Sjøfartsdirektoratet
Norwegian Maritime Authority

Circular - Series R

Circular Series R (Regulations) supersedes previous Series F.
In the new Series R, relevant legal amendments and amendments to conventions are also published.

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Supersedes:

Reference to: A number of Regulations under the Ship Safety and Security Act and the Act relating to Recreational and Small Craft

The Circular should be entered into a special diagram or as appropriate in the latest editions of relevant NMA publications and kept until the next editions.

Regulation concerning minor corrections to various regulations with the Ship Safety and Security Act and the Act relating to Recreational and Small Craft as legal basis.

The Norwegian Maritime Authority (NMA) has made minor corrections to several regulations.

One of the functions of the NMA's quality system is to maintain regular records of necessary amendments, whether they are significant or minor, to regulations under the administration of the NMA. Often, these required amendments are editorial in nature, but they still carry the risk of misunderstandings and may lead to unnecessary consumption of time and resources for the NMA's customers. The main purpose of the amendments is to rectify editorial errors that have occurred due to various reasons. Every regulation proposed for amendment is fully or partially based on the Ship Safety and Security Act and the Act relating to recreational and small craft.

Consultation

The proposed regulation concerning minor corrections to various regulations pursuant to the Ship Safety and Security Act and the Act relating to recreational and small craft was circulated for review from 30 November 2022 to 4 March 2023. The NMA has received consultative comments from five parties, one of which, the Norwegian Union of Marine Engineers, provided remarks. The Norwegian Union of Marine Engineers pointed to the fact that the proposal to keep engine-room attendant in the Regulations on the form and keeping of log books for ships and mobile offshore units section 10 contravenes the provisions of the STCW Convention and the ship's ISM certificate. Their proposed amendment suggests removing the text "engineer" and "engine-room attendant in the manning certificate" from section 10 (c), and changing section 10 second paragraph to "The engine-room log book should be kept by the officer in charge of the engineering watch". As mentioned in the consultation letter, the purpose of the amendments is to rectify editorial errors that have occurred due to various reasons. We consider the proposal from the Norwegian Union of Marine Engineers to be material, and it is therefore not within the scope of these amendments to the Regulations. The proposed amendments will therefore not be included in the amended Regulations.

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Comments to the individual amendments

I

Amendments to the Regulations of 31 January 1984 No. 227 on precautionary measures against fire and explosion on mobile offshore units

As of 1 March 2021, the name DNV GL has been changed to DNV.

To section 1 (4) item 3 and section 1 (5) item 2: The name "DNV GL" has been changed to "DNV".

II

Amendments to the Regulations of 15 June 1987 No. 507 on safety measures, etc. on passenger ships, cargo ships and barges

To section 16 third paragraph, the text that ends with a colon: The reference to NS-4210 is replaced by NS-ISO 3864-1 and NS-ISO 3864-3. The amendment is done accordingly.

To section 32 fourth paragraph: The standard NS-4210, which is referred to, is replaced by NS-ISO 3864-1 and NS-ISO 3864-3. The amendment is done accordingly.

III

Amendments to the Regulations of 4 September 1987 No. 856 on the construction of mobile offshore units

As of 1 March 2021, the name DNV GL was changed to DNV.

To section 1 (2) item 3 and section 1 (3) item 2: The name "DNV GL" is changed to "DNV".

To section 1 (12), (13) and (14): The terms "automatic identification system (AIS)" in (12), "voyage data recorder (VDR)" in (13) and "LRIT equipment" in (14) are not used in the Regulations and only listed in the definitions. Section 1 (12), (13) and (14) are repealed.

To section 12 (3): A typographical error is corrected. "IEC 600092-504" is written incorrectly. The correct way to write it is "IEC 600092-504". The amendment is done accordingly.

IV

Amendments to the Regulations of 4 September 1987 No. 859 on protective, environmental and safety measures on mobile offshore units.

As of 1 March 2021, the name DNV GL was changed to DNV.

Section 1 (4) item 3: The name "DNV GL" has been changed to "DNV".

V

Amendments to the Regulations of 20 December 1991 No. 878 on stability, watertight subdivision and watertight/weathertight means of closure on mobile offshore units

As of 1 March 2021, the name DNV GL was changed to DNV.

To section 2 (4) item 3 and section 2 (9) item 2: The name "DNV GL" is changed to "DNV".

VI

Amendments to the Regulations of 15 September 1992 No. 693 on the form and keeping of log books for ships and mobile offshore units

To section 10 first paragraph (b): The structure of (b) could lead to misunderstandings. The letter (b) is split up so that "fishing vessels of more than 500 gross tonnage" is included as (b) and the current (c) becomes new (d).

