

Regulations on open wooden ships carrying more than 12 passengers

Legal basis: Laid down by the Norwegian Maritime Authority on 23 January 2020 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 6, 7, 9, 11, 12, 14, 16, 17 and 43, cf. Formal Delegation of 16 February 2007 No. 171, Formal Delegation of 31 May 2007 No. 590 and Formal Delegation of 19 August 2013 No. 1002.
Amendments: Amended by Regulations of 1 December 2020 No. 2547, 21 June 2021 No. 2082.

Section 1. Purpose

The purpose of the Regulations is to maintain a high level of ship safety and safety management for open wooden ships of traditional build that mainly operate to impart information about the history of ships.

Section 2. Scope of application

The Regulations apply to Norwegian open wooden ships engaged on domestic voyages carrying more than 12 passengers and can be propelled by oars or sail. In these Regulations, an open wooden ship means a wooden ship without a flush deck and with no accommodation spaces under deck.

Section 3. Special rules for wooden ships that are used by members of associations or societies

Sections 4 to 20 do not apply when the wooden ship is on a voyage carrying only members of the association or society (member trips) that operate the wooden ship. The company must be able to demonstrate that on such voyages, only members are on board.

Masters of the wooden ships referred to in the first paragraph shall comply with the qualification requirements applicable to the master of a recreational craft.

Section 4. The relationship to other rules

For those areas for which special rules have not been stipulated by these Regulations, open wooden ships shall satisfy the requirements of other relevant regulations laid down pursuant to the Ship Safety and Security Act.

Section 5. The company's duty to register and submit information

The company shall register information about the operation at the Norwegian Maritime Authority prior to any transport of passengers. The company shall confirm that the requirements of these Regulations have been reviewed and complied with. The registered information is valid for one year and must be renewed provided that the wooden ship operates under these Regulations.

Section 6. Safety management system

The company shall establish, implement and develop a safety management system for documentation purposes which will include the following as a minimum:

- a. a description of the operation and area of operation, including any area which may be used as a shelter by a vessel (port of refuge);
- b. a description of the individual vessel, including technical specifications, operational limitations due to the vessel's construction and equipment, as well as the number of persons for which the vessel is designed;
- c. voyage planning procedures;
- d. routines for the use of accompanying vessels, including communication between the vessels;
- e. a description of risk factors for the crew and passengers when the vessel is underway or when using tools or equipment on board, as well as measures to prevent incidents;
- f. maintenance procedures for vessels and equipment;
- g. an emergency plan for use in different emergencies, including drill routines.

The company shall conduct an annual, verifiable review of the safety management system in order to determine whether it meets its objectives, and whether there is a need for improvements.

The safety management system shall be available on board.

Section 7. Operational limitations

The wooden ship may only operate during the period from 1 April to 31 October.

The wooden ship shall operate in clear visibility during daylight hours.

When the wooden ship operates within trade area 2, the maximum wave height shall not exceed 1 metre and the distance to the port of refuge shall not exceed 1 nautical mile.

Wooden ships with sails shall also be capable of being manoeuvred by means of oars or engine.

Section 8. Construction and outfitting

The wooden ship shall be constructed and fitted to be able to withstand the weather and wave conditions with respect to strength, buoyancy and stability and to be used for its purpose.

The wooden ship shall have a minimum freeboard of 500 mm and comply with the stability requirements of chapters Y3.4 and Y31.3.2 of the Nordic Boat Standard.

The inclining test shall be performed in calm weather with all sails set maximum spread of canvas and all necessary ballast properly secured on board.

In the event of a change of ballast, a new inclining test of the vessel's stability shall be performed.

As an alternative to an inclining test based on the Nordic Boat Standard, the company may perform stability calculations using software approved by the NMA.

The wooden ship shall have an adequate bilge pumping capacity.

Section 9. Engine and electrical installations

Wooden ships with an engine shall comply with chapters Y5, Y8, Y9, Y11 and Y31.4 of the Nordic Boat Standard for Commercial Boats, 1990.

Wooden ships with electrical installations shall comply with chapter Y11 of the Nordic Boat Standard for Commercial Boats, 1990.

Section 10. Seats and superstructure

The wooden ship shall have seats such as thwarts, benches or chairs for all persons on board. A minimum width of at least 45 cm per person should be allowed for continuous transverse or longitudinal thwarts or benches.

A superstructure intended for shelter shall have an exit with a width of minimum 60 cm to an open deck.

All spaces must have adequate ventilation.

Section 11. Fire safety requirements

The wooden ship shall be protected against fire in order to:

- a. prevent a fire or explosion;
- b. reduce the risk to life caused by fire;
- c. reduce the risk of damage caused by fire to the wooden ship and the environment;
- d. contain, control and suppress fire and explosion in the compartment of origin;
- e. provide adequate and readily accessible means of escape for passengers and crew.

The company shall identify possible sources of ignition, fire growth potential and smoke and toxic effluent generation potential. Based on the results, the company will implement the necessary measures to detect and fight fire outbreaks as soon as possible.

Section 12. *Life-saving appliances*

Life-saving appliances shall be CE marked and ready for immediate use when the wooden ship is underway.

