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Signature:

Norwegian Special Purpose Ships

1. Purpose

The purpose of this circular is to recommend design criteria, construction standards and other safety measures for Norwegian flagged special purpose ships, and at the same time to inform and prepare the shipping industry in regards to an anticipated Norwegian implementation of IMO Resolution MSC.266(84) -Code of Safety for Special Purpose Ships, 2008 (hereafter called the SPS Code 2008).

This circular introduces a voluntary scheme for building and certification of special purpose ships according to the SPS Code 2008, and replaces NIS/NOR Circulars 01-2002 and 02-2007

It should be noted that a similar scheme with respect to the former SPS Code, in the form of IMO Resolution A.534(13), is not in place, and consequently certification according to this code is not possible, irrespective of keel laying date.

2. Application

This circular may be applied to Norwegian flagged ships carrying special personnel as follows:

- a) All special purpose ships (SPS) regardless of contract date or when the keel was laid may be built and certified according to the requirements of the SPS Code 2008 as set out in this circular.
- b) Norwegian flagged "special purpose ships" which building contracts are signed prior to 16 February 2009 may comply with Annex 1 and Annex 2 to this circular (the previous NIS/NOR circulars 01-2002 and 02-2007, respectively)

This circular supersedes the following documents:

- NIS/NOR Circular 01-2002 -Life-saving Appliances on Special Purpose Ships (SPS)
- NIS/NOR Circular 02-2007 -Damage stability Requirements for Special Purpose Ships

3. Chapter 2 of the code -Stability and Subdivision

Additional Norwegian requirement for SPS operating in dose vicinity of offshore installations:

Such vessels shall in addition to chapter 2 of the SPS Code 2008, also comply with the damage stability requirements of chapter 8 of regulation of 15 September

1992 No. 695 concerning the construction of passenger ships, cargo ships and barges, cf. § 2(1)15.

4. Chapter 5 of the code -Periodical unattended machinery

Paragraph 5.1 shall be taken to read:

Subject to 5.2, the requirements of part E of chapter II-1 of SOLAS other than regulation 54, should be met.

5. Chapter 8 of the code -Life-saving appliances

Norwegian interpretation of SOLAS Regulation III/21.1.1.1:

All SPS carrying more than 60 persons shall carry fully enclosed lifeboats of such aggregate capacity as will accommodate not less than 50 % of the total number of persons on board on each side of the vessel.

Additional Norwegian requirement:

All SPS shall carry thermal insulated immersion suits for all persons onboard according to Regulation of 17 December 2004 no. 1855 concerning life-saving appliances on cargo ships, § 17.

Paragraph 8.3 shall be taken to read:

Notwithstanding the provisions of 8.2, a sail training ship carrying more than 60 persons on board may in lieu of meeting the requirements of regulations 21.1.1 of chapter III of SOLAS comply with the requirements of regulation 21.1.5 of chapter III of SOLAS, including the provision of at least two rescue boat(s) in accordance with regulation 21.2.1 of chapter III.

6. Chapter 9 of the code – Radiocommunications

Additional Norwegian requirements:

One additional manually activated EPIRB, located in the wheelhouse, cf. regulation of 17 December 2004 No. 1956 concerning radiocommunication for cargo ships, § 9, Table 1.

A radio operator holding as minimum an ROC (Restricted Operator's Certificate) or a GOC (General Operator's Certificate), appropriate to the ship's radio installation, shall be present on every navigational watch, cf. § 15 of the same regulation.

7. Certification

Following compliance with the SPS Code 2008 and paragraphs 3) to 6) above, a Special Purpose Ship Safety Certificate may be issued accompanied by a SOLAS Exemption Certificate.

The SOLAS Exemption Certificate should be as given in Annex 3.

Annex 1

Life Saving Appliances on cargo ship carrying special personnel (SPS) for which contracts are signed prior to 16 February 2009.

The purpose of this annex is to clarify some matters related to life -saving appliances to be carried on ships carrying a large number of "Special Personnel" on board who are specially needed for the particular operation duties of the ship and are in addition to the normal crew.

