Sjøfartsdirektoratet
Norwegian Maritime Directorate

Instructions to Class

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☐ Technical	☐ Other	Date:2010-06-25
Signature:		Signature:

Title

Navigational Lights on Norwegian Vessels

Purpose

This instruction to class is issued in order to:

- simplify the process concerning application of Rule 1(e) of COLREG with regard to horizontal distance between masthead lights and the location of the stern light on certain *offshore supply vessels*, and
- inform about a more restricted application of the same rule for other vessels of special construction or purpose.

Application

This Instruction to Class is applicable to vessels which are designed with accommodation and bridge erections in the forward part of the vessel and an exposed cargo deck in the after part for the handling of cargo at sea.

References

Agreement of June 1st 2002 between the Ministry of Trade and Industry and ROs annex I para 2.1.2 cf. Convention on International Regulations for preventing Collisions at Sea, 1972 (COLREG)

Regulations of 1. December 1975 No. 5 for Preventing Collisions at Sea, implementing the aforementioned convention into Norwegian law.

Background

Traditional offshore supply vessels are of a similar design, construction and operational use and it may be a challenge to carry stern light and masthead lights in accordance with Chapter 3(a) in Annex 1 to COLREG and rule 21 (c) in COLREG. According to Rule 1(e) of COLREG the NMD accepts arrangements as described below.

Masthead Lights

The horizontal distance between the two masthead lights shall not be less than one half of the ships length. However for these ships a horizontal distance less than one half of the ships length may be accepted provided that the distance is the greatest possible but never less than 10 metres.

Stern Lights

The stern light shall be placed as nearly as practicable at the stern, cf. Rule 21 (c). Design efforts shall be made to comply with this regulation. For vessels which are not able to carry the stern light at the stern without interfering with the proper working of the ship, the stern light need not be placed at the stern provided that the vessel is capable of indicating its own length by other means, i.e. a floodlight illuminating the aft part of the ship.

Instruction

For these vessels the NMD instructs the ROs to take the above into account when assessing navigation light arrangements. Arrangements as described above may be accepted on a general basis for this category of vessels.

Obligation to consult

If the arrangements deviate from the requirements stated above, the NMD shall be consulted on a case by case basis.

For other categories vessels than offshore supply vessels, the NMD shall be consulted on a case by case basis. It should however be noted that a more strict practice has been introduced, cf. RSV 11/2010 for further specific information.