VII

Amendments to the Regulations of 10 February 1994 No. 123 for mobile offshore units with production plants and equipment

As of 1 March 2021, the name DNV GL was changed to DNV.

To section 2 (1) item 3 and section 2 (9) item 2: The name "DNV GL" has been changed to "DNV".

Til overskriften til kapittel V.

VIII

Amendments to the Regulations of 5 January 1998 No. 6 on the construction, equipment and operation of high-speed craft used as passenger craft or cargo craft

To section 31: The reference to the Code's chapter 14 paragraphs 14.6.1.5 and 14.6.1.6 corresponded with the original text of 1994 HSC Code. Chapter 14 of the 1994 HSC Code is repealed and now states that chapter 14 of the 2000 HSC Code applies to all craft. The reference is changed to the current code chapter 14 paragraphs *14.7.1.5* and *14.7.1.6.*

IX

Amendments to the Regulations of 27 April 1999 No. 537 on watchkeeping on passenger ships and cargo ships

Typographical error in the Norwegian version corrected.

X

Amendments to the Regulations of 28 March 2000 No. 305 on surveys, construction and equipment of passenger ships engaged on domestic voyages

To section 8B fifth paragraph (b): Reference is made to values in accordance with the second paragraph which are incorrect. The second paragraph does not lay down values. The correct reference is the third paragraph. The amendment is done accordingly.

XI

Amendments to the Regulations of 11 April 2003 No. 480 on welding equipment, etc. for the welding gases acetylene and oxygen in mobile offshore units

As of 1 March 2021, the name DNV GL was changed to DNV.

To section 2 (b) item 3 and section 2 (f) item 2: The name "DNV GL" has been changed to "DNV".

XII

Amendments to the Regulations of 22 June 2004 No. 974 on security, anti- protective security and anti-piracy measures and the use of force on board ships and mobile offshore drilling units (Security Regulations)

To section 23 first paragraph: Reference is made to the Regulations of 25 June 2009 No. 904 relating to firearms, firearm components and ammunition, etc. (Firearms Regulations), which have been repealed and replaced by the new Regulations of 7 May 2021 No. 1452 relating to firearms, firearm components and ammunition, etc. (Firearms Regulations). The reference is updated with the current Regulations.

XIII

Amendments to the Regulations of 3 March 2009 No. 259 on requirements for minimum age and boating license, etc. for masters of recreational craft

To section 13 second paragraph: The reference to the second paragraph is incorrect. The correct reference is the first paragraph only, and the provision is amended accordingly.

To section 18 second paragraph second sentence: Here, an accidental typographical error is corrected by removing the word “dato” from the sentence (only applicable to the Norwegian version).

XIV

Amendments to the Regulations of 10 July 2009 No. 998 on positioning and anchoring systems on mobile offshore units (Anchoring Regulations)

To section 2 (a) item 3 and section 2 (e) item 2: As of 1 March 2021, the name DNV GL was changed to DNV. The name "DNV GL" has been changed to "DNV".

XV

Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length

To section 27 third paragraph: The requirement for stability calculations to be submitted to an approved company for inspection, as outlined in section 27 third paragraph, only applies to vessels of between 8 and 15

metres. To provide clarity on this provision, specifications are included, and the wording of the Regulations is amended accordingly.

To section 63 second paragraph: The second paragraph only has historical value and is proposed repealed.

To section 68 first paragraph: There is a formatting error in the provision since the word "Duplicated" is placed out of context after the first sentence and "Radio equipment" is capitalised. The sentence should start with the word "Duplicated" followed by "radio equipment" in lower-case. A new second sentence is proposed "*Duplicated radio equipment*, manual satellite EPIRB and float-free satellite EPIRB may be used as a secondary alarm relaying source. Free-float satellite EPIRB and manual satellite EPIRB shall be fitted with an integrated position indicator.

XVI

Regulations of 17 June 2014 No. 768 on special rules for protected or historical ships carrying more than 12 passengers

To section 23 first paragraph third sentence: A typographical error in the Regulations is corrected in accordance with SOLAS Chapter III Regulation 17 (3). The sentence is amended to: It shall be possible to launch the rescue boat while the ship is making headway at speeds of *up to* five knots.

XVII

Regulations of 1 July 2014 No. 955 on radiocommunication equipment for Norwegian ships and mobile offshore units

To Appendix I: The transitional provision in the former section 15 second paragraph was repealed in January 2022. However, the Appendix referred to in the provision was not repealed at that time and remains in the Regulations. Therefore, Appendix I to the Regulations is proposed to be repealed.

