Amendments to the Regulations on the construction of ships and the Regulations on safety measures, etc. on passenger ships, cargo ships and barges, as a result of amendments to SOLAS and the IS Code

Legal basis: Laid down by the Norwegian Maritime Authority 19 December 2019 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security) sections 2, 6, 9, 11, 21, 28a, 29, 30 and 45, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.

I

The Regulations of 1 July 2014 No. 1072 on the construction of ships are amended as follows:

Section 3 first paragraph should read:

(1) SOLAS consolidated edition 2014, as amended by MSC.365(93), MSC.392(95), *MSC.409(97), MCS.413(97), MSC.414(97), MSC.421(98), MSC.436(99), MSC.443(99) and MSC.444(99)*, applies as regulation for:

a) cargo ships of 500 gross tonnage and upwards engaged on foreign voyages;
b) passenger ships engaged on foreign voyages.

Section 19 first paragraph should read:

(1) The International Code on Intact Stability, 2008 (IS Code of 2008) adopted by MSC. 267(85) Part A, as amended *by MSC.413(97), MSC.414(97), MSC.443(99) and MSC.444(99)*, applies as regulation for cargo ships engaged on foreign voyages of less than 500 gross tonnage.

II

Regulations of 15 June 1987 No. 507 on safety measures, etc. on passenger ships, cargo ships and barges are amended as follows:

Section 14b second paragraph is repealed.

The current third, fourth and fifth paragraphs become new second, third and fourth paragraphs.

Section 14e third paragraph should read:

(3) A watertight door may be opened during navigation to permit the passage of passengers or crew, or when work in the immediate vicinity of the door necessitates it being opened. The door must be immediately closed when transit through the door is complete or when the task which necessitated it being open is finished. *The Norwegian Maritime Authority may approve that such a watertight door may be opened during navigation after careful consideration of the impact on ship operations and survivability. A watertight door permitted to remain open during navigation shall be clearly indicated in the ship's stability information and shall always be ready to be immediately closed.*

New section 14b-1 should read:

Section 14b-1 Damage control drills for passenger ships (SOLAS regulation II-1/19-1)
(1) The provision applies to ships constructed on or after 1 January 2020.

(2) A damage control drill shall take place at least every three months. Crew members with damage control responsibilities shall participate in every drill.

(3) The damage control drill scenarios shall vary each drill so that emergency conditions are simulated for different damage conditions and shall, as far as practicable, be conducted as if there were an actual emergency.

(4) Each damage control drill shall include:

a) for crew members with damage control responsibilities, reporting to stations and preparing for the duties described in the muster list required by the Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships section 2 first paragraph cf. SOLAS regulation III/8;
b) use of the damage control information and the on board stability computer, if fitted, to conduct stability assessments for the simulated damage conditions;
c) establishment of the communication link between the ship and shore-based support, if provided;
d) operation of watertight doors and other watertight closures;
e) demonstrating proficiency in the use of the flooding detection system, if fitted, in accordance with muster list duties;
f) demonstrating proficiency in the use of cross-flooding and equalisation systems, if fitted, in accordance with muster list duties;
g) operation of bilge pump and checking of bilge alarms and automatic bilge pump starting systems; and
h) instruction in damage survey and use of the ship's damage control systems.

(5) At least one damage control drill each year shall include activation of the shore-based support, if provided in accordance with the Regulations of 1 July 2014 No. 1072 on the construction of ships section 3, cf. SOLAS regulation II-1/8-1.3 to conduct stability assessments for the simulated damage conditions.

(6) Every crew member with assigned damage control responsibilities shall be familiarised with their duties and about the damage control information before the voyage begins.

(7) A record of each damage control drill shall be maintained in the same manner as prescribed for the other drills in the Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships section 2 first paragraph cf. SOLAS regulation III/19.5.

III

This Regulation enters into force on 1 January 2020.

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