Sjøfartsdirektoratet
Norwegian Maritime Authority

Instructions to Class

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Instructions to Class regarding concerning Standby Vessels

Purpose

This Instruction to Class (ItC) concerns standby vessels and is adopted in order to instruct the recognised organisations of NMA's acceptances regarding:

- Side scuttles and blind covers
- Blind covers for windows in wheelhouse
- Breaking strength of towing wire
- Number and location of rescue boat
- Field of vision from command position
- Means for communication between treatment room and doctor on shore
- Helicopter winching zone

Application

This ItC is applies to all standby vessels registered in a Norwegian ship register to which Regulation 16. Ocotber 1991 No. 853 concerning Standby Vessels (91/853) is applicable to.

References

- Agreement of 1. June 2002 between the Mininstry of Trade and Industry and Recognized Organizations (RO) concerning surveys of ships registered in a Norwegian ship register (the Agreement) articles 2.2 and 2.3 cf. Annex I to the Agreement section 3.1 and Annex II to the Agreement section 3.1.9.
- Regulations of 16. October 1991 No. 853 concerning standby vessels (Reg. 1991/853)
- Regulations of 15. September 1992 No. 695 concerning the Construction of Passenger Ships, Cargo Ships and Barges (Reg. 1992/695)
- Regulation of 17. January 1978 No. 4 concerning Cargo Handling Appliances on Ships (Reg.1978/4)
- Regulations of 4 July 2007 No. 853 concerning evacuation and life-saving appliances on mobile offshore units (Reg. 2007/853)

Background

Reg. 1991/853 came into force on 1. April 1992 and some sections are due for a revision. While this work is in progress and until new or amended regulations are adopted and brought into force, the NMA accepts that certain requirements in subject reguations can be satisfied by the application of alternative or equivalent solutions detailed in this ItC**.**

Item 1

Section 10(2) - Side scuttles and blind covers

In accordance with Reg. 1991/853 section10(2), the requirements of the Load Line Convention (ILLC) concerning side scuttles and blind covers shall apply one deck higher than required in regulation 13 of the said Convention.

The requirement for hinged inside deadlights for side scuttles in third tier, may be dispensed from under the following conditions:

- The side scuttle is not protecting a direct access leading below;
- The side scuttle is fitted with portable deadlight which is easily accessible and kept in close vicinity of the mentioned side scuttle;
- The glass thickness in the side scuttles is dimensioned to withstand the effects of the worst sea and wave conditions that can expected to impact the vessel.

A ship with a relevant Class Notation e.g. “Offshore Service/Support Vessel” or “Standby Vessel”, may satisfy these requirements.

An equivalent solution may also be accepted for windows in 3rd tier.

Item 2

Section 10(3) - Blind covers for windows in wheelhouse

The requirements for blind covers/shutters may be dispensed from under the following conditions:

- The wheelhouse is located at least four decks above the freeboard deck and minimum two decks above the forward weather deck;
- The glass thickness in the side scuttles is dimensioned to withstand the effects of the worst sea and wave conditions that can expected to impact the vessel.

A ship with a relevant Class Notation e.g. “Offshore Service/Support Vessel” or “Standby Vessel”, may satisfy these requirements.

Item 3

Section 14(1) i - Breaking strength of towing wire

As an alternative to the the requirements in Reg.1991/853 section 14(1) litra i, pertaining to the breaking strength of the towing wire, the NMA accepts a towing wire that meets the requirements in Reg. 1992/695 section 48 second subsection, litra f.

Item 4

Section 17(1) - Rescue boat

Provided that the rescue boat carried on board complies with the applicable requirements in Reg. 2007/853 the NMA accepts the use of only one (1) rescue boat on standby vessels.

Launching station for the rescue boat shall be positioned as close to amidships as possible, and in all circumstances clear of steeply overhanging portions of the hull.

Item 5

Section 17 (4) - Recovery of persons from the sea directly into the vessel.

According the NMA’s present understanding and knowledge, Dacon Rescue Scoop (from Dacon AS) and Sealift (from SMV Engineering) are the only products that in general meet the requirements which may ensure the careful recovery of unconscious persons from the sea directly into the vessel. The crane operating subject equipment shall meet the applicable recommendations stated by the maker of the recovery arrangement.

In addition to the foregoing, the following applies:

- Slewing ring shall be dimensioned for use at 20° heel;
- The runner ("mantel") shall be as light weighted as possible. A plummet or ball or a similar weight aimed at help unwinding the the wire from the winch drum is not permitted;
- The arrangement shall by approved and certified in accordance with the requirements in Reg. 1978/4.

Item 6

Section 18 - Full view at all times from command position

The NMA accepts that the requirements pertaining to full view at all times of the rescue zone and the helicopter winching zone can be accommodated by means of a CCTV system, provided the following conditions are met:

- The installation shall be according to Norwegian electro-technical standard: NEK 410-2;
- The CCTV system shall be powered from the vessel's emergency power system;
- At least two CCTV monitors shall be visible from the aft workstation in all operational conditions;
- Camera positions, together with the CCTV system arrangement as a whole, shall be subject to inspection and be to the surveyor's full satisfaction.

Item 7

Section 19 (8) – Room for survivors

Rooms specially designed and constructed to accommodate survivors shall be equipped with emergency exits that measure not less than 800 x 800mm.

When the ship's ordinary accommodation (such as cabins) is used for accommodating survivors, no additional exits than those required for the accommodation as such is required. The door between the cabin and the corridor will suffice.

Item 8

Section 21 a) – aeromobile VHF radiotelephone equipment with frequencies for communication with helicopters

The NMA accepts handheld aeromobile VHF radiotelephone as means of communication between helicopter and the standby vessel.

Section 21 f) - Means of communication for direct contact between treatment room and doctor on shore

The NMA accepts satellite communication (V-sat equipment) as equivalent to MF/HF radio communication for direct contact between treatment room and doctor on shore.

Considerations and risk assessments shall be made as to the reliability of the satellite communication equipment, including potential blind sectors of the V-sat equipment and the stability of the antennae in rough weather.

Item 9

Section 22(6) - Helicopter winching zone

If the requirements in Reg. 1991/853 section 22(6) cannot be complied with due to the height of cargo rails, the NMA accepts obstacles higher than three meters if the winching zone is marked as follows:

- Approved obstacles higher than 3 meters shall be painted with stripes in contrasting colours;

  The distance rings shall be marked as follows:
  - 1,5 D ring shall be marked with a solid white line, breadth 20 cm;
  - The 2 D ring shall be marked with a broken yellow line, breadth 20 cm,
- "Winch Only" shall be marked with white letters and be visible and readable from the direction in which the helicopter normally approaches the standby vessel;
- The center-ring shall be marked with yellow colour;

- The height of the approved obstructions shall be noted in the annex to the Standby-certificate. In addition, the helicopter operators servicing the vessel shall be informed of the obstacles and their corresponding heights.

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