

Regulations of 30 July 1992 No. 593 on the registration of ships in the Norwegian Ordinary Ship Register (NOR)

Legal basis: Laid down by the Resolution in Council of 30 July 1992 under the Norwegian Maritime Code of 24 June 1994 No. 39 sections 7, 11, 13, 14, 15, 16 and 38. Prepared by the Ministry of Foreign Affairs (now the Ministry of Trade, Industry and Fisheries).

Added legal basis: Formal Delegation of 15 February 2008 No. 156.

Amendments: Amended by Regulations of 13 September 1996 No. 910, 20 December 1996 No. 1156, 17 December 1999 No. 1354, 11 November 2002 No. 1313, 3 December 2004 No. 23, 23 November 2007 No. 1294, 15 February 2008 No. 154, 11 July 2008 No. 806, 11 December 2009 No. 1536, 14 December 2009 No. 1648, 28 April 2010 No. 633, 22 December 2010 No. 1846, 5 January 2012 No. 17, 12 January 2012 No. 74, 25 April 2012 No. 428, 7 December 2012 No. 1144, 11 January 2013 No. 30, 19 December 2013 No. 1616, 1 January 2014 No. 238, 19 December 2014 No. 1855, 15 December 2015 No. 1641, 13 January 2016 No. 33, 17 June 2016 No. 750, 20 December 2016 No. 1743, 18 December 2017 No. 2197, 20 December 2018 No. 2181, 20 December 2018 No. 2201, 20 December 2019 No. 2097 (in force on 1 January 2020), 26 June 2020 No. 1403 (in force on 1 July 2020), 27 July 2020 No. 1597 (in force on 1 August 2020), 23 December 2020 No. 3159 (in force on 1 January 2021), 21 December 2021 No. 3836 (in force on 1 January 2022), 20 December 2022 No. 2452 (in force on 1 January 2023), 21 December 2023 No. 2284 (in force on 1 January 2024), 22 December 2023 No. 2316 (in force on 1 January 2024).

Chapter 1 General provisions

Section 1 *Application*

These Regulations apply to ships registered in the Norwegian Ordinary Ship Register.

Section 2 *What constitutes a ship*

For the purposes of these Regulations, “ship” will refer to any type of ship covered by section 11 of the Norwegian Maritime Code. Units referred to in section 33 of the Norwegian Maritime Code are also considered ships, unless otherwise stated or given by the context. Units as referred to in section 507 of the Norwegian Maritime Code will also be considered ships. Installations as referred to in section 39 of the Norwegian Maritime Code may be recorded in the Ship Register at the owner’s request.

For the purpose of these Regulations, “fishing vessel” means any vessel used commercially for fishing and sealing/whaling and other forms of harvesting of wild living marine resources.

The Shipbuilding Register shall make up a separate section of the Ship Register and will be a record of ships under construction which upon completion will be entered in the main register. Equally, contracts for the building of ships, and statements from a shipyard that they have decided to build a ship on their own account, will also be considered ships under construction. In all cases, registration is subject to the ship being built in Norway.

Amended by Regulations of 13 September 1996 No. 910, 11 December 2009 No. 1536 (in force on 1 January 2010).

Section 3 *Registration Authority*

The Norwegian Ordinary Ship Register shall be kept by an official appointed by the Norwegian Maritime Authority as Registrar.

The Registrar may delegate the authority vested in him under section 11 first paragraph of the Norwegian Maritime Code to another official at the Registrar’s office. However, decisions to refuse registration of a document, decisions to make corrections, decisions on appeals, and any other decision that may give rise to doubt must always be made by the Registrar.

A decision to delegate authority must always be rendered in writing. Any such mandate must state the name of the person to whom authority is being transferred and whether his/her delegated authority is subject to restrictions beyond that which follows from the second paragraph above.

Amended by Regulations of 13 September 1996 No. 910, 20 December 1996 No. 1156, 25 April 2012 No. 428, 26 June 2020 No. 1403 (in force on 1 July 2020).

Section 4

Contents of the Register

The Ship Register is a register for ships and interests in ships, cf. sections 13 and 20 of the Norwegian Maritime Code. The register can be established electronically.

For all ships, the Register shall contain the shipbuilder's name and address, and, where possible, the yard number.

In all other respects, the Register shall at all times be kept in accordance with the Norwegian Maritime Authority's current requirements.

