

Instructions to Class

Category:

Instruction no.: 2-2017 Rev. 3

Operational

Nautical

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Technical

Other

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

Purpose

Instruction to Class (IC) 2-2017 rev. 3 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. 3 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).
- Regulations of 21 April 2017 No. 515 on accommodation, recreational facilities, food and catering on ships (**Regulations-515**), cf. Maritime Labour Convention, 2006
- Regulations of 8 September 2017 No. 1368 on ballast water management on ships and mobile offshore units (**Regulations-1368**), cf. International Ballast Water Convention
- Resolution MSC.402(96) on requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear
- 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. 3 supersedes IC 2 2017 rev. 2.

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. 3 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. 3 instructs ROs of acceptance criteria which shall be applied when ROs receive ship-owner's requests for exemptions and equivalencies from certain requirements in IMO instruments.

IC 2-2017 rev. 3 further provides instructions on actions required by a RO to allow a ship to continue its service in cases of malfunctioning equipment on board. Instructions on measures to be considered when equivalent arrangements are applied are also addressed in this IC.

The instruction is categorised according to which IMO instrument the instruction address.

1 SOLAS

1.1 CHAPTER II-1 CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

1.1.1 Safe access to bow

RO may issue an exemption from SOLAS Reg. II-1/3-3 regarding Safe Access to Bows for gas tankers, when considering the relatively large freeboard and that the vessel has alternative means of access to bow that gives an equivalent level of safety ref. paragraph 2 in MSC.62(67), this may be done without consulting the NMA.

If such a solution is used RO shall report to NMA so that this may be reflected in GISIS.

1.1.2 Means of embarkation on and disembarkation from ships

ROs may accept harmonizing the inspection and maintenance of gangways and accommodation ladders with planned dry dock within three months. Before the RO accepts a harmonization, the master of the ship concerned shall document to the satisfaction of the RO that the equipment in question is in good working order.

If gangways and accommodation ladders are damaged at sea, the RO may issue conditions of authority (CA)/statutory condition valid for three months pending repair.

1.1.3 Valve in connection with piping through collision bulkhead

RO may use the voluntary early implementation of the amendments to SOLAS Reg. II-1/12.6.2 adopted by Res. MSC.474(102) without consulting the NMA.

The NMA considers these requirements as equivalent to MSC.421(98) Reg. II-1/12.6.1.

If such a solution is used RO shall report to NMA so that this may be reflected in GISIS.

1.1.4 Malfunction of emergency generator

In the event of malfunction of emergency generator, the RO may accept a temporary exemption from SOLAS, Annex II-1/ Reg. 43, and issue a short-term Cargo Ship Safety Construction Certificate (CCC) valid for a maximum of three months, without consulting the NMA based on the following conditions:

- Risk assessment is carried out by the Owner with mitigating actions confirmed implemented on board.
- Main power supply can be automatically restored by stand-by generator after black out.
- Ship can be brought into operation from a dead-ship condition with any of the remaining generators.

- Class Notation for unattended machinery space to be suspended, requiring engine room/machinery spaces to be manned at all times.
- Local port authorities & Pilots to be informed by the Master about condition of Emergency Generator.

In cases of malfunctioned emergency generator for more than three months, the NMA shall be consulted on case-by-case basis

1.2 CHAPTER II-2 FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

1.2.1 Fire protection, fire detection equipment, fire extinction system

In the event of malfunction of fire protection, fire detection equipment, fire extinction system, the carriage of which is required by SOLAS Chapter II-2, RO may issue condition of authority (CA)/statutory condition for a period up to three months pending repair of the malfunctioning equipment.

Before the RO issues a condition of authority (CA)/statutory condition, 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. A risk analysis may be needed to identify any mitigating measures to be implemented.

If more than three months are needed for the repair of the malfunctioning fire detection equipment, the NMA shall be consulted on a case-by-case basis.

1.2.2 Fire protection systems and fire-fighting systems and appliances

In the event of situations where service of equipment given in SOLAS regulation II-2/14.2.2.3 becomes challenging or impracticable to conduct within the given service interval period, the NMA authorizes the ROs to extend this period up to three months.

Before the RO extends the service interval period, the master of the ship concerned shall document to the satisfaction of the RO that the equipment in question is in good working order and that service has been planned within the time period.

If more than three months are needed for the repair of the malfunctioning fire detection equipment, the NMA shall be consulted on a case-by-case basis.

1.2.3 Fire-extinguishing arrangements in cargo spaces

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.

If such a solution is used RO shall issue exemption certificate.

