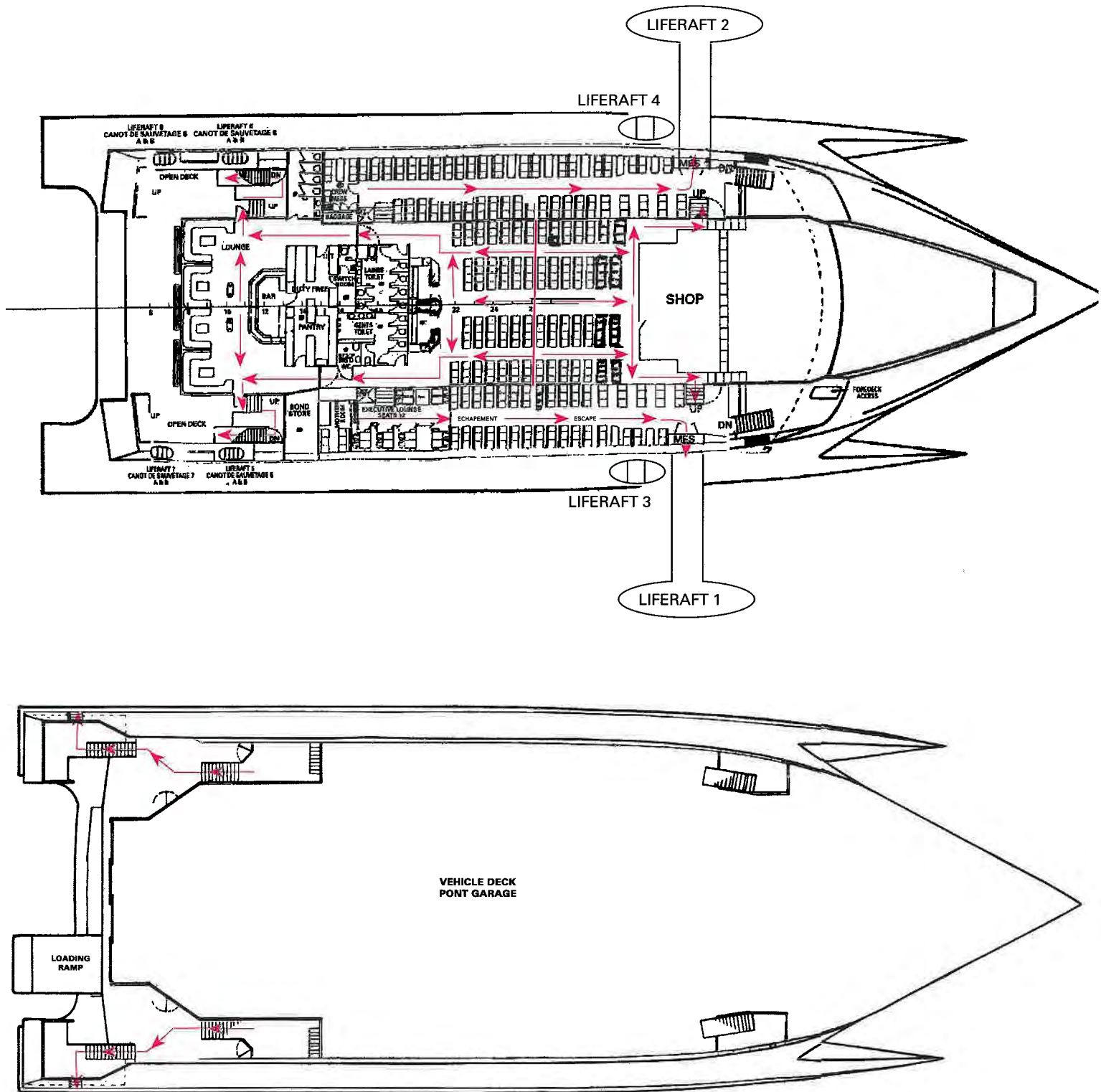
IMPORTANT - SAFETY REGULATIONS, PLEASE DO NOT REMOVE FROM CRAFT

IMPORTANT - INSTRUCTIONS DE SECURITE, NE PAS EMPORTER



YOUR LIFERAFT AND EMERGENCY EXIT VOTRE CANOT DE SAUVETAGE ET VOTRE SORTIE SECOURS

SEE REVERSE SIDE FOR EMERGENCY SIGNAL AND LIFEJACKET DONNING INSTRUCTION CARD
VOYEZ L'INVERSE POUR LE SIGNAL DE SECOURS GENERAL, ET LES INSTRUCTIONS DE GILET DE SAUVETAGE