The wooden ship shall have liferafts with an overall capacity sufficient to accommodate the number of persons the wooden ship is certified to carry, even if one liferaft is lost or rendered unserviceable. Liferafts shall be so stowed as to inflate automatically if the wooden ship sinks.

The wooden ship shall have floatation clothing of an appropriate size for all persons on board. If the floatation clothing does not provide thermal protection, the wooden ship shall carry thermal protective aids (TPA) for all persons on board. Floatation clothing and thermal protective aids shall be kept readily accessible on board.

In order to handle a man-over-board situation, the wooden ship or an accompanying vessel, if any, shall carry:

- a. a means of rescue for recovering a helpless person from the water;
- b. a lifebuoy with a buoyant lifeline and a lifebuoy with self-igniting light;
- c. manoeuvrability under any conditions to get close to and to easily recover persons from the water; and
- d. a lifting appliance which is located in a readily accessible place, ready for immediate use and dimensioned for a static load of minimum 200 kg if the freeboard is more than 1 metre.

Life-saving appliances shall be maintained in accordance with the manufacturer's instructions. Liferafts shall be maintained by an approved service station. Equipment shall, as far as practicable, undergo a function test after maintenance.

Amended by Regulation of 1 December 2020 No. 2547.

Section 13. *Equipment for communication*

The wooden ship shall have the following CE marked equipment on board:

- a. VHF radio equipment with DSC; hand-held radio equipment may be used in trade area 3 or lesser trade area;
- b. search and rescue radar transponder (SART);
- c. a minimum of three parachute flares (SOS flares).

Sources of electrical power operating the equipment referred to in the first paragraph shall have sufficient capacity to operate the equipment during the whole voyage plus at least 6 hours.

Amended by Regulations of 1 December 2020 No. 2547, 21 June 2021 No. 2082.

Section 14. *Navigation*

The company shall assess the risk of collision and grounding, and the wooden ship shall be outfitted with the essential navigational equipment based on this assessment.

Sources of electrical power operating navigational equipment shall have sufficient capacity for operating the equipment during the whole voyage plus at least 6 hours.

All voyages shall be planned by means of updated nautical charts and nautical publications, and weather reports and rough sea warnings must be respected.

Up-to-date official nautical charts shall be kept on board. Nautical charts used with a chart plotter shall be based on chart data from the Norwegian Mapping Authority.

The master shall monitor the wooden ship's course and position to make sure the wooden ship follows the planned route.

Section 15. *Keeping of log books*

The master shall keep a log book with information about each voyage and incidents occurring while the ship is underway that may be useful for the authorities or others with a legal interest in the voyage, including information about:

- a. time of departure and arrival;
- b. weather and wave conditions;
- c. drills;
- d. course of events during accidents and injuries;
- e. name of master and crew members.

Section 16. *First-aid equipment*

Wooden ships shall be equipped with the necessary first-aid equipment.

Section 17. *Muster list and drills*

Clear instructions to be followed in the event of an emergency shall be provided for the crew. Each crew member shall participate in drills related to:

- a. the use of life-saving appliances and fire-extinguishing equipment each month;
- b. first aid each season.

The company shall prepare a training manual with instructions and information, in easily understood terms, about the life-saving appliances provided on board and of the best survival techniques.

Section 18. *Counting and registration of persons on board*

Prior to each departure, the number of persons on board shall be counted and registered by the company's shore-based contact.

Information required pursuant to the first paragraph shall be made available to the rescue service and other relevant authorities for use in rescue operations.

Section 19. *Safety briefing*

Prior to departure, the passengers shall be given a safety briefing designed for the purpose of the trip and in a language they understand. The briefing shall as a minimum provide information about:

- a. the essential actions passengers must take in an emergency;
- b. location and use of safety equipment;
- c. special risks.

Section 20. *Qualification requirements and manning*

The master shall be at least 20 years of age and have:

- a. a Master's Certificate for Pleasure Craft (D5L);
- b. a medical certificate for operators of recreational craft to be renewed every third year;
- c. a Short Range Certificate;
- d. a minimum of 150 hours of documented seagoing service on an equivalent ship type;
- e. a restricted safety course;
- f. undergone safety familiarisation and internal safety training ensuring proper handling of passengers in emergencies.

Other members of the crew must comply with the requirements of first paragraph (f).

For each liferaft on board, the master and at least one member of the crew must have completed a restricted safety course.

The master and an appropriate number of crew members shall have experience in the use of sails and rigging on the respective wooden ship.

The company shall establish a crew capable of maintaining a safe operation of the wooden ship and the safety of all persons on board during normal operation and an emergency. The manning level must be sufficient for the use of sails and rigging without help from the passengers.

Section 21. *Exemptions*

The Norwegian Maritime Authority may exempt a wooden ship from one or more of the requirements of the Regulations when the company applies for an exemption in writing and one of the following conditions is met:

- a. It is established that the requirement is not essential and that the exemption is justifiable in terms of safety.
- b. it is established that compensating measures will maintain the same level of safety as the requirement of these Regulations.

Section 22. *Entry into force*

These Regulations enter into force on 1 February 2020.