Amended by Regulation of 13 September 1996 No. 910, 20 December 2018 No. 2201 (in force on 1 January 2019).

Section 5

Journal of documents

A journal shall be kept of all documents, including notifications, which are received for registration in the Ship Register. All Register departments shall use the same journal of documents.

The journal of documents is a computer-based facility.

Amended by Regulation of 13 January 2016 No. 33 (in force on 1 February 2016).

Section 6

Payment of fees

For registration or annotation in the Ship Register, and for an abstract confirming a mortgage in respect of the Ship Register, fees shall be paid. Fees may also be required for additional information to be recorded. Fees shall at all times be paid as determined by the Norwegian Maritime Authority.

The claim will be sent to the party requesting the registration. The registered owner as of 1 January is liable for the payment of the entire annual fee. The claim falls due for payment within 14 days of the date of dispatch of the claim.

For bank payments, a pre-printed form with customer identification (KID) issued by the Norwegian Maritime Authority (NMA), or whoever is authorized by the NMA, shall be used. If electronic payment is used, the customer identification (KID) shall be stated together with the payment order to the payer's bank. Payment service providers shall reject electronic payment orders for fees for which a valid customer identification (KID) has not been stated.

Fees shall be paid according to the following rates:

Initial registration:

Initial registration for mandatory NOR ships, bareboat registration and initial registration in the Shipbuilding Register	NOK	4,099
Initial registration for non-mandatory NOR ships (under 15 m)	NOK	4,099
Initial registration for non-mandatory NOR ships (under 15 m) for which documentation from the NMA is required	NOK	2,884

Annual fee:

Annual fee for NOR-registered recreational craft of 7 metres and upwards but less than 24 metres	NOK	221
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Fees applicable to all vessels:

Change in other legal entity	NOK	1,236
Change of port of registry	NOK	827
Registration of mortgages	NOK	2,884
Registration of fleet mortgage	NOK	2,884 per ship
Assignment/endorsement of mortgage	NOK	2,469
Deletion of mandatory NOR vessels and bareboat registered vessels	NOK	2,469

Bareboat chartering-out	NOK	2,469
Mortgage certificate / transcript of register	NOK	740
Certificate of ownership and encumbrances	NOK	740
Certificate of deletion	NOK	740
Journal confirmation	NOK	740
Certified copy of a document	NOK	286
List of registered ships	NOK	740

Fees applicable to mandatory NOR vessels (15 metres and above) and registrations in the Shipbuilding Register:

Registration of change in ownership	NOK	2,469
Change of ship's name	NOK	3,283

Fees for non-mandatory NOR ships (under 15 m):

Registration of change in ownership	NOK	1,975
Change of ship's name	NOK	827
Joint registration of owner / name / port of registry	NOK	1,975

Amended by Regulations of 17 December 1999 No. 1354 (in force on 1 January 2005), 15 February 2008 No. 154 (in force on 1 July 2008), 11 July 2008 No. 806, 14 December 2009 No. 1648 (in force on 1 January 2010), 28 April 2010 No. 633 (in force on 1 July 2010), 22 December 2010 No. 1846 (in force on 1 January 2011), 5 January 2012 No. 17, 25 April 2012 No. 428, 11 January 2013 No. 30, 19 December 2013 No. 1616 (in force on 1 January 2014), 19 December 2014 No. 1855 (in force on 1 January 2015), 15 December 2015 No. 1641 (in force on 1 January 2016), 20 December 2016 No. 1743 (in force on 1 January 2017), 18 December 2017 No. 2197 (in force on 1 January 2018), 20 December 2018 No. 2181 (in force on 1 January 2019), 20 December 2019 No. 2097 (in force on 1 January 2020), 26 June 2020 No. 1403 (in force on 1 July 2020), 27 July 2020 No. 1597 (in force on 1 August 2020), 23 December 2020 No. 3159 (in force on 1 January 2021), 21 December 2021 No. 3836 (in force on 1 January 2022), 20 December 2022 No. 2452 (in force on 1 January 2023), 22 December 2023 No. 2316 (in force on 1 January 2024).

Chapter 2 Registration procedure etc.