IMPORTANT - SAFETY REGULATIONS, PLEASE DO NOT REMOVE FROM CRAFT

IMPORTANT - INSTRUCTIONS DE SECURITE, NE PAS EMPORTER

**SEE REVERSE SIDE FOR LIFERAFT AND EMERGENCY EXIT POSITIONS
VOYEZ L'INVERSE POUR VOTRE CANOT DE SAUVETAGE ET VOTRE SORTIE SECOURS**

GENERAL EMERGENCY ALARM SIGNAL SIGNAL DE SECOURS GENERAL

THE ALARM SIGNAL:

In the event of an emergency, the signal (seven short blasts followed by one long blast) will be sounded.

IF YOU HEAR THIS SIGNAL:

Please remain seated, put on warm clothing and await further instructions.

LE SIGNAL D'ALARME:

En cas d'urgence, un signal comprenant sept petites sonneries suivi d'une longue sera transmis.

SI VOUS ENTENDEZ:

Vous êtes priés de rester assis, de mettre des vêtements chauds et d'attendre de nouvelles instructions.

**ADULTS:
ADULTES:**

**YOUR LIFEJACKET IS SECURED UNDER YOUR SEAT.
VOTRE GILET DE SAUVETAGE SE TROUVE SOUS VOTRE SIEGE.**



Place lifejacket over head ensuring that side-tapes pass under arms.

Présenter la brassière au-dessus de la tête en s'assurant que les sangles de côté passent sous les bras.



Pull side-tapes down firmly until lifejacket grips body.

Tirer les sangles de côté fermement vers le bas jusqu'à ce que la brassière serre bien le corps.



Cross side-tapes behind back and return to front.

Croiser les sangles de côté dans le dos et ramener les vers l'avant.



Tie securely in a bow, ensuring side-tapes are located between upper and lower front pads.

Nouer efficacement les sangles de côté sur l'avant entre le coussin inférieur et supérieur.

CHILDREN:

CHILDRENS LIFEJACKETS WILL BE ISSUED BY CABIN STAFF. PUT LIFEJACKET ON YOUR CHILD AND SECURE FOLLOWING ALL THE 4 STEPS ABOVE.

ENFANTS:

LES GILETS DE SAUVETAGE POUR ENFANTS SERONT DISTRIBUES PAR UN MEMBRE DE L'EQUIPAGE.



IMPORTANT - SAFETY REGULATIONS, PLEASE DO NOT REMOVE FROM CRAFT

IMPORTANT - INSTRUCTIONS DE SECURITE, NE PAS EMPORER



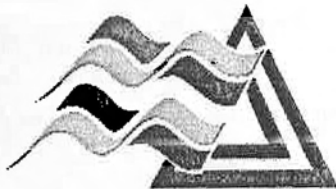
Summary of comments from passenger questionnaires

MAIB 1/3/255

Sea Express 1 v Alaska Rainbow Passenger questionnaires –
summary of comments

	Comment	Location of passenger
1	Stewardess was panicky	Stb'd side
2	Stewardess could not be heard clearly - was holding the megaphone too far from her mouth	All areas
3	Lifejackets were different to those featured on the safety video.	Stb'd & Central area
4	No head count/checking of passengers when disembarking	all
5	Stewardess failed to help locate a lifejacket when requested	Central area
6	Lifejacket straps knotted and took 4 – 5 minutes to untangle before the jacket could be donned	All areas – multiple comments
7	Captain's tannoy announcements clear and calm	all
8	General Alarm signal heard clearly	all
9	Lifejackets difficult to pull out from under the seats.	All areas
10	Some of the crew were crying and hysterical – exacerbating the situation.	All
11	Delay in being provided with baby/childrens' lifejackets	All
12	Announcements were muffled by the sound of other passengers on their mobile phones	Port
13	IoM Steam Packet staff at Liverpool were disorganised and ill tempered	Central area
14	IoM SP need to review their staff training and company procedures for dealing with emergencies. No muster was taken and the reaction was poor	Port side
15	Cabin staff displayed signs of panic – were not reassuring	Port Side

Port of Liverpool new procedures



THE MERSEY DOCKS AND HARBOUR COMPANY

NOTICE TO MARINERS

No. 9 - 2007

PORT OF LIVERPOOL

SAFE NAVIGATION IN RESTRICTED VISIBILITY

NOTICE IS HEREBY GIVEN THAT WHENEVER VESSELS ARE NAVIGATING WITHIN THE LIMITS OF THE PORT OF LIVERPOOL DURING PERIODS OF RESTRICTED VISIBILITY THEY DO SO WITH EXTREME CAUTION AND WITH DUE REGARD TO THE INTERNATIONAL REGULATIONS FOR THE PREVENTION OF COLLISIONS AT SEA, 1972 (AS AMENDED) RULE 19 (CONDUCT OF VESSELS IN RESTRICTED VISIBILITY).