1.2.4 Disabled fire alarm and smoke detection system

If master of a ship sees the need to disable fire alarm and/or smoke detection system on board, RO may issue condition of authority (CA)/statutory condition to accept this when following measures are implemented on board;

- The engine room to be manned at all times and the manning on board should be according to the safe manning certificate for manned engine rooms.
- Master shall establish regular fire patrol (at least twice during each four-hour watch) of the ship with means of communications to contact the navigational watch officer and the engine room control station, when necessary.
- The public address /general alarm system to be tested that it is working and can be used to make emergency announcements in the accommodation and in the engine room.
- The roving fire watch shall operate both at sea and in port, as appropriate in accordance with the Risk Assessment. The results of each fire watch shall be properly recorded in vessel's official logbook.
- All ship's personnel shall be advised regarding status of the fire detection system.
- All manually operated call points and remaining fire safety systems remains fully operational.
- Pilots and port authorities where vessel calls shall be notified by the Master about the malfunctioning equipment.

1.3 CHAPTER III Life-saving appliances and arrangements

1.3.1 Servicing of inflatable liferafts

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. The RO may extend this period to up to 17 months without consulting the NMA in cases where service providers are unavailable .

Legal basis for extending the service interval is Regulations-1019 section 2, cf. SOLAS Reg. III/20.8.1.

1.3.2 Immersion suits

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.

If such a solution is used RO shall issue exemption certificate.

1.3.3 Manual slewing of rescue boat launching davit (MSC.459(101))

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:

- 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 bousing line are provided for bringing the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked.

For existing vessels after 1 January 2024, the solution above will still be applicable.

1.3.4 Lifeboat and lifeboat boat davit

In the event of damaged lifeboat or davit for lifeboats the RO may issue conditions of authority (CA)/statutory condition valid for three months pending the repair based on statement from master confirming sufficient survival craft capacity for all persons on board.

The damaged lifeboat or davit shall however be repaired at the first possible opportunity.

1.3.5 Rescue boat and rescue boat davit

In the event of damaged rescue boat or rescue boat davit the RO may issue conditions of authority (CA)/statutory condition valid for three months pending the repair.

Alternative means for a man over-board situation must be presented by master and work on deck must be kept to a minimum to reduce the risk for a man over-board situation.

The damaged rescue boat or rescue boat davit shall however be repaired at the first possible opportunity.

1.3.6 Periodic launching and manoeuvring of lifeboats

According to SOLAS Reg. III/19.3.4.3 each lifeboat shall be launched and manoeuvred in the water by its assigned operating crew, at least once every three months during an abandon ship drill.

In cases where this is impracticable, the NMA authorizes the ROs to extend this period up to three months. The overdue lifeboat and rescue boat waterborne drill shall however be carried out at the first possible opportunity.

1.3.7 Maintenance, thorough examination, operational testing, overhaul and repair of lifeboats, rescue boats and fast rescue boats, launching appliances and release gear

Lifeboats, rescue boats and fast rescue boats, launching appliances and release gear are subject for annual and five-year thorough examination in accordance with SOLAS III Reg. 20.11 and Res.MSC.402(96).

In cases where this is impracticable, the NMA authorizes the ROs to extend the examination period up to three months. Before the RO extends the examination interval period, the master of the ship concerned shall document to the satisfaction of the RO that the equipment in question is in good working order and that service has been planned within the time period.

1.4 CHAPTER IV Radiocommunications

1.4.1 Radio-communication equipment

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 three months pending repair of the malfunctioning equipment.

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.

If more than three months are needed for the repair of the radio-communication equipment, the NMA shall be consulted on a case-by-case basis.

1.4.2 Occasional operation in A4 for an A3 vessel

RO may accept a ship to occasionally operate in A4 with A3 certificate only if at least one HF-NBDP Telex is fitted on board when following measures are complied with:

- The duration of the period should be no longer than 4 weeks
- Functionality of LRIT must be considered

1.5 CHAPTER V SAFETY OF NAVIGATION

1.5.1 Sound reception system

The requirements of SOLAS Regulation V/19.2.1.8 on sound reception system shall neither apply to cargo- nor passenger ships.

1.5.2 Maintenance of equipment

In the event of malfunction of navigational equipment, the carriage of which is required by SOLAS Chapter V, the RO may issue a short-term certificates for a period of up to three months provided that it is conformed that SOLAS Reg. IV/15.8 or V/16.2 are complied with, without consulting the NMA.

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.

If more than three months are needed for the repair of the malfunctioning navigational equipment, the NMA shall be consulted on a case-by-case basis.

1.5.3 Navigation bridge visibility

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.

When ships are loaded with windmill blades and windmill towers, the field of vision from the conning

position may not comply with these regulations.

When measures set out sub-paragraphs 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) ref. SOLAS Reg. V/22.1.1 and authorizes ROs to consider and approve such arrangements.

