

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

Legal basis: Laid down by the Norwegian Maritime Authority on 1 July 2014 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 6, 9, 11, 19, 20, 55, 56, 59 and 60, cf. Royal Decree of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590 by the Ministry of Trade, Industry and Fisheries.

Amendments: Amended by Regulations of 5 September 2014 No. 1158, 16 December 2014 No. 1768.

Section 1 *Scope of application*

These Regulations apply to Norwegian:

- a) cargo ships;
- b) ships with Passenger Certificate;
- c) ships with Passenger Ship Safety Certificate engaged on foreign voyages;
- d) manned barges.

Section 2 *Requirements for life-saving appliances*

The International Convention for the Safety of Life at Sea, 1974 (SOLAS) consolidated edition 2009 chapter III, as amended by MSC.317(89), MSC.325(90), MSC.338(91) and MSC.350(92), shall apply as regulation.

The regulations referred to in the first paragraph apply to ships and barges irrespective of trade area or gross tonnage and with the additions and limitations specified by these Regulations.

Amended by Regulation of 5 September 2014 No. 1158 (in force on 15 September 2014), 16 December 2014 No. 1768.

Section 3 *General emergency alarm system*

Cargo ships of 200 gross tonnage and upwards and all passenger ships shall be fitted with a general emergency alarm system complying with the requirements of SOLAS regulation III/6.4.

Passenger ships of less than 24 metres in length engaged on domestic voyages may be exempt from the requirement when the alarm signal can be given by the ship's whistle or siren.

Amended by regulation of 16 December 2014 No. 1768.

Section 4 *Public address system*

All passenger ships shall be fitted with a public address system complying with the requirements of SOLAS regulation III/6.5.

Passenger ships engaged on domestic voyages which are certified to carry 36 passengers or less and passenger ships of less than 300 gross tonnage operating in trade area 1 during the period 1 May to 30 September may be granted exemptions from the requirement for public address system if the crew and passengers can be alerted directly from the ship's bridge or steering position.

Section 5 *Life-saving appliances on ships and open boats certified to carry 12 passengers or less*

Ships certified to carry 12 passengers or less shall, in lieu of meeting the requirements of SOLAS chapter III, as a minimum be provided with the following life-saving appliances:

- a) liferaft with sufficient capacity to accommodate all persons on board;
- b) three rocket parachute flares (SOS flares);
- c) lifejackets, thermal lifejackets or thermal suits in combination with lifejackets for all persons on board;
- d) one lifebuoy fitted with a light and a buoyant lifeline; and

e) a device that makes it possible to recover a helpless person from the water.

Open boats certified to carry 12 passengers or less engaged in trade on lakes and rivers shall carry the life-saving appliances referred to in subparagraphs c), d) and e) of the first paragraph.

Section 6

Life-saving appliances on cargo ships of less than 500 gross tonnage and manned barges

Cargo ships of less than 500 gross tonnage and manned barges shall, in lieu of meeting the requirements of SOLAS chapter III, as a minimum be provided with the following life-saving appliances:

Equipment	Tonnage in GT and length in metres (L)	Cargo ships in trade area 1 and 2	Cargo ships in trade area 3 to small coasting	Cargo ships engaged on foreign voyages	Manned barge
Survival craft		2 x capacity to accommodate the total number of persons on board			1 x capacity to accommodate the total number of persons on board, cf. section 8
Immersion suits		1 x the total number of persons on board			
Lifejackets		1.5 x the total number of persons on board			
Lifejackets for children		all children on board (cf. section 12 second paragraph)			
Lifebuoys	ships < 300 GT	3			
	300 GT ≤ ships < 500 GT	5			
Rescue boat	100 GT ≤ ships < 300 GT and less than 30 metres in length (L)			1	
	300 GT ≤ ships < 500 GT or 30 metres in length (L) and upwards	1			See section 8
Line-throwing appliance	ships < 100 GT			1	
	100 GT ≤ ships < 500 GT	1			
Rocket parachute flares (SOS flares)		3	6		
Hand flares		3	6		
SARD	ships < 100 GT		1		
	100 GT ≤ ships < 500 GT	1			
Two-way hand-held VHF	ships < 500 GT	2			

