



SUB-COMMITTEE ON SHIP DESIGN AND
EQUIPMENT
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Agenda item 11

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GUIDELINES FOR UNIFORM OPERATING LIMITATIONS OF HIGH-SPEED CRAFT

Outcomes of COMSAR 12, NAV 54 and SLF 51

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	The document reports on the outcomes of COMSAR 12, NAV 54 and SLF 51 in the matter.
<i>Strategic direction:</i>	5.2
<i>High-level action:</i>	5.2.1
<i>Planned output:</i>	5.2.1.2
<i>Action to be taken:</i>	Paragraph 12
<i>Related documents:</i>	DE 51/13; COMSAR 12/15; COMSAR 12/WP.2; NAV 53/15; NAV 54/25; SLF 50/INF.4 and SLF 51/17

Background

1 DE 51, after considering the report of the correspondence group (DE 51/13), attaching draft Guidelines for uniform operating limitations of high-speed craft and identifying issues needing further discussion, supported the draft Guidelines prepared by the group in principle, but agreed that further work was necessary, in particular concerning a consistent application of operating limits for different wave heights and sea trials at lower wave heights and subsequent extrapolation of wave heights.

2 Realizing that the three contributing Sub-Committees (COMSAR, NAV and SLF) would all meet after DE 51 and bearing in mind the target completion date of 2009, DE 51 re-established the correspondence group under the coordination of Australia and instructed it to finalize the draft Guidelines for uniform operating limitations of high-speed craft, incorporating the contributions provided by COMSAR 12, NAV 54 and SLF 51, as appropriate, for finalization at this session.

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Outcome of COMSAR 12

3 COMSAR 12 considered document COMSAR 12/10 (Secretariat), reporting on the outcomes of DE 50 and DE 51 with regard to the agenda item, and instructed its SAR Working Group to consider the draft Guidelines for uniform operating limitations of high-speed craft, in particular the issue of “available rescue and operational support resources”, and finalize the draft text of section 3, as given in the annex to document COMSAR 12/10.

4 In considering the relevant part of the SAR Working Group’s report (COMSAR 12/WP.2, paragraph 5.1), COMSAR 12 concurred with the text as prepared by the DE correspondence group (COMSAR 12/10, annex). However, COMSAR 12 also suggested that the wording in the last sentence of paragraph 3.5 of the draft Guidelines should be formulated more positively, bearing in mind that trial evacuation or rescue exercises were highly beneficial to identify gaps and weaknesses and to improve overall performance.

Outcome of NAV 54

5 NAV 54 recalled that NAV 53 had considered document NAV 53/15 (RINA), identifying various subjects, i.e. safe handling situations, wave height limitations, discretionary aspects, wash wave restrictions, navigational safety and departure sea conditions for discussion in relation to the determination of operational limitations of high-speed craft. There was general support for the proposals outlined and some Members were of the opinion that consideration should be given to operations in ice conditions, training in accordance with the 2000 HSC Code and consistent application of operating limitations. NAV 53 had also requested Members to provide, in the meanwhile, relevant input on the navigational aspects directly to the relevant DE correspondence group.

6 NAV 54 recalled also that NAV 53, observing that no other substantial documents had been submitted on this issue, had agreed to postpone further consideration of this item to NAV 54, when the outcome of DE 51 would be available, and invited Members to submit suitable proposals for consideration at NAV 54.

7 NAV 54 noted that DE 51 had considered the report of the correspondence group (DE 51/13), which had included in the draft text of the Guidelines possible guidance relating to matters under the purview of other sub-committees, in particular that the group left the text of section 7 (Navigational matters) of the draft within square brackets pending consideration of that text by NAV 54.

8 In considering the text of section 7, NAV 54 was of the opinion that the draft text of the Guidelines prepared by the DE correspondence group appeared to be adequate with respect to navigational matters. However with respect to paragraphs 7.1 and 7.4, NAV 54 agreed to the following amended text:

“7.1 Casualties to high-speed craft have illustrated that there are number of navigational circumstances that need to be taken into account when establishing the operating limitations under the Permit to Operate. These include:

- .1 adequacy of fixed ~~navigation~~ aids **to navigation** on the route;
- .2 night-vision with regard to unlit obstacles; and
- .3 other restricted visibility.

7.4 Where a route is considered to be especially vulnerable to grounding or stranding, Administrations may require a risk assessment of these hazards, considering the applicability of, for example:

- .1 minimum safety margins around particular hazards **on the route**;
- .2 reduced speed **during** in critical sections of ~~a passage~~ **the route**; and
- .3 requiring two navigators in the operating compartment during critical sections of the route.”

Outcome of SLF 51

9 SLF 51 recalled that SLF 50, having noted general support for the information in document SLF 50/INF.4 (United Kingdom), had agreed that the Guidelines should be primarily for Administrations, taking into account sea-keeping, stability and measurement of wave heights for operational matters, and had invited Member Governments and international organizations to contribute to the DE correspondence group and to submit proposals and comments to SLF 51.

10 SLF 51 noted the developments within the DE correspondence group pertaining to SLF issues as follows:

- .1 consideration was given to accepting the use of instrumentation for measurement of vertical accelerations in place of speed/wave height restrictions for monitoring structural loads;
- .2 extrapolation of sea-keeping performance was vigorously debated within the group;
- .3 discussion on measurement of wave height was minimal;
- .4 guidance for operation in following and stern quartering seas, as proposed by the United Kingdom, was inserted as an appendix; and
- .5 a final decision was yet to be made on whether or not to insert an appendix on wake wash waves risk assessment.

11 Consequently, noting that the draft Guidelines would be finalized at DE 52, SLF 51 invited Members and international organizations to contribute to the DE correspondence group.

Action requested of the Sub-Committee

12 The Sub-Committee is invited to take the above information into account when considering the agenda item, bearing in mind that the correspondence group has already incorporated the outcomes of COMSAR 12, NAV 54 and SLF 51 in the draft Guidelines for uniform operating limitations of high-speed craft.