Section 7

Notification of registration of ships in the Ship Register

The owner of a ship which is subject to mandatory registration, or for which registration is requested, cf. the provisions of section 2, shall report the vessel for registration with the Ship Registers. If the ship is owned by a shipowning partnership, the submission shall be made by the managing owner. For other companies, the business manager, or a Director with full powers of attorney, shall report the ship for registration.

The notification shall be written on the form or submitted electronically in a format and following procedures specified by the Norwegian Maritime Authority. The Norwegian Maritime Authority determines whether an authentication method is secure to authenticate the sender of an electronic document and protect the integrity of the notification. The Norwegian Maritime Authority may set out standard conditions for access to document submission systems and lay down requirements for electronic certificates.

The notification shall include:

- a) a copy of the ship's certificate of tonnage, or, for vessels under 15 metres and recreational craft between 15 and 24 metres, documented measurement data of length, breadth and draught or depth, cf. section 15;
- b) the name certificate issued by the Norwegian Ship Registers, however not for units as referred to in section 33 of the Norwegian Maritime Code; and
- c) the builder's certificate, deed or other document proving the owner's title to the ship.

For recreational craft made available or taken into use in the EEA on 16 June 1998 or later, documentation demonstrating that the craft is CE marked, and the craft's HIN/CIN number, must be enclosed. For recreational craft made available or taken into use in the EEA after 1 January 2006, documentation demonstrating that the engine is CE marked must also be presented.

Furthermore, yet except in the cases listed in the final paragraph of the Norwegian Maritime Code's section 14, a certified statement from the shipbuilder should be enclosed to verify that the ship was delivered or commissioned on the shipyard's own account. This applies similarly for structures, cf. section 33 of the Norwegian Maritime Code.

The choice of home port, cf. section 8 of the Norwegian Maritime Code, is made by notification according to section 13 of the Norwegian Maritime Code.

For ships transferred from abroad, a certificate of deletion or other certificate issued by a foreign register must be enclosed in accordance with the Norwegian Maritime Code section 13 third paragraph third sentence. If the certificate of tonnage was issued by or on behalf of a foreign authority, the Norwegian Maritime Authority or whoever is authorised by the Norwegian Maritime Authority shall confirm that the ship has a valid classification and that on completion of a survey, it will be fitted out and equipped in accordance with the provisions of the Act of 16 February 2007 No. 9 relating to Ship Safety and Security.

For ships which are being transferred from the Norwegian International Ship Register, a certificate of deletion shall be enclosed. A certified abstract from the Register shall also be enclosed. All registered encumbrances on ships entered in the Norwegian International Ship Register may, with the consent of the encumbrances, be transferred to the Norwegian Ordinary Ship Register at the same time as the ship is being registered in the latter and deleted from the Norwegian International Ship Register.

For ships which are not being transferred from abroad, nor from the Norwegian International Ship Register, and which have not been recorded in the Shipbuilding Register and thus are not being transferred under the provisions of section 10 above, a declaration of any record there might be of the ship in the Register of Moveable Property must be enclosed, as well as a certificate issued by the Register of Moveable Property (transcript of the owner's sheet). Such transcript from the Register of Moveable Property is required in order to ensure that any enforcement proceedings that might be recorded in the Register of Moveable Property be entered in the Ship Register, cf. section 41 of the Norwegian Maritime Code. If the ship has had other owners in the course of the last five years, the owner should, if possible, provide information to this effect and enclose a transcript from the Register of Moveable Property for each of these.

For ships covered by Act of 26 March 1999 No. 15 on the regulation of the participation in fisheries (Participation Act) chapter V on the registration and marking of fishing vessels, a certified copy of the registration number in the Register of Norwegian Fishing Vessels must be enclosed. If the ship is less than 7 metres in length and is not covered by chapter V of the Participation Act, the owner will have to, in order to have the ship registered, give a written declaration that the ship will be used, solely or mainly, for the purpose of trade, stating the nature of such trade, cf. section 11 third paragraph of the Norwegian Maritime Code.

Annex XIII to the EEA Agreement (Regulation (EU) No 789/2004) on the transfer of cargo and passenger ships between registers within the Community and repealing Council Regulation (EEC) No 613/91 has the same validity as Norwegian legislation, subject to the details and limitations which follow from Protocol 1 to the Agreement and the Agreement in general.

