

# MSC Guidelines for the Extent of Damage Applied to High-Speed Craft Code Vessels

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## Reference

□ IMO HSC Code, 2008 Edition Cite: Chapter 2.6.8

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## Contact Information

If you have any questions or comments concerning this document, please contact the Marine Safety Center by e-mail or phone. Please refer to Procedure Number: **SOLAS-09**.

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## Reference Text

“The following extents of damage are to be applied to bow and stern, as illustrated in figure 2.6.8:”

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## Guidance

The bow and stern damage should not be applied concurrently. Bow damage should be applied and analyzed per the damage stability criteria. Separately, stern damage should be applied and analyzed per the damage stability criteria.

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## Background

While the IMO verbiage is unclear, there does not appear to be a reasonable condition where the vessel would experience significant damage to both the bow and stern simultaneously.

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## Disclaimer

This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is not intended to nor does it impose legally-binding requirements on any party. It represents the Coast Guard’s current thinking on this topic and may assist industry, mariners, the general public, and the Coast Guard, as well as other federal and state regulators, in applying statutory and regulatory requirements. You can use an alternative approach for complying with these requirements if the approach satisfies the requirements of the applicable statutes and regulations. If you want to discuss an alternative, you may contact The Marine Safety Center, who is responsible for implementing this guidance.