The NMD has made following guidelines to be followed with regards to the life-saving appliances on ships carrying a large number of "Special Personnel" on board:

Nos. of "Special purpose" personnel	Ships length in m.	Additional requirements	Carrying capacity of fully enclosed lifeboats on each side	Carrying capacity of liferafts
50 or less	Less than 85	None		100 % each side *1
50 or less	More than 85	None	100 %	100 % *2
50 or less	More than 85	Damage stability *3	50 %	100% each side. The liferafts shall be served by launching appliances
51 to 200	Regardless of length	Damage stability *3	50 %	100% each side. The liferafts shall be served by launching appliances
201 and over	Shall be certified as passenger ships on international voyages			

1. If not possible to transfer from side to side each side to have 150% capacity
2. If not possible to transfer from side to side each side to have 100% capacity
3. Damage stability in accordance with Code of Safety for Special Purpose Ships, adopted on 17 November 1983 as amended by MSC/Circ.739.

Cargo ships > 85m in length with less than 50 "Special Personnel" on board shall carry lifeboats and liferafts in accordance to SOLAS 74/96 III/31.1.1 or III/31.1.2.

Cargo ships > 85m in length with less than 50 "Special Personnel" on board shall carry lifeboats and liferafts in accordance to SOLAS 74/96 III/31.1.1 or III/31.1.2. If the ship complies with the said damage stability requirements it may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition the ship shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.

Cargo ships regardless of length with 51-200 "Special Personnel" on board shall carry lifeboats and liferafts in accordance with SOLAS 74/96 III/31.1.1 or III/31.1.2. If the ship complies with the said damage stability requirements it may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition the ship shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.

All cargo ships regardless of the above shall carry Rescue boat in accordance with Reg. 111/31.2.

Ships regardless of length that carries more than 200 "Special Personnel" on board shall meet the requirements of passenger ships and be certified as such.

Upon compliance with the above requirements, cargo ships with 50% lifeboat capacity on each side shall carry a SOLAS Exemption Certificate issued by the classification society with the following text under "conditions":

May carry enclosed lifeboats on each side of such aggregate capacity as will accommodate at least 50% of the total number of persons on board. In addition the ship shall carry liferafts on each side of such aggregate capacity as will accommodate at least 100% of the total number of persons on board. The liferafts shall be served by launching appliances on each side.

The stability requirements of Ch. 2.2 of IMO Res. A.534(13) have been complied with

Further, please be advised that the NMD has provided the IMO with a notification of acceptance of this equivalent arrangement in accordance with the provisions of Regulation 1/5 of the Convention

Annex 2

Damage Stability Requirements for Special Purpose Ships which building contracts are signed prior to 16 February 2009

1. Application

This annex applies to Norwegian flagged Special Purpose Ships which building contracts are signed prior to 16 February 2009.

2. Definitions

For the purpose of this annex the following definitions are applicable:

- (a) *IMO Res. A.534(13)*: IMO Res. A.534(13) -Code of Safety for Special Purpose Ships, adopted on 17 November 1983 as amended by MSC/Circ.739.
- (b) *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.
- (c) *Subdivision length L_s*: 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, c.f. SOLAS Ch. 11-1/25-2 para. 2.1.
- (d) *IMO Res. A. 469(XII)*: 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.

3. References

- (a) Regulation of 15 September 1992 No. 695 concerning the Construction of Passenger Ships, Cargo Ships and Barges. §§ 43 and 44 of this regulation are directly comparable to IMO Res. A.469(XII) - Guidelines for the Design and Construction of Offshore Supply Vessels. It should however be noted that for vessels whose design deviates substantially from the design of a standard Offshore Supply Vessel, the NMD shall be consulted with respect to the vertical damage extent, c.f. § 43(5)b).
- (b) SOLAS 1974 as amended per 16 April 2007.
- (c) Annex 1 - Life Saving Appliances on Special Purpose Ships.

4. Background

Our national definition of Offshore Supply Vessel in regulation of 15 September 1992 No. 695, § 2(1)15 is wider than the definition used in IMO Res. A.469(XII)¹. The definition in § 2(1)15 includes those ships that operate "in the close vicinity of oil platforms and other offshore structures in the open sea", and is not limited with respect to the length of said vessels.

As a consequence, damage stability according to §§ 43 and 44/ IMO Res. A.469(XII) has been accepted for vessels other than traditional Offshore Supply Vessels and with subdivision lengths of 80 metres and above, i.e. vessels that do not meet the definition of Offshore Supply Vessel in IMO Res. A.469(XII), paragraph 1.2.1, also after entry into force of SOLAS Chapter II-1 Part B-1.

Such application may, in some instances, no longer be correct.