Amended by Regulations of 13 September 1996 No. 910, 20 December 1996 No. 1156, 3 December 2004 No. 1544, 23 November 2007 No. 1294, 11 December 2009 No. 1536 (in force on 1 January 2010), 25 April 2012 No. 428, 7 December 2012 No. 1144 (in force on 1 January 2013), 13 January 2016 No. 33 (in force on 1 February 2016), 20 December 2018 No. 2201 (in force on 1 January 2019), 26 June 2020 No. 1403 (in force on 1 July 2020).

Section 7a

Notification of bareboat registration of ships

Where a ship is to be bareboat registered pursuant to section 40 of the Norwegian Maritime Code, notification shall be given by the charterer. Section 7 second paragraph shall apply correspondingly. If the ship is chartered by a shipowning partnership, notification shall be given by the managing owner. For other companies, notification shall be given by the business manager or by a member of the Board of Directors who may sign for the firm.

The notification shall include:

- a) a copy of the bareboat charter-party stating the registered owner, charterer and the charter-party period;
- b) a declaration of nationality from the charterer;
- c) a copy of the ship's tonnage certificate, cf. section 7 seventh paragraph second sentence;
- d) a transcript from the ship register of the primary State documenting the owner of the ship and all registered owners of rights;
- e) a written consent to the bareboat registration in the Norwegian Ship Register from the owner of the ship and all owners of rights; and
- f) documentation from the ship register of the primary state confirming that the ship has been granted a temporary permission to be bareboat registered in the Norwegian Ship Register and fly the Norwegian flag, and that the ship is not allowed to fly the primary State's flag during the charter-party period.

Section 18 regarding attestation of signatures will apply correspondingly to documents referred to in the second paragraph (d) to (f).

A permission to be bareboat registered may be granted for up to 10 years, but the permission period cannot exceed the duration of the charter-party. The permission may be extended by up to five years at a time.

Added by Regulation of 26 June 2020 No. 1403 (in force on 1 July 2020).

Section 7b

Notification of bareboat chartering-out of ships

Where a ship is to be bareboat chartered-out pursuant to section 40b of the Norwegian Maritime Code, notification shall be made by the shipowner. Section 7 second paragraph shall apply correspondingly. If the ship is owned by a shipowning partnership, the notification shall be made by the managing owner. For other companies, the business manager, or a Director with full powers of attorney, shall report the ship for registration.

The notification shall include:

- a) a copy of the bareboat charter-party stating the registered owner, charterer and the charter-party period;
- b) a written consent to the bareboat registration in the foreign ship register from all owners of rights; and
- c) documentation from the foreign ship register showing that the ship is permitted to be bareboat registered there.

Section 18 regarding attestation of signatures will apply correspondingly to documents referred to in the second paragraph (b) to (c).

A permission for bareboat chartering-out may be granted for up to 10 years, but the permission period cannot exceed the duration of the charter-party. The permission may be extended by up to five years at a time.

Added by Regulation of 26 June 2020 No. 1403 (in force on 1 July 2020).

Section 7c

Contents of the Certificate of Nationality

The Certificate of Nationality shall provide details of the ship's name, call sign, IMO identification number, place and year of building, gross and net tonnage, type of ship, home port, register, and the owner's name and address. For ships that need not be registered, gross and net tonnage may be replaced by length, breadth and depth. The Certificate of Nationality will be issued on the form prescribed by the Norwegian Maritime Authority.

Added by Regulation of 3 December 2004 No. 1544, amended by Regulations of 25 April 2012 No. 428, 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 7a).

Section 7d

Issue of the Certificate of Nationality

Ships for which registration is mandatory and ships that are bareboat registered pursuant to section 40 of the Norwegian Maritime Code shall have their Certificate of Nationality issued as soon as the registration is completed. At the notification of changes with respect to the ship's registered name, owner or home port, a new Certificate of Nationality will be issued to be exchanged for the previous one. This applies similarly for ships for which registration is not mandatory and which have had a Certificate of Nationality issued on the owner's request.

If a Certificate of Nationality has been lost or rendered unreadable, a replacement Certificate of Nationality may be issued by the Registrar on the shipowner's /master's written request. The replacement certificate will be stamped "duplicate".

If a Certificate of Nationality has been lost, this must be confirmed by the ship's owner /master on the submission on his request for a replacement Certificate of Nationality. If the Certificate of Nationality has been damaged, the damaged document must be submitted along with the request for a replacement