Regulations of 21 September 2022 No. 1627 on vessels used by training institutions

Legal basis: Laid down by the Norwegian Maritime Authority on 21 September 2022 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 5, 7, 8, 9, 11, 13, 16, 19 and 45, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.

Chapter 1. General rules

Section 1. *Scope of application*

These Regulations apply to Norwegian vessels of less than 24 metres in overall length engaged on domestic voyages and operating at a maximum speed of 15 knots and used by training institutions with a maximum of 35 persons on board. Persons on board who are not part of the crew shall be affiliated with the training institution.

A training institution is an institution covered by the Kindergarten Act, primary and lower secondary education under the Education Act, primary and lower secondary education under the Independent Schools Act or the Folk High School Act.

The Regulations do not apply to vessels which comply with the Regulations of 14 January 2020 No. 63 on vessels of less than 24 metres carrying 12 passengers or less.

Section 2. *Company's duty to submit information*

The company shall register information concerning its activities with the Norwegian Maritime Authority before commencing its activities. The company shall confirm that the requirements of these Regulations have been reviewed and complied with. The registration shall be valid for one year and shall be renewed as long as the vessel operates under these Regulations.

Section 3. *Relationship with other rules*

For those areas for which special rules have not been stipulated by these Regulations, vessels shall satisfy the requirements of other relevant regulations laid down pursuant to the Ship Safety and Security Act.

Section 4. *Safety management system*

The company shall establish, implement and develop a verifiable safety management system, which includes the following as a minimum:

a. a description of the activity and area of operation, including any area which may be used as a shelter by a vessel (port of refuge);
b. a description of the individual vessel, including technical specifications, operational limitations due to vessel construction and equipment, as well as the number of persons for which the vessel is designed;
c. routines for planning a voyage;
d. a description of risk factors for everyone on board when the vessel is underway or on-board tools or equipment is being used, as well as measures to prevent incidents;
e. maintenance procedures for vessel and its equipment; and
f. an emergency plan for use in different emergencies, including drill routines.

The company shall conduct an annual review of the safety management system in order to determine whether it meets its objectives, and whether there is a need for improvements. The review shall be documented.

The safety management system shall be available on board.

Section 5. *Safety briefing*

Prior to departure, all persons on board the vessel shall receive a safety briefing relevant to the purpose of the trip. The safety briefing shall as a minimum provide information on the use of life-saving appliances, on how the persons on board should act in an emergency and on special risks.

The safety briefing shall be provided in a language understood by everyone on board.

Section 6. ***Counting and registration of persons on board***

Prior to each departure, the number of persons on board is to be recorded by a designated person ashore. If the trip includes an overnight stay, the names of all on board are to be recorded.

The information required by the first and second paragraphs shall be made available to the rescue services during search and rescue. Name lists shall be stored and deleted in accordance with data protection legislation.

Section 7. ***CE marked vessels***

Sections 8 to 16 do not apply to vessels that are CE marked in accordance with the Regulations of 15 January 2016 No. 35 on the manufacturing and the placing on the market of recreational craft and personal watercraft, etc.

For vessels referred to in the first paragraph, the limitations related to the design category of the vessel and the number of persons for which the vessel is designed shall not be exceeded.

Section 8. ***Technical safety***

Vessels of less than 15 metres in overall length shall comply with Nordic Boat Standard 1990 for Commercial Boats less than 15 metres (NBSY), including chapter C31 Additional requirements for passenger boats, or a standard providing equivalent safety.

Vessels of 15 metres in overall length and upwards shall comply with DNV Craft or a standard providing an equivalent level of safety.

Vessels in trade area 4 or greater shall have permanent seats in internal accommodation spaces for all on board.

Section 9. ***Automatic emergency stop***

Vessels with external steering position and only one crew member shall be fitted with an automatic emergency stop which stops the propulsion machinery if the master falls overboard.

Chapter 2. Stability

Section 10. ***Requirement for inclining test***

In lieu of meeting the requirements of NBSY C3.3 and C3.4, vessels of less than 15 metres in overall length may perform a practical inclining test with weights on board corresponding to the maximum number of persons and the maximum load capacity of the vessel. When all weights are placed on one side of the vessel in the most adverse position, the angle of heel shall not exceed 10 degrees. The resulting inclination shall not lead to a reduction of the freeboard of more than half the freeboard for vessels in the uninclined position. When modifications of the vessel affect the stability of the vessel, the company shall conduct a new practical inclining test.

On vessels of 15 metres in overall length and upwards, an inclining test shall be performed to determine light ship data.

The inclining test shall be ordered electronically and performed in the presence of a surveyor from the Norwegian Maritime Authority.

