Annex 2

Damage Stability Requirements on cargo ships carrying Special or Industrial personnel

Part I

1. Definitions

For the purpose of this Annex, the following definitions are applicable:

(a) IMO Res.A.534(13): Code of Safety for Special Purpose Ships, adopted on 17 November 1983 as amended by MSC/Circ.739.

*(b) IMO Res.*MSC.266(84): SPS Code 2008 Code of Safety for Special Purpose Ships

(c) Special Purpose Ship: As defined in IMO Res.A.534(13), paragraph 1.3.4, and shall include, but is not limited to, Seismic Research Vessels, Cable Layers, ROV Vessels and Construction Vessels.

(d) Subdivision length Ls: The greatest projected moulded length of that part of the ship at or below deck or decks limiting the vertical extent of flooding with the ship at the deepest subdivision load line, cf. SOLAS 2004 Ch. II-1/25-2 para. 2.1.

(e) Length (L): Is the length as defined in the International Convention on Load Lines in force.

*(f) IMO Res.*A.*469(XII):* Guidelines for the Design and Construction of Offshore Supply Vessels, or when implemented into Norwegian Legislation; IMO Res.MSC.235(82) - Guidelines for the Design and Construction of Offshore Supply Vessels, 2006, as amended by IMO Res.MSC.335(90)[1].

2. References

(a) Regulations adopted by the NMA on 1 July 2014 (No. 1072) on the construction of ships sections 3(3) and 3(4) are comparable to the requirements of IMO Res.A.469(XII) - Guidelines for the Design and Construction of Offshore Supply Vessels. It should however be noted that for ships which design deviates substantially from the design of a standard Offshore Supply/Support Vessel, the NMA shall be consulted with respect to the extent of a vertical damage.

(b) SOLAS 1974 consolidated edition 2014

3. Background

The NMA's definition of an Offshore Support Vessel in Regulations of 1 July 2014 No.1072 on the construction of ships section 2(2) c, is wider than the definition used in IMO Res.A.469(XII) and IMO Res.MSC.235(82)[2]. The definition in section 2(2) c includes ships that operate "in the close vicinity of oil platforms and other offshore structures in the open sea". Damage stability requirements apply irrespective of the length of ships that operate in the close vicinity of oil platforms and other offshore structures in the open sea.

[1] See Regulations of 1 July 2014 No. 1072 on the Construction of Ships section 3, third and fourth sub-section.
[2] Compare the definition in Regulations of 1 July 2014 No. 1072 on the Construction of Ships section 2 paragraph 2 letter c with the definition in IMO Res.A.469(XII) paragraph 1.2.1 and the similar definition in IMO Res.MSC.235(82) paragraph 1.2.1

Part II

Part II of Annex 2 applies to cargo ships, the keel of which is laid before 1 July 2016 intending to comply with the requirements of paragraph 5.1.2 of this IC.

1. **Life-Saving Appliances on ships which carry Special or Industrial personnel**

1.1. In paragraphs 3 and 4 below, and where the resulting requirements means that IMO Res.A.534(13) or IMO Res.MSC.266(84) apply, the carrying capacity of fully enclosed lifeboats on each side may be reduced to 50%, refer to Annex 1 part I or part II.

1.2. Cargo ships referred to in Annex 1 part I carrying more than 50 special or industrial personnel, and with a carrying capacity of enclosed lifeboats of less than 100% on each side, shall meet the requirements of IMO Res.A.534(13), independent of area of operation and subdivision length L_s or length (L).

1.3. Cargo ships referred to in Annex 1 part II carrying more than 60 persons, and with a carrying capacity of enclosed lifeboats of less than 100% on each side, shall meet the requirements of IMO Res.MSC.266(84), independent of the area of operation and length (L) or subdivision length L_s.

2. **Damage stability for cargo ships, irrespective of length**

2.1. Cargo ships, irrespective of length which shall operate within the safety zone of offshore installations, shall as a basis, comply with IMO Res.A.469(XII) or IMO Res.MSC.235(82) as amended by IMO Res.MSC.335(90), as applicable.

2.2. At owner's/builder's request, IMO Res.A.534(13) or IMO Res.MSC.266(84) may be applied in lieu of paragraph 2.1 above. In such cases paragraphs 3.4.1 or 3.4.2, shall apply as applicable.

3. **Damage stability for cargo ships, L_s or length (L) ≥80 metres**

3.1. Cargo ships with a contract date between 20 April 2005 and 20 May 2007 with a length (L) of 100 metres and above shall meet the probabilistic requirements of SOLAS 2004, Ch. II-1, Part B-1.

3.2. Cargo ships with a contract date between 20 May 2007 and 1 January 2009 and with a subdivision length L_s of 80 metres and above shall meet the probabilistic requirements of SOLAS 2004, Ch. II-1, Part B-1.

3.3. Cargo ships, the keel of which are laid on or after 1 January 2009 and with a length (L) of 80 metres and above shall meet the probabilistic requirements of SOLAS 2009, Ch. II-1, Part B-1.

3.4. As an alternative to the requirements in paragraphs 3.1, 3.2 and 3.3 above; item .5 of the footnote to SOLAS 2009 regulation II-1/4 (SOLAS 2004 regulation II-1/25-1), paragraph 1 may be applied, i.e. IMO Res.A.534(13) or IMO Res.MSC.266(84) as applicable. In such instances and when the vessel shall operate in close vicinity of offshore installations, the following should be observed:

3.4.1. For vessels carrying more than 50 special or industrial personnel, IMO Res.A.534(13) may be considered as at least equivalent to IMO Res.A.469(XII), i.e. no additional national requirements need be applied.

3.4.2. Notwithstanding paragraph 2.2.1 of IMO Res.A.534(13) for vessels carrying not more than 50 special personnel, the machinery space shall be subject to a damage stability standard of at least IMO Res.A.469(XII), with respect to both damage extent and survivability.

4. Cargo ships carrying more than 200 special or industrial personnel

4.1. Independent of subdivision length L_s or length (L) and not limited to stability requirements, these vessels shall comply with all SOLAS requirements applicable to passenger ships to the extent decided by the NMA in each particular case, or the SPS Code 2008 and the Norwegian addendum.

Part III

Damage Stability Requirements for cargo ships carrying Special Personnel, the keel of which is laid on or after 1 July 2016

1. **Life Saving Appliances on cargo ships**
   1.1. In paragraphs 2 and 3 below, and where the resulting requirements means that IMO Res.MSC.266(84) applies, the carrying capacity of fully enclosed lifeboats on each side may be reduced to 50%, refer to Annex 1 part II.

   1.2. Cargo ships carrying more than 60 persons and with a carrying capacity of enclosed lifeboats of less than 100% on each side, shall according to Annex 1 part II meet the requirements of IMO Res.MSC.266(84), independent of area of operation and length (L) of the ships.

2. **Damage stability for cargo ships, Length (L) ≥80 metres**
   2.1. Cargo ships with a length (L) of 80 metres and above, shall meet the probabilistic requirements of SOLAS 1974, Ch. II-1, Part B-1.

   As an alternative, item .5 of the footnote to SOLAS regulation II-1/4-1, paragraph 1 may be applied, i.e. IMO Res.MSC.266(84).

3. **Cargo ships carrying more than 240 persons**
   3.1. Irrespective of length (L) and not limited to stability requirements, these vessels shall comply with all SOLAS 1974 requirements applicable to passenger ships to the extent decided by the NMA in each particular case, or the SPS code 2008 and the Norwegian addendum.