

Category:

Instruction no.: 1-2021

Operational

Nautical

Our ref. and file no.: 2021/5259

Technical

Other

Date: 22 February 2021

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Requirements regarding lifesaving appliances in passenger ships registered in the Norwegian International Ship Register (NIS)

1. Purpose

- 1.1. The purpose of Instruction to Class (IC) 1-2021 is to instruct ROs to verify compliance with relevant national regulations and existing practice with regards to specific lifesaving appliances which are required on board Norwegian passenger ships.

2. Application

- 2.1. IC 1-2021 applies to passenger ships registered in the Norwegian International Ship Register (NIS).

3. Definitions

- 3.1. N/A

4. References

- 4.1. Agreement of 1 June 2002 between the Ministry of Trade, Industry and Fisheries and "Recognised Organisations" (ROs) (the Agreement) sections 2.3 and 3.3.
- 4.2. [Regulations of 1 July 2014 No. 1019 on Lifesaving Appliances on Ships](#) (Regulations 2014/1019)
- 4.3. SOLAS 1974 Reg. III/12, 15 and 20.

5. Background

- 5.1. The Norwegian Maritime Authority (NMA) notes the increasing number of passenger ships registered in NIS. Based on experience gained over the past few years, the NMA considers it necessary to inform the ROs on certain statutory requirements that apply to specific categories of lifesaving appliances installed on board Norwegian passenger ships.
- 5.2. With regards to Regulations 2014/1019, the NMA emphasises that these regulations apply, inter alia to all passenger ships flying the Norwegian flag.
- 5.3. In particular, the NMA has observed that the requirements in Regulations 2014/1019 sections 9 and 12 are not always complied with.

5.4. The need for tender operations on passenger ships require openings in the shipside allowing for transfer of passengers to and from tender vessels. These openings, irrespective of whether doors or hatches are fitted, are in many cases in conflict with the launching area for rescue craft and MES, and therefore not in compliance with the standards and requirements laid down in SOLAS Chapter III.

6. Item

6.1. Regarding the specific requirements in Regulations 2014/1019 sections 9 and 12, the NMA instructs ROs' to verify that the following requirements are complied with:

6.1.1. Regulations 2014/1019 section 9 states that ships shall carry a rescue boat. Further, the rescue boat shall be fitted with a rescue frame for recovery of persons from the sea.

6.1.2. Regulations 2014/1019 section 12 states that passenger ships operating in trade areas north of 30° N and south of 30° S shall carry lifejackets with thermal insulation or thermal suits in combination with lifejackets.

6.2. An exemption from the requirements adopted in SOLAS 1974 chapter III part B will not be granted unless the alternative design and arrangements study stated in SOLAS 1974 Reg. III/38 is performed. ROs shall verify that the outcome of the study meets the intent of the requirements concerned and provide an equivalent level of safety. This includes, but are not limited to:

6.2.1. SOLAS 1974 Reg. III/12 which requires that survival craft, except survival craft specially designed for free-fall launching, can be launched down a straight side of the ship.

6.2.2. SOLAS 1974 Reg. III/15.1 which requires that the ship's side shall not have any openings between the embarkation station of the marine evacuation system and the waterline in the lightest seagoing condition. Means shall be provided to protect the system from any projections.

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