LADEN TANKERS FOR TRANMERE OIL JETTY AND PASSENGER VESSELS WILL NOT NORMALLY BE ALLOWED TO NAVIGATE WITHIN THE PORT WHEN VISIBILITY IS REPORTED TO BE LESS THAN 0.5 MILES (FIVE CABLES) IN ANY AREA OF THE PORT THROUGH WHICH THE VESSEL INTENDS TO NAVIGATE.

DURING PERIODS OF RESTRICTED VISIBILITY MARINERS MAY REQUEST LIVERPOOL V.T.S. TO PROVIDE CONTINUOUS INFORMATION OF THEIR POSITION WHILST NAVIGATING IN THE RIVER OR SEA CHANNELS.

**CAPTAIN S.F. GALLIMORE
HARBOUR MASTER
MERSEY PORTS**

20TH MARCH 2007

Title	Revision Number	Date effective	Document Number
Restricted Visibility	MDHC		SP
	Prepared By Marine Ops. Dept.	Approved By Harbour Master	Page 1 of 2

1.0 Purpose

To provide information to mariners navigating within the Port of Liverpool when visibility is restricted:

2.0 Definitions

VTS – Vessel Traffic Service

Passenger vessel: Vessel carrying more than 12 passengers

3.0 Procedures

- 3.1 In the event of visibility being less than 1 nautical mile in the Port of Liverpool, the following procedures shall be implemented by the Duty VTS Officer.
- 3.2 Call the Met Office forecaster for a forecast of the state of the visibility over the next 6 hours
- 3.3 Issue a 'visibility warning' broadcast if the Met Office indicate that the visibility is likely to deteriorate further.
- 3.4 Request further visibility reports from other vessels to determine the extent of the reduced visibility and ensure that arriving / departing vessels are kept informed of current conditions
- 3.5 Prior to boarding pilots ensure they are informed of current visibility conditions
- 3.6 Planned Tranmere and approach channel passes of large vessels shall take account of any Met Office forecast deterioration in visibility.
- 3.7 C22 and Liverpool Landing Stage fog signals must be switched 'on' when visibility in the north river area is less than 1 nautical mile. MPTE and Shell should be notified to activate the fog signals on their stages.
- 3.8 Mersey Ferries must, when visibility between the stages is below 1 nautical mile, establish contact with Liverpool VTS on VHF Ch12 on leaving Liverpool, Seacombe and Wallasey Stages.
- 3.9 In restricted visibility and upon request the VTS should supply a vessel with continuous information of their position whilst navigating in the river or sea channels.

IF VISIBILITY BECOMES LESS THAN ½ NAUTICAL MILE (5 Cables)

- 3.10 The radar surveillance desk in VTS will be permanently manned and all telephone calls transferred to the Pilotage Desk
- 3.11 Laden vessels for Tranmere and passenger vessels will not normally be allowed to enter the approach channel if the visibility on any part of the intended passage is less than ½ nautical miles.

Title Restricted Visibility	Revision Number MDHC	Date effective	Document Number SP 17
	Prepared By Marine Ops. Dept.	Approved By Harbour Master	Page 2 of 2

- 3.12 Vessels engaged in bunkering alongside should cease operations if another vessel is due to pass.
- 3.13 Mersey Ferries should give consideration to suspension of services when visibility between the stages is less than ½ nautical miles.
- 3.14 Any vessel not fitted with a working radar installation shall not navigate in the port when visibility is less than ¼ nautical miles
- 3.15 International Regulations for the Prevention of Collisions 1972, Rule 19 applies within the Port of Liverpool
- 3.16 Inward vessels requiring tug assistance to swing should consider carefully whether the probability of the visibility reducing to less than ¼ nautical miles is such that an abort should be considered before passing the Q1 Boat Beacon. **However, should a large vessel once committed to entering the Approach Channel experience a further reduction in visibility, then it must be understood that while the tugs will endeavor to assist they will have great difficulty in making fast safely in visibility of less than ¼ nautical miles.**

4.0 References

Port of Liverpool Notice to Mariners
 General Directions for the Navigation in the Port of Liverpool
 VTS Standing Orders
 International Regulations for the Prevention of Collisions 1972