Section 7

Life-saving appliances on passenger ships engaged on domestic voyages

Passenger ships engaged on domestic voyages shall, in lieu of meeting the requirements of SOLAS chapter III, as a minimum be provided with the following life-saving appliances:

Equipment	Metres	Passenger ships operating in trade area 2 or lesser		Passenger ships operating in trade area 3, 4 and small coasting	
		ships < 250	250 ≤ ships	ships < 250	250 ≤ ships
Number of persons on board (N)		ships < 250	250 ≤ ships	ships < 250	250 ≤ ships
Survival craft		1.1 x N			
Rescue boat: ships with a length (L) of	≥24	1			
(MES) Marine evacuation system		Cf. section 10			
Immersion suits or anti-exposure suit		Cf. section 12			
Thermal lifejacket or thermal suit in combination with lifejacket		1.05 N			
Thermal lifejacket or thermal suit in combination with lifejacket for children		0.1 x the number of passengers on board, cf. section 12 second paragraph			
Thermal lifejacket or thermal suit in combination with lifejacket for infants		0.025 x the number of passengers on board, cf. section 12 second paragraph			
Lifebuoys: ships with LOA:	≥ 15	4	8	4	8
	< 15	2			
Line-throwing apparatus - applies to ships operating in trade area 4 and small coasting.		-		1	
Rocket parachute flares (SOS flares)		3		12	
SARD - applies to ships operating in trade area 2 or greater		1			
Two-way hand-held VHF - applies to ships operating in trade area 1 or greater		2	3	2	3

Section 8

Survival craft

Sufficient number of survival craft has to be carried in order to ensure that in the event of any one survival craft being lost or rendered unserviceable, the remaining survival craft can accommodate the total number of persons the ship is certified to carry. When calculating the capacity, consideration shall be given to whether failures or faults in common components can result in one survival craft being lost or rendered unserviceable. If the ship is fitted with an

evacuation system in accordance with section 10, the additional survival craft shall be capable of being connected to this system.

Liferafts shall be capable of being safely moored to the embarkation station.

Passenger ships shall carry survival craft in accordance with the requirements of SOLAS regulation III/21. This shall not, however, apply to passenger ships operating in trade area small coasting or lesser, cf. section 7.

Passenger ships operating in trade area 3 or lesser may carry open reversible inflatable liferafts complying with the requirements of the International Code of Safety for High-Speed Craft adopted by IMO resolution MSC.97(73) on 5 December 2000 chapter 8.10.2.

Cargo ships, with the exception of tankers, may in trade area 2 or lesser carry one liferaft capable of being launched from either side of the ship.

Tankers shall either carry one enclosed lifeboat on both sides of the ship or a free-fall lifeboat located at the stern, with sufficient capacity to carry at least the total number of persons on board.

Manned barges in trade area 3 or greater trade shall be equipped with at least one inflatable liferaft with sufficient capacity to carry everyone on board. Manned barges in trade areas 1 and 2 shall be equipped with a CE marked motor-powered workboat which at least satisfies the requirements for design category C, or a liferaft that can carry at least the total number of persons on board. For manned barges carrying flammable liquid cargo, the Norwegian Maritime Authority will lay down the requirements in each individual case, depending on the barge's manning, trade area, construction and operational conditions.

Section 9

Rescue boats

Rescue boat means a boat that has been designed to save persons in distress and to assist survival craft.

Passenger ships operating in trade area 1 or lesser may have their rescue boat on tow when the ship is provided with an arrangement for rescue boat embarkation.

On cargo ships certified for trade area 2 or lesser, the rescue boat may be included in the survival craft capacity, cf. section 6 and section 8 sixth paragraph.

On passenger ships required to carry a rescue boat, the rescue boat shall be fitted with a rescue frame for recovery of persons from the sea.

Ships that are not required to carry a rescue boat shall carry out a risk assessment demonstrating the vessel's ability to handle emergencies. Such ships shall:

- a) be provided with a device that makes it possible to recover a helpless person from the water;
- b) be so arranged that it is possible to observe from the bridge at the conning position that a helpless person is recovered from the water;
- c) have manoeuvrability under any conditions to get close to and to easily recover persons from the water; and
- d) have a lifting appliance which is located in a readily accessible place, ready for immediate use and dimensioned for a static load of minimum 200 kg if the freeboard is more than 1 metre.

