

## Instructions to Class

Category:

Instruction no.: 2-2017 rev.2

Operational

Nautical

Our ref. and file no.: 2016/123955

Technical

Other

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*This document is electronically signed, and has therefore no written signatures*

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### Acceptance criteria for granting certain exemptions to ships registered in a Norwegian ship register

#### Purpose

Instruction to Class (IC) 2-2017 rev.2 is adopted in order to instruct the Recognised Organisations (ROs) of international requirements which do not apply and the NMA's acceptance criteria for:

- a) granting certain exemptions to ships
- b) allowing a ship to continue its service when certain systems or pieces of equipment cannot be repaired or replaced
- c) accepting equivalent solutions to those prescribed in international instruments

#### Application

Unless otherwise stated, IC 2-2017 rev.2 applies to cargo ships registered in a Norwegian ship register.

#### References

- Agreement of 1 June 2002 between the Ministry of Trade, Industry and Fisheries and ROs concerning surveys of ships registered in a Norwegian ship register (the Agreement) Articles 2.2, 2.3 and 3.1-3.5, cf. Annex I to the Agreement sections 3.1, 3.2 and 3.8, Annex II to the Agreement sections 3.1, 3.3 and 3.7 and Annex III.
- Regulations of 1 July 2014 No. 1072 on the construction of ships (**Regulations-1072**), cf. International Convention for the Safety of Life at Sea 1974 (SOLAS) Chapter II-1.
- Regulations of 1 July 2014 No. 1099 on fire protection on ships (**Regulations-1099**), cf. International Convention for the Safety of Life at Sea 1974 (SOLAS) Chapter II-2.
- Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships (**Regulations- 1019**), cf. International Convention for the Safety of Life at Sea 1974 (SOLAS) Chapter III.
- Regulations of 5 September 2014 No. 1157 on navigation and navigational aids for ships and mobile offshore units (**Regulations-1157**), cf. International Convention for the Safety of Life at Sea 1974 (SOLAS) Chapter V.
- Regulations of 1 July 2014 No. 955 on radio-communication equipment for Norwegian ships and mobile offshore units (**Regulations-955**), cf. International Convention for the Safety of Life at Sea 1974 (SOLAS) Chapter IV.
- Regulations of 1 December 1975 No. 5 for preventing collisions at sea, cf. COLREG
- Regulations of 30 May 2012 No. 488 on environmental safety for ships and mobile offshore units (**Regulations-488**), cf. MARPOL Annexes I-VI.

- Regulations of 1 July 2014 No. 944 on dangerous goods on Norwegian ships (**Regulations-944**), cf. the International Code for Construction and Equipment of Ships Carrying Dangerous Chemical in Bulk (the IBC Code).
- MSC.1/Circ.1565 Guidelines on the voluntary early implementation of amendments to the 1974 SOLAS Convention and related mandatory instruments.

### **Repeal**

None

### **Supersede**

IC 2-2017 rev. 2 supersedes IC 2 2017 rev.1

### **Background**

Over time, the NMA has identified a need to provide specific instructions in order to facilitate consistency in how the ROs deal with ship owners' requests to use solutions which deviate from the prescriptive standards laid down in the applicable Norwegian statutes that give effect to the international instruments referred to above.

IC 2-2017 rev.2 is adopted in order to provide ROs with the means necessary to address and consider ship owners' requests for using equivalents or be granted exemptions from the requirements laid down in the applicable Norwegian statutes.

### **Item**

IC 2-2017 rev.2 instructs the ROs of the acceptance criteria which shall be applied when ROs receive ship-owners' requests for exemptions in relation to items 1 to 5 and item 10 listed under the heading "Exemptions and interpretations" below.

IC 2-2017 rev.2 further provides instructions on actions required by an RO to allow a ship to continue its service in cases of malfunctioning navigation or radio-communication or oil filtering equipment or failure of the oil discharge monitoring and control system, refer to items 6 to 9 listed under the heading "Exemptions, equivalent solutions and interpretations" below.

IC 2-2017 rev. 2 also provides instructions on measures to be considered when equivalent arrangements may be applied, ref. sections 10 and 11.

## **Exemptions, equivalent solutions and interpretations**

### **1 Fixed fire-extinguishing arrangements in cargo spaces**

- 1.1 Cargo spaces of any cargo ship constructed and solely intended for the carriage of ore, coal, grain, unseasoned timber, non-combustible cargoes or cargoes which constitute a low risk of fire\* may be exempted from the requirements of the Regulations-1099, section 2, first sub-section (a), cf. SOLAS Reg. II-2/10.7.1.3 and 10.7.2, in accordance with SOLAS Reg. II-2/10.7.1.4.