- 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 during the whole voyage when exposed to environmental conditions such as temperature, humidity, vibrations etc.;
 - 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 conning position.
- 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. The lookout(s) must be provided with a two-way means of communication with navigation officer.
- Risk Assessments
 - Risk assessments with appropriate measures which are documented in the ship's internal quality procedures are performed, recorded and taken into account.
- 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.

ROs may issue equivalents of a partial or conditional nature, 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.

If such a solution is used RO shall report to NMA so that this may be reflected in GISIS.

The NMA underlines that this instruction applies to requirements in SOLAS Reg. V/22.1.1 only.

If the navigation bridge visibility is obstructed for other reasons than deck cargoes of windmill blades and windmill towers, the NMA shall be consulted on a case-by-case basis.

2 MARPOL

2.1.1 Oil filtering equipment

In the event of a malfunction of the oily water separator (OWS), the NMA authorizes 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.

Any oil or oily mixtures shall be retained on board for subsequent discharge to reception facilities, cf. MARPOL Reg. I/15.9.

If more than three months are needed to repair the malfunctioning OWS in paragraph 7.1, the NMA shall be consulted on a case-by-case basis.

2.1.2 Oil discharge monitoring and control system

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.

Any oil or oily mixtures shall be retained on board for subsequent discharge to reception facilities, cf. MARPOL Reg. I/34.9

If more than three months are 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.

2.1.3 Malfunctioning exhaust gas cleaning system (EGCS)

In the event of malfunction or failure of a single monitoring instrument in the EGCS the RO may act on behalf of the administration according to MEPC.1/Circ. 883/Rev.1 , cf. MARPOL, Annex VI, Reg. 14

In cases of malfunctioned EGCS for more than three months, the NMA shall be consulted on case-by-case basis

2.1.4 Temporary storage in prohibited areas/water

In areas/waters where discharge of sewage is prohibited, the RO may accept the temporary use of holding tank to store treated sewage and grey water, without consulting the NMA based on the following conditions:

- Risk measures are implemented on board as per Company's Risk Assessment, transfer to be carried out only if deemed required.
- Transfer to only take place when required and temporary arrangement removed after each transfer.
- Proper records are maintained in the engine and deck logbook.
- The temporary arrangement should be isolated, secured and tagged to protect against unintended release.

- All content stowed inside the temporary holding tank to be discharged in compliance with the MARPOL Annex IV requirement after departure from restricted area/waters.
- After disposal of treated sewage and grey water, the tank is to be flushed and cleaned thoroughly.

2.1.5 Malfunction of sewage treatment plant

In the event of malfunction of sewage treatment plant, the RO may accept the temporary use of holding tanks to store un-treated sewage and grey water, without consulting the NMA based on the following conditions:

- Risk measures are implemented on board as per Company's Risk Assessment, transfer to be carried out only if deemed required.
- Transfer to only take place when required and temporary arrangement removed after each transfer.
- Records are maintained in the logbook
- The temporary arrangement should be isolated, secured and tagged to protect against unintended release.
- All content stowed inside the temporary holding tank to be discharged in compliance with the MARPOL Annex IV requirement.
- After disposal of treated sewage and grey water, the tank is to be flushed and cleaned thoroughly.

2.1.6 Malfunction of incinerator

In the event of malfunction of incinerator, the RO may accept an exemption from MARPOL, Annex VI, Reg. 16, and issue a short-term IOPP certificate valid for a maximum of three months, without consulting the NMA based on the following conditions:

- Crew to be informed of the malfunctioning incinerator.
- Vessel to be provided with sufficient sludge tank capacity for retaining sludge generated during the voyage.
- Arrangement to be made for the sludge / garbage retained onboard to be disposed to the shore reception facilities when required.
- Entry to be made in the Oil Record Book (Part I) of the incinerator malfunction.
- Port authorities to be notified by the Master prior to port arrival.
- The faulty incinerator to be repaired and functionally tested to the satisfaction of the attending class surveyor.

In cases of malfunctioned incinerator for more than three months, the NMA shall be consulted on case-by-case basis.

2.1.7 Carriage of vegetable oils and Dual Certificate of fitness for Ship type 2 and 3

RO may issue an exemption for carriage of vegetable oils in accordance with regulation 4.1.3 of Annex II of MARPOL, without consulting the NMA, provided that the captioned vessel complies with the conditions in regulation 4.1.3.2 and 4.1.3.3 of this annex.

The NMA accept, in general, DUAL Certificates of Fitness for ship type 2 and 3. The certificate in force shall then be displayed at any time while the other certificate shall be kept in the ship's safe. The relevant certificate shall indicate the exemption granted.

If such a solution is used RO shall report to NMA so that this may be reflected in GISIS.

3 IBC CODE

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

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.

