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Category

☐ Operational ☐ Nautical

☐ Technical ☒ Other

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Issue:
Survey and Certification of Offshore Supply- and Stand-by vessels registered in NIS.

This circular is valid from 1 June 2002.

The purpose of this circular is to provide the Classification Societies with the necessary information to carry out surveys and certification on behalf of the NMD with respect to offshore supply- and stand-by vessels registered in NIS. The requirements of IMO Res. A.469(12) and the International Conventions adopted by Norway applies with the following additions:

General

Please note that our definition of a supply vessel is more comprehensive than that of IMO Res. A.469(12).

For the purpose of Norwegian Regulations, a *supply vessel* means:

A vessel designed and equipped to provide supply services, anchor handling, diving, and other similar services in connection with the exploration for and production of hydrocarbons, minerals etc., on the sea bed, and vessels which are to operate in the close vicinity of oil platforms and other offshore structures in the open sea.

For the purpose of Norwegian Regulations, a *Stand-by vessel* means:

A vessel with duties associated with the management of dangerous situations and casualties in the petroleum sector and which are employed on unit guard duty.

Additional requirements applicable to supply and stand-by vessels:

Watertight bulkheads

1. Watertight sliding doors in watertight bulkheads shall be capable of being operated locally from either side of the bulkhead and from the bridge.
2. Pipe penetrations shall be fitted with valves operated from above the bulkhead deck.

Safety provisions for constructions on deck etc.

1. For vessels carrying cargo on deck a strong stowage rail or equivalent arrangement providing effective protection for persons loading or unloading deck cargo shall be fitted on each side of the cargo deck. Necessary side openings shall be provided for access from the cargo deck. The stowage rail shall be dimensioned for the relevant dynamic and static loads imposed by the cargo, and shall, as far as practicable, be designed so that it will be deformed without tearing or perforating the deck.
2. A bollard or equivalent arrangement designed for securing the towing hawsers from another tug or supply vessel shall be arranged forward.

Towing and anchor handling equipment (for vessels engaged in towing (other than emergency towing) and/or anchor handling operations):

1. *Towing and/or anchor handling winches*. The dimensioning and testing of winches for towing and/or anchor handling shall be in accordance with the International Standard (ISO 7365). It shall nevertheless be possible to release the winch from the bridge in an emergency.
2. *Wire/chain stopper*. Ships engaged in anchor handling shall be equipped with remote-controlled wire/chain stoppers with emergency release operable from the bridge or a control station from which there is communication to the bridge. It shall also be possible to carry out emergency release operations in dead ship situations. Wire/chain stoppers shall be dimensioned for a SWL corresponding to the breaking load for the wire for which the stopper has been constructed. The combined stress shall not exceed 50% of the yield strength of the material.
3. *Other towing and anchor handling equipment*. Guide pins shall be effective with up to 30% lead upwards on the wire. The lead may here be calculated aft from the guide.
4. *Movable towing equipment*. All movable equipment on board included in the towing arrangement or anchor handling system, such as shackles, rings, steel wires, hawsers etc., shall be delivered with a certificate. The certificate form shall be the same as the form used for the corresponding cargo handling equipment.
5. *Stern roller*. Ships engaged in anchor handling shall have a stern roller or equivalent arrangement, with the greatest possible diameter, and shall be dimensioned for the relevant maximum load.
6. *Towing hook*. A ship which is to carry out towing and which is not fitted with a towing winch in accordance with subsection 1 above, shall have a towing hook and, if necessary, a hauling winch for the towing hawser. Towing hooks with the mounting arrangement shall be designed for the maximum towing force of the ship, and with a safety factor of not less than 5 in relation to the breaking strain of the material. The towing hook shall be mounted in such a way that it can move freely in the horizontal and vertical sectors in which the towing hawser can travel. Towing hooks shall be fitted with a reliable and appropriate release mechanism. It shall be possible to carry out emergency release of the towing hook from all points from which the vessel can be manoeuvred (wheelhouse, navigating bridge, etc.), and from a safe place on deck in the immediate vicinity of the towing hook. It shall be possible to operate the emergency release irrespective of the heeling of the ship, and the angle and direction of the towing hook drag etc.
7. *Intact stability for vessels carrying out towing operations.*
   §14.1.a)-b) in Regulation of 16 October 1991 No. 853 concerning stand-by vessels are also applicable to supply vessels carrying out towing operations.

Additional requirements applicable to Stand-by vessels:

The provisions of ”Regulation of 16 October 1991 No. 853 concerning stand-by vessels” shall apply.

Surveys should be carried out and certificates issued as described in §7 of the said regulation of 16 October 1991. The certificate should be harmonized with the SOLAS certificates. Reference is made to enclosed sample of survey reports “Report on survey etc., of stand-by vessel and stand-by service”, EK-0163E (0294NMD) and “Report on Annual survey of stand-by vessel and stand-by services” and certificate form KS-0262E (11.2001 NMD). The Classification Societies are free to establish their own survey reports and certificate form, provided such forms are equivalent with regard to contents.

Attachments:

1. Certificate of Contingency Fitness for Stand-By-Vessel
2. Report on Survey etc. of Standby Vessel and Standby Service
3. Report on Annual Survey of Standby Vessel and Standby Service

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