\* MSC.1/Circ.1395/Rev.1 LISTS OF SOLID BULK CARGOES FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM MAY BE EXEMPTED, OR FOR WHICH A FIXED GAS FIRE-EXTINGUISHING SYSTEM IS INEFFECTIVE.

### **2 Servicing of inflatable liferafts**

- 2.1 According to SOLAS Reg. III/20.8, every inflatable liferaft shall be serviced at intervals not exceeding 12 months. In cases where this is impracticable, the Administration may extend this period up to 17 months.
- 2.2 The RO may extend this period to up to 17 months without consulting the NMA in cases where service providers are inaccessible.
- 2.3 Legal basis for extending the service interval is: Regulations-1019 section 2, cf. SOLAS Reg. III/20.8.1.

### 3 Immersion suits

- 3.1 The NMA considers warm climates, as referred to in SOLAS Reg. III/32.3.2, to be within latitudes 30° N and 30° S, ref. Regulations-1019, section 12.

### 4 Navigation lights

- 4.1 On offshore vessels of traditional design, construction and operational use, 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 NMA authorises ROs to approve arrangements as described below.
- 4.2 On offshore vessels designed with accommodation and wheelhouse in the forward part of the vessel and an exposed cargo deck in the after part, the distance between the masthead lights may be reduced to less than one half of the vessel's length. However, the distance between the masthead lights shall never be less than 10 metres.
- 4.3 For offshore vessels not able to carry the stern light at the stern without compromising proper functioning of the vessel, the stern light needs not be placed at the stern if the vessel is capable of indicating its own length by other means, for example a floodlight illuminating the aft part of the vessel.
- 4.4 Legal basis for the exemption is Regulations of 1 December 1975 No. 5 for preventing collisions at sea (COLREG) Rule 1(e).
- 4.5 In case the positioning or lighting fixture of navigation lights on vessels other than offshore vessels require some form of consideration, the NMA shall be consulted on a case-by-case basis.

#### **4.bis Shipborne navigational equipment and systems not required onboard ships as determined by the NMA.**

- 4.bis.1 The requirements of SOLAS Regulation V/19.2.1.8 shall neither apply to cargo- nor passenger ships.

### 5 Navigation and navigational aids

- 5.1 In the event of malfunction of navigational equipment, the carriage of which is required by SOLAS Chapter V, the RO may confirm compliance with SOLAS Reg. V/16.2 for a period of up to one month pending repair of the malfunctioning equipment without consulting the NMA.
- 5.2 Before the RO confirms compliance with SOLAS Reg. V/16.2, the master of the ship concerned shall document to the satisfaction of the RO that suitable arrangements have been made by the master to take the inoperative equipment or unavailable information into account when planning for and executing a safe voyage to a port where repairs can take place.
- 5.3 If more than one month is needed for the repair of the malfunctioning navigational equipment in paragraph 6.1, the NMA shall be consulted on a case-by-case basis.

### 6 Radio-communication equipment

- 6.1 In the event of a malfunction of the equipment for providing the general radio communications required by SOLAS Reg. IV/4.1.8, the RO may, without consulting the NMA, confirm compliance with SOLAS Reg. IV/15.8 for up to one month pending repair of the malfunctioning equipment.

- 6.2 Before the RO confirms compliance with SOLAS Reg. IV/15.8, it shall be confirmed that the ship is capable of performing all distress and safety functions, and that suitable arrangements have been made by the master to take the inoperative equipment or unavailable information into account when planning for and executing a safe voyage to a port where repairs can take place.
- 6.3 If more than one month is needed for the repair of the radio-communication equipment in paragraph 6.1, the NMA shall be consulted on a case-by-case basis.

## **7 Oil filtering equipment**

- 7.1 In the event of a malfunction of the oily water separator (OWS), the NMA authorises the ROs to consider if suitable arrangements have been made by the master to take the inoperative equipment into account when planning for and executing a safe voyage to a port where repairs can take place.
- 7.2 Any oil or oily mixtures shall be retained on board for subsequent discharge to reception facilities, cf. MARPOL Reg. I/15.9.
- 7.3 If more than one month is needed to repair the malfunctioning OWS in paragraph 7.1, the NMA shall be consulted on a case-by-case basis.