4 MLC

4.1.1 Hospital arrangement

Regulations-515 Section 12 (4) states that the number of berths required in the hospital accommodation shall be prescribed by the Norwegian Maritime Authority.

The NMA practice is to require at least one berth (bed) and one treatment bench.

The owner shall carry out an assessment to identify how many additional berths that are necessary on board the vessel. The assessment shall take into account:

- number of persons on board
- the vessel's operation
- duration of the voyage
- distance to shore
- the need for isolating sick persons
- number of single sleeping rooms that can be used for isolating sick persons
- etc.

The NMA instructs RO to review the assessment mentioned above. The assessment shall be kept on board.

5 IBW Convention

5.1.1 Ballast Water Management System (BWMS)

In the event of malfunction of BWMS the RO may issue a ST IBWM Certificate with a corresponding conditions of authority (CA)/statutory condition valid for three months without consulting the NMA under the following conditions:

- Alternative measures (BW exchange in compliance with reg. D1 and B4) as agreed with the coastal state shall be implemented accordingly.
- The vessel shall communicate to the respective coastal state, prior to the carriage of BWE in waters falling under their jurisdiction.
- Proper entry is made in the Ballast Water Record Book regarding this malfunctions and contingency measures adopted.
- The instructions given by the IMO guidance BWM.2/Circ.62 are to be noted.

If more than three month is needed for the repair of the malfunctioning BWMS, the NMA shall be consulted on a case-by-case basis.

5.1.2 Outstanding commissioning test of the BWMS

In the event of outstanding commissioning test of installed BWMS due to issues with; software, water quality, lack of laboratory technicians, unavailable laboratories or other similar reasonable issues, the RO may issue a short-term IBWM Certificate with a corresponding conditions of authority (CA)/statutory condition valid for three months without consulting the NMA under the following conditions:

- Entries shall be made in the Ballast Water Record Book.
- Contingency measures as per BWM.2/Circ.62 (regulations B-4.1 and D-1) to be used for managing non-compliant ballast water discharges based on agreement from the Coastal State.
- Local port authority is informed by the Master of the conditions of authority (CA)/statutory condition and contingency measure to seek their acceptance /comment with respect to handling of ballast water within their coastal waters.

The commissioning test shall be done according to BWM.2/Circ.70/Rev.1 and BWM.2/Circ.42/Rev.2, and the report shall be reviewed by RO for final acceptance.

If more than three month is needed for the commissioning test of the BWMS, the NMA shall be consulted on a case-by-case basis.

6 International Convention of Load Lines

6.1.1 Inlets/discharges and airpipes in connection with the wells on live fish carriers

RO may issue an exemption from ICLL Reg. 20(3) for live fish carriers with respect to automatic closing arrangement for the well without consulting the NMA based on:

- When the valves are in open position the fish cargo holds are completely filled with sea water, so ingress of water is not relevant.
- When fish cargo holds are empty, the valves are to be kept closed.

RO may issue an exemption from ICLL Reg. 22 for well boats with respect to fitting automatic non-return valves to sea inlets/outlets for the fish cargo tanks without consulting the NMA based on:

- The fish cargo holds are normally filled with sea water, therefore ingress of water is not relevant.
- When the fish holds are empty the integrity is maintained by remote operated valves.

If such a solution is used RO shall report to NMA so that this may be reflected in GISIS.

7 COLREG

7.1.1 Navigation lights

On offshore service 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.

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.

For 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.

Legal basis for the exemption is Regulations of 1 December 1975 No. 5 for preventing collisions at sea (COLREG) Rule 1(e).

If such a solution is used RO shall report to NMA so that this may be reflected in GISIS.

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.

8 MARPOL / IBC Code / IGF Code

8.1.1 Stability instrument

According to MARPOL Annex I Reg. 3.6, IBC Code Reg. 2.2.7 and IGC Code 2.2.7 the Administration may waive the requirements for fitting a stability instrument for:

- Ships which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability documentation provided on board
- Ships where stability verification is made remotely by a means approved by the administration
- Ships which are loaded within an approved range of loading conditions
- Ships constructed before 1 January 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements

If one of the above options are met, RO may issue a waiver accordingly without consulting the NMA.

9 GENERAL

9.1.1 Increased number of persons on board

In the event of a temporary need to increase the number of persons in addition to the number specified in the Cargo Ship Safety Equipment Certificate the RO may accept this when the measures below are complied with:

- Capacity of additional liferaft(s) on each side of the vessel is/are installed and lifejackets and immersion suits are provided for each person on board.
- The capacity of the sewage treatment plant and the accommodation arrangement should be considered with regards to the increased number of persons on board.

It should be considered to increase the number of persons in the Cargo Ship Safety Equipment Certificate if the vessel frequently needs to increase the number of persons on board. This is also relevant for ships operation in high-risk areas with the need for guards.