Section 11. ***Requirements for stability calculations***

Vessels of 15 metres in overall length and upwards shall have stability calculations demonstrating the following:

a. The area under the righting lever curve (GZ curve) is at least 0.055 metre radians up to 30 degrees angle of heel and at least 0.09 metre radians up to 40 degrees angle of heel or the angle of downflooding if this angle is less than 40 degrees. Additionally, the area under the GZ curve between the angles of heel of 30 degrees and 40 degrees or between 30 degrees and the angle of downflooding if this angle is less than 40 degrees, shall not be less than 0.03 metre radians.
b. The righting lever (GZ) is at least 0.20 metres at an angle of heel equal to or greater than 30 degrees.
c. The maximum righting lever (GZmax) occurs at an angle of heel of not less than 25 degrees.
d. The initial metacentric height (GM) is at least 0.15 metres.

The first paragraph does not apply to vessels in trade area 2 or lesser trade area when the initial metacentric height (GM) is at least 0.15 metres and the area under the righting lever curve (GZ curve) for the loading conditions is at least 0.055 metre radians measured to the angle of downflooding or 20 degrees angle of heel if the angle of downflooding is greater.

Vessels of 15 metres in overall length and upwards shall not have an angle of heel exceeding 10 degrees when all passengers are placed in the most adverse position on one side of the vessel.

Section 12. ***Requirements for new stability calculations***

When alterations of a vessel affect the vessel's buoyancy in such a way that the hydrostatics and KY values are changed, the company shall prepare new stability calculations.

Vessels altered through repair, conversion or outfitting in such a way that the vessel's stability is affected, shall at least satisfy the requirements for stability applicable before the ship was altered.

In the event of major alterations due to repairs, changes, conversions or changes in outfitting, the vessel shall satisfy the requirements for stability applicable to new vessels at the time of the alteration.

If there are doubts about the stability of a vessel, the Norwegian Maritime Authority may demand stability information to be submitted and a new inclining test to be carried out.

Chapter 3. Fire protection

Section 13. ***Gas alarm***

Vessels with fixed gas systems on board shall be fitted with a gas alarm near the vessel's bottom.

Section 14. ***Fire detection on vessels of less than 15 metres***

All internal accommodation and machine spaces shall have a heat or smoke detector installed. When a detector is triggered, an audible alarm shall be activated in all rooms.

Section 15. ***Portable fire extinguishers***

Fire-extinguishing equipment appropriate to the fire hazard shall be available.

The following shall be installed as a minimum:
a. one fire extinguisher in machinery spaces and spaces of high fire risk;
b. two fire extinguishers distributed between accommodation spaces on vessels of 8 to 15 metres in overall length; and
c. three fire extinguishers distributed between the accommodation spaces on vessels of more than 15 metres in overall length.

The weight of the fire extinguishers shall be at least 6 kg, and they shall be fitted with a pressure gauge.

Extinguishers shall be located readily accessible near the entrance of the space in which they are located.

Fire extinguishers which may be exposed to frost shall be of a frost-proof type.

Section 16. ***Fire pump, fire hoses and nozzles on vessels of 15 metres in length and upwards***

Vessels of 15 metres in overall length and upwards shall be equipped with a fire pump. The fire pump may be operated by the main engine. The fire pump shall have a capacity of at least 80 litres per minute.

Vessels with a fire pump installed shall be provided with a fire hose capable of reaching the entire vessel and fitted with nozzles.

Chapter 4. Life-saving appliances

Section 17. *Lifejackets and thermal suits*

The vessel shall have thermal suits (TPA) and lifejackets of an appropriate size for all persons on board. The lifejackets shall be CE approved in accordance with ISO 12402-4. Floatation clothing and thermal suits shall be kept readily accessible on board.

Section 18. *Liferafts*

The vessel shall have liferafts with an overall capacity to accommodate the number of persons on board even if one liferaft is lost or rendered unserviceable.

The liferafts shall be CE approved in accordance with ISO 9650-1.

Liferafts shall be stowed in accordance with the manufacturer's instructions and be capable of being safely moored to the embarking station.

Vessels of less than 8 metres in overall length operating in trade area 1 or lesser trade area during the period from 1 April to 30 September need not have liferafts if all persons on board are wearing a lifejacket as referred to in section 17.

Section 19. *Man overboard*

To deal with a man overboard situation the vessel shall be provided with:

a. a means of recovering a helpless person from the water;
b. a lifebuoy with a buoyant lifeline and a lifebuoy with self-igniting light;
c. manoeuvrability under all conditions to get close to and to easily recover persons from the water;
d. a lifting appliance where the freeboard exceeds 1 metre. The appliance shall be located in a readily accessible place and be dimensioned for a static load of minimum 200 kg;
e. a fixed rescue ladder that can easily be deployed by a person in the water.

Section 20. *First-aid equipment*

The vessel shall be equipped with the necessary first-aid equipment.

Section 21. *Emergency preparedness, muster list and drills*

All life-saving appliances shall be ready for immediate use when the vessel is underway.

The company shall establish clear instructions which shall be followed by the crew in case of emergency.

Each crew member shall participate in drills related to the use of life-saving appliances and fire-extinguishing equipment every month and first aid drills every year.

The company shall prepare a training manual containing instructions and information, in easily understood terms, about the life-saving appliances provided on board and about the best survival techniques.

Chapter 5. Communication and navigation

Section 22. *Radio equipment*

Vessels in trade area 1 or greater trade area shall be equipped with VHF radio equipment with DSC connected to a satellite navigation receiver. In trade area 4 or greater trade area, the VHF/DSC shall be permanently installed.

Vessels in trade area 1 or greater trade area shall be provided with one hand-held VHF per liferaft carried by the vessel.

Sources of electrical power operating radio equipment shall be capable of operating the equipment during the entire voyage and at least an additional 6 hours.

The radio equipment shall be CE marked.

Section 23. ***Satellite Emergency Position-Indicating Radio Beacon (EPIRB)***

Vessels in trade area 4 or greater shall be equipped with float-free satellite EPIRB.

The EPIRB shall be installed so as to allow it to float to the surface and transmit a distress signal if the vessel should sink.

On vessels constructed without a superstructure, a manual satellite EPIRB may replace a float-free satellite EPIRB.

Section 24. ***Radar transponder (Radar SART) or AIS transponder (AIS SART)***

Vessels in trade area 4 or greater trade area shall be equipped with radar transponder (Radar SART) or AIS transponder (AIS-SART). The transponder shall be placed near the steering position, so that it can be readily activated and brought to a survival craft.

Section 25. ***Navigational and weather reports***

The vessel shall be equipped to be able to receive updated navigational and weather reports for the entire planned voyage.

Section 26. ***Navigation***

All vessels shall be fitted with:

a. a receiver for a global navigation satellite system;
b. a fixed magnetic compass;
c. an echo-sounding device;
d. a radar reflector.

Vessels of 15 metres in overall length and upwards shall also be equipped with:

a. a radar;
b. an automatic identification system (AIS) class B with transmitter and receiver. The AIS shall always be in operation when the vessel is underway.

Sources of electrical power operating navigational equipment shall be capable of operating the equipment during the entire voyage and at least an additional 6 hours.

All voyages shall be planned by means of updated nautical charts and nautical publications, and due consideration must be given to weather reports and rough sea warnings.

Up-to-date official nautical charts shall be kept on board.

The master shall monitor the vessel's course and position to make sure the vessel follows the planned route.

Section 27. ***Keeping of log books***

The master shall keep a log book with information about each voyage and incidents occurring while the vessel is underway that may be useful for the authorities or others with a legal interest in the voyage. The log book shall contain information on:

a. departure and arrival times;
b. weather and wave conditions;
c. drills;
d. course of events in case of accidents and personal injuries;
e. names of master and crew members.

Chapter 6. Qualification and manning

Section 28. ***Qualification requirements and manning***

The master shall be at least 20 years of age and have:

a. a Master's Certificate for Pleasure Craft (D5L);
b. a medical certificate for operators of recreational craft to be renewed every third year;
c. a Short Range Certificate;
d. a minimum of 150 hours of documented seagoing service on an equivalent vessel type;
e. approved safety training for seafarers on smaller ships; and
f. undergone safety familiarisation and internal safety training ensuring proper handling of persons on board in emergencies.

For each liferaft on board, except the spare liferaft(s), the master and at least one member of the crew shall have completed the safety course referred to in the first paragraph (e).

The company shall establish a crew capable of maintaining a safe operation of the vessel and the safety of all persons on board during normal operation and in an emergency. The manning level must be sufficient for the use of sails and rigging without help from other persons on board. Persons forming a part of the manning shall meet the requirements of the first paragraph (f).

Chapter 7. Maintenance

Section 29. ***Maintenance of vessel and equipment***

The vessel shall be maintained in such a manner that safety of life and health, the environment and material assets are safeguarded.

The company shall have procedures for conducting a visual inspection of all life-saving appliances and first aid equipment prior to every voyage.

The company shall have procedures for servicing and maintenance of fire-extinguishing equipment, as well as life-saving and first aid equipment at least once a month or in accordance with the manufacturer's recommendations.

The company shall have procedures for servicing and maintenance of other on-board equipment in accordance with the manufacturer's recommendations.

Inflatable life-saving appliances shall be inspected at an approved service station at least every third year.

Chapter 8. Closing provisions

Section 30. ***Exemptions***

The Norwegian Maritime Authority may, upon written application, grant exemptions from the requirements of these Regulations. There must be special reasons for making such an exemption necessary, and it must be justifiable in terms of safety.

Section 31. ***Entry into force***

These Regulations enter into force on 1 October 2022.

Vessels that have been used by training institutions before the date of entry into force of these Regulations are not required to comply with the Regulations until 1 April 2023.