## **8 Oil discharge monitoring and control system**

- 8.1 In the event of failure of the oil discharge monitoring and control system, the NMA authorises the ROs to consider the use of any manually operated alternative method, in accordance with MARPOL Reg. I/31.2. The defective unit concerned shall be made operable as soon as possible.
- 8.2 Any oil or oily mixtures shall be retained on board for subsequent discharge to reception facilities, cf. MARPOL Reg. I/34.9
- 8.3 If more than one month is needed to repair the defective oil discharge monitoring and control system in paragraph 8.1, the NMA shall be consulted on a case-by-case basis.

## **9 Equipment and consumables for testing the presence of toxic vapours, ref. IBC Code paragraph 13.2**

- 9.1 Pursuant to Regulations-944, section 5, first sub-section letter a, the RO, on the request from the ship owner, is authorised to grant the exemption stated in the IBC Code paragraph 13.2.3. The additional requirements of paragraph 13.2.3 of the IBC Code shall apply.

## **10 Manual slewing of rescue boat launching davit (MSC.459(101))**

- 10.1 Further to Regulations-1019, section 14, confer MSC.1/Circ.1565 paragraph 3.4 and MSC.459(101), which enters into force on 1 January 2024, until 31 December 2023 RO can accept the following equivalent solution:
- 10.1.1 On cargo ships equipped with a rescue boat which is not one of the ship's survival craft, having a mass of not more than 700 kg in fully equipped condition, with engine, but without the crew, the launching appliance of the boat does not need to be fitted with stored mechanical power provided that:

- manual hoisting from the stowed position and turning out to the embarkation position is possible by one person;
- the force on the crank handle does not exceed 160 N at the maximum crank radius of 350 mm; and
- means having sufficient strength such as bowsing line are provided for bringing the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked.

## 11 Navigation bridge visibility

11.1 Regulations-1157, section 13(1) a), ref. SOLAS Reg. V/22.1.1 require the conning position to have a view of the sea surface which is not obstructed by more than two ship lengths, and never more than 500 meters forward of the bow and to 10° on either side.

11.2 When ships are loaded with windmill blades and windmill towers, the field of vision from the conning position may not comply with these regulations.

11.3 When measures set out sub-paragraphs 11.3.1 to 11.3.4 below are implemented, the NMA considers the resulting arrangements equivalent to the requirements of having a view of the sea surface from the conning position as stated in Regulations-1157, section 13(1) a) and authorizes ROs to consider and approve such arrangements.

11.3.1 Camera(s) is installed on board.

- The camera is installed on the compass deck with an associated display monitor located on the bridge where the manoeuvring of the ship may take place.
- It shall be documented that the camera solution has been tested on board and provides a good situational picture in all relevant circumstances.
- The camera shall:
  - be capable of continuous operation under environmental conditions as per IACS UR E10 in its updated version;
  - be Gyro-stabilized;
  - ensure a view of the sea surface within a distance from the camera position which shall not exceed two ship lengths or 500 metres, whichever is the less;
  - have night mode (IR) or equivalent which ensures the view necessary during darkness;
  - in all weather conditions ensure normal view within a range of not less than 1000 metres ahead from the ship's bow.

11.3.2 Increased bridge manning - lookouts.

- In addition to the officer on watch at all times, one (1) lookout shall be present on the bridge during daytime hours and two (2) lookouts on the bridge during night hours;
- Additional lookouts are posted on the bridge in dense traffic areas or situations with poor visibility;
- Lookout(s) are to be posted at the forecastle deck when navigating in ports/rivers/congested areas/narrow waters.

11.3.3 Risk Assessments

- Risk assessments with appropriate measures which are documented in the ship's internal quality procedures are performed, recorded and taken into account.

#### 11.3.4 Signage

- Sign must be posted at the conning position to inform the officer on watch that the view of the sea surface forward of the bow is obscured by more than two ship lengths.

11.4 ROs may issue a conditional equivalency, and that the ship is exempted from the requirements of SOLAS Reg. V/22.1.1, on the basis of Regulations-1157, section 13 (3) a), cf. SOLAS Reg. V/3.2 3.

11.5 ROs must notify the NMA of conditional equivalencies issued according to IC 2-2017 rev. 2 sub-paragraph 11.4.

11.6 If the navigation bridge visibility is obstructed for other reasons than the type of deck cargoes mentioned in 11.2 above, the NMA shall be consulted on a case-by-case basis.

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