¹ C.f. the definition in paragraph 3(d).

5. Life Saving Appliances on Special Purpose Ships

- (a) In paragraphs 7 and 8 below, and where the resulting requirement is use of IMO Res. A.534(13), the carrying capacity of fully enclosed lifeboats on each side may be reduced to 50%, c.f. annex 1.
- (b) Vessels carrying more than 50 special personnel, and with a carrying capacity of enclosed lifeboats of less than 100% on each side, shall according to annex 2 meet the requirements of IMO Res. A.534(13), independent of area of operation and subdivision length L_s

6. Damage stability for Special Purpose Ships, $L_s < 80$ metres

- (a) Special Purpose Ships with a subdivision length L_s , of less than 80 metres that are intended to operate within the safety zone of offshore installations, c.f. regulation of 15 September 1992 No. 695, § 2(1)15, shall as a basis, comply with IMO Res. A.469(XII)1.
- (b) At owner's/builder's request, IMO Res. A.534(13) may be applied in lieu of item (a). In such cases items 8(b)(i) and (ii) shall apply.

7. Damage stability for Special Purpose Ships, $L_s \geq 80$ metres

- (a) Special Purpose Ships with a subdivision length L_s , of 80 metres and above shall meet the probabilistic requirements of SOLAS, Ch. II-1, Part B-1, and as an additional national requirement, in the case of operation within the safety zone of offshore installations, IMO Res. A.469(XII)1.
- (b) As an alternative, item .5 of the footnote to SOLAS regulation II-1/25-1, paragraph 1 may be applied, i.e. IMO Res. A.534(13). In such instances and when the vessel is intended to operate in close vicinity of offshore installations, the following should be observed:
- i.* For vessels carrying more than 50 special personnel, IMO Res. A.534(13) may be considered as at least equivalent to IMO Res. A.469(XII) ^{*1}, i.e. no additional national requirements need be applied.
 - ii.* 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) ^{*2}, with respect to both damage extent and survivability.

8. Special Purpose Ships carrying more than 200 special personnel

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

*2 c.f. the definition in paragraph 3(d).



Exemption Certificate (SOLAS)

Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as modified by the Protocol of 1988 relating thereto, under the authority of the Government of Norway

by

The Norwegian Maritime Directorate

Particulars of ship

IMO-number	Distinctive no. or letters	Name of ship	Port of registry	Gross tonnage
1234567	ABCD	Sample	Haugesund	wxyz

This is to certify:

That the ship is, under the authority conferred by regulation **I/5** of the Convention, exempted from the requirements of **chapters II-1, II-2, III, IV and V** of the Convention.

Conditions, if any, on which the Exemption Certificate is granted:

The vessel shall hold a valid Special Purpose Ship Safety Certificate according to the SPS Code 2008 (IMO Resolution MSC.266 (84)).

Voyages, if any, for which the Exemption Certificate is granted:

According to the Special Purpose Ship Safety Certificate.

This certificate is valid until: **date as for the SPSSC**

subject to the **Special Purpose Ship Safety** Certificate,
to which this certificate is attached, remaining valid.

Issued (*date*) **yyyy-mm-dd** at (*place*) **place**

(Seal or stamp of the issuing authority, as appropriate)

(Signature of duly authorized official issuing the certificate)

Distinctive number or letters:

Endorsement to extend the certificate if valid for less than 5 years where reg. I/14(c) applies

This certificate shall, in accordance with regulation I/14(c) of the Convention, be accepted as valid until..... subject to theCertificate, to which this certificate is attached, remaining valid.

Signed:
(Signature of authorized official)

Place:

(Seal or stamp of authority, as appropriate)

Date:

Endorsement where the renewal survey has been completed and regulation I/14(d) applies

This certificate shall, in accordance with regulation I/14(d) of the Convention, be accepted as valid until..... subject to theCertificate, to which this certificate is attached, remaining valid.

Signed:
(Signature of authorized official)

Place:

(Seal or stamp of authority, as appropriate)

Date:

Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where regulation I/14(e) or I/14(f) applies

This certificate shall, in accordance with regulation I/14(e) or I/14(f) ¹⁾ of the Convention, be accepted as valid until..... subject to theCertificate, to which this certificate is attached, remaining valid.

Signed:
(Signature of authorized official)

Place:

(Seal or stamp of authority, as appropriate)

Date:

¹⁾ Delete as appropriate