The Norwegian Maritime Authority may exempt a passenger ship of less than 30 metres in length (L) operating in trade area 2 or lesser from the requirement for a rescue boat when the requirements pursuant to the fifth paragraph are met.

Section 10

Evacuation systems on passenger ships engaged on domestic voyages

Passenger ships engaged on domestic voyages shall, in lieu of meeting the requirements of SOLAS regulation III/16.1, be fitted with a marine evacuation system (MES) if the ship does not carry lifeboats or davit-launched liferafts and for which the distance in any intact or damaged condition in accordance with approved stability calculations from the waterline to the embarkation deck is 1.5 metres or more. In respect of passenger ships for which there is no requirement for stability calculations, the distance shall be measured in the lightship condition from the waterline to the embarkation deck.

MES shall be installed on both sides of the passenger ship. The system shall be operational even if the ship has a list of up to 10 degrees in either direction. Alternatively, the ship may be provided with at least one embarkation station with an associated arrangement on both sides of the ship, having a capacity of at least 100% of the number of passengers.

Section 11

Lifebuoys

On cargo ships of less than 300 gross tonnage one of the lifebuoys shall be fitted with a lifeline of at least 30 metres in length and one of the other lifebuoys shall be fitted with a self-igniting smoke signal and a self-igniting light.

On passenger ships of less than 15 metres in overall length one of the lifebuoys shall be fitted with a lifeline of at least 30 metres in length and the other lifebuoy shall be fitted with a self-igniting light and shall be without a lifeline.

Section 12

Immersion suits and lifejackets

Lifejackets for children and infants shall be kept separate from lifejackets for adults. Child means a person who is 1 year of age or older and who weighs less than 35 kg. Infant means a person who is under 1 year of age and who weighs less than 15 kg.

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.

All cargo ships irrespective of their trade area carrying cargo in bulk and all cargo ships operating in trade areas north of 30°N and south of 30°S shall, in addition to meeting the requirements of SOLAS regulation III/32.3, carry immersion suits with thermal insulation for everyone on board.

Section 13

Replacement of life-saving appliances

The Norwegian Maritime Authority may decide that new equipment shall be installed on board in connection with major conversions or repairs that will affect life-saving appliances. The same applies to changes in the use, the operational pattern or manning and change of trade area.

Where the Norwegian Maritime Authority, upon a demonstration of the life-saving appliances, finds that they do not work as intended or may jeopardize the safety and health of any person on board in light of the ship's operation and manning, the Norwegian Maritime Authority may require the equipment to be replaced.

Section 14

Exemptions

The Norwegian Maritime Authority may upon written application permit other solutions than those required by these Regulations when it is documented that such solutions are equivalent to the requirements of the Regulations.

The Norwegian Maritime Authority may exempt a barge, a ship engaged on domestic voyages or a cargo ship of less than 500 gross tonnage engaged on foreign voyages from one or more of the requirements of these Regulations if the company applies in writing for such exemption and one of the following conditions is met:

- a) it is established that the requirement is not essential and that the exemption is justifiable in terms of safety;
- b) it is established that compensating measures will maintain the same level of safety as the requirement of these Regulations.

Section 15

Documentation

Drawings must be submitted to document that the requirements for location of life-saving appliances in SOLAS chapter III and these Regulations are met. The drawings shall be detailed, on a scale and must clearly indicate which regulatory requirements that are met. The Norwegian Maritime Authority may require additional information and documentation to be presented. When changing the life-saving appliances, compliance with the location requirements shall be documented in the same way.

Before the commencement of construction or conversion of a ship or a manned barge pursuant to section 1, documentation shall be submitted to the Norwegian Maritime Authority in accordance with the applicable documentation list prepared by the Norwegian Maritime Authority.

Section 16

Entry into force

These Regulations enter into force on 15 September 2014.

Previously approved or accepted equipment which was fitted on board prior to the entry into force of these Regulations may continue to be used until the life-saving appliances or arrangements are altered or replaced.

From the date these Regulations enter into force, the following regulations are repealed:

- Regulations of 17 December 2004 No. 1855 concerning life-saving appliances on cargo ships;
- Regulations of 11 October 2004 No. 1341 concerning life-saving appliances on passenger ships;
- Regulations of 15 September 1992 No. 700 concerning life-saving appliances, etc. on passenger ships.