XVIII

Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships

To section 5 first and second paragraphs: Section 5 of the Regulations applies to ships pursuant to the Certificate Regulations section 20 second paragraph, cf. RSR 8-2014. For those who do not read the preparatory work to the Regulations, it might be unclear whether the provision only applies to ships with a passenger certificate or if it includes other ships certified to carry 12 passengers or less. To remove any doubt, we propose that section 5 first paragraph first sentence is changed to "Ship with a passenger certificate for 12 passengers or less" and the second paragraph first sentence to "Open boats with a passenger certificate".

XIX

Regulations of 1 July 2014 No. 1072 on the construction of ships

To section 27 fifth paragraph: There is an error in the formula for F_2. A number "3" is typed in superscript, but it should be in regular text. The correct way to write it is $F_2 = y^3/3 - y^4/12$, and this is amended accordingly.

To section 34 (b): There is a difference between the intact stability requirements for tugs in the previous Construction Regulations compared to the current Regulations. In the previous Regulations the calculations were based on the first point of intersection to the angle which occurs first of the listed alternatives. However, in the

current Regulations, it appears that this is left up to the ship owner to decide, which could lead to confusion. This was not the intention, and section 34 (b) first sentence is changed to:

> "When the ship is subjected to a transverse force equivalent to the ship's maximum towing force multiplied by 0.65, the area between the righting arm (GZ curve) and the heeling arm curve measured from the first point of intersection to *the angle of* GZ_{max}, *the angle of 40 degrees* or the angle of flooding, whichever occurs first, shall be greater than or equal to 0.010 metre radians."

XX

Regulations of 5 September 2014 No. 1157 on navigation and navigational aids for ships and mobile offshore units

To sections 5 and 6 (only applicable to the Norwegian version): In sections 5 and 6 the terms "Internasjonal signalbok", "International Code of Signals" and "Den internasjonale signalboken" are used. To achieve coherence with the structure in section 5 first paragraph, section 5 second paragraph is corrected to use "internasjonal signalbok" and "(International Code of Signals)" in parenthesis. The same applies to section 6 first paragraph.

To Appendix II items 2.2 and 3.1: To ensure correspondence with the changes in the construction of sections 5 and 6 the same linguistic amendments are done in items 2.2 and 3.1 of Appendix II.

XXI

Regulations of 4 December 2015 No. 1392 on towing arrangement and movement of mobile offshore units (Towing Regulations)

To section 8 (8): Due to a mistake, the reference to the fifth paragraph has not been included previously. The provision is proposed amended so that the provision is amended to:

(8) Fastening devices for towing, hawseholes, etc. shall be dimensioned with a utilization factor of 0.9, and associated supporting structure with 0.8, against the material's yield limit in relation to the breaking strength pursuant to the fourth paragraph, *or the fifth paragraph for units that are initially certified or have a building contract entered into prior to 1 January 2016.*

XXI

Regulations of 30 August 2016 No. 1042 on marine equipment

To Appendix IV; The table has an overview of the vessels that need to have wheel-marked equipment. There has been some feedback saying that the table is being misunderstood when it comes to the row for fishing vessels of 15 metres in overall length and upwards with a date of placement on board on or after 1 January 2003. The amendment after 1 January 2003 should only be column I life-saving appliances. To make the table clearer, ticks (X) and footnotes will be added in columns IV, V and VI. Ticks and footnotes will be identical to the above line concerning placement on board on or after 1 April 2001.

XXIII

Sjøfartsdirektoratet
Norwegian Maritime Authority

Regulations of 21 December 2017 No. 2381 on cranes and lifting operations on mobile offshore units

As of 1 March 2021, the name DNV GL was changed to DNV.

To section 2 subparagraph d (ii): The name "DNV GL" has been changed to "DNV".

XXIV

Regulations of 14 January 2020 No. 63 on vessels of less than 24 metres carrying 12 passengers or less

To the title of the Regulations: The title of the Regulations should read: Regulations on vessels of less than 24 metres carrying 12 passengers or less

To the short title of the Regulations: The short title of the Regulations should read: The 12 Pax Regulations.

To section 2 first paragraph (a) and (c). The listing following (a) to (c) shall start with lower case letters.

To section 16 sixth paragraph. This section should read: To make the provision more precise, we propose a wider reference to the CE marking by including:

Flotation devices and one-piece flotation suits shall be CE marked *and conform to one of the following ISO standards: 12402-4 (performance level 100), 12402-3 (performance level 150) or 12402-2 (performance level 275)*.

XXV

This Regulation enters into force immediately.

Administrative and financial implications

The amendments are corrections that are not material changes (typographical errors and similar), and the correcting of errors that have emerged in the transition to new Regulations. The proposed amendments should not include any administrative or financial consequences beyond clarification.

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Attachments: Regulation concerning minor corrections to various regulations with the Ship Safety and Security Act and the Act relating to Recreational and Small Craft as legal basis.

This document has been electronically approved, and therefore does not contain handwritten signatures.