

High Speed Ship Endorsement

August 2018

ITN-21-18

Purpose

The purpose of this Interim Technical Note is to extend the Interim Technical Note (ITN-04-18 dated March 2018) to operators of high speed ships in MOSS on the crewing of high speed ships under Maritime Rules Parts 31 and 32.

Background

Since the introduction of SeaCert in 2014, skippers with an SRL Certificate of Competence are required to hold a high speed ship endorsement to command high speed ships. Rule Part 32 requires the Director to issue such an endorsement to holders of an SRL who have successfully completed relevant training.

Relevant Training (in this context) means training approved by the Director under Part 35. To date there has been no relevant training available or approved by the Director.

Extensive consultation with stakeholders resulted in an agreed way forward on the competency standards required and how operators may achieve approval for high speed training that can lead to the award of the endorsement. The outcome of this consultation was the circulation of a draft document on 22 Dec 2017 for gaining this endorsement. MNZ has finalised the process of issuing guidance on developing a high speed ship endorsement course, but further time is need to allow participants to fully engage in the process.

Current Situation

In order to enable operators whose SRL skippers require this endorsement to continue their operations, MNZ advises the following:

Until expiration of this Interim Technical Note, an SRL holder who has completed high speed training with an operator (or operators) and who has been evaluated by that operator as meeting the full competency standards outlined in the Guidance attached will be considered by the Director to meet the high speed endorsement requirements in the Maritime Rule.

Unless withdrawn before, this Interim Technical Note expires on 1 Mar 2019

Technical Environment and Navigation Team, Maritime New Zealand

The intent of this interim technical note (ITN) is to provide clarification in respect of the application of rules where the meaning is unclear or conflicting. ITNs provide supporting information on specific technical issues or areas related to maritime rules. The material in this ITN should not be treated as a substitute for the rules, which are the law. This ITN may be replaced with or clarified by operational guidance or an advisory circular at a later date. Any future guidance is unlikely to apply retrospectively, unless over-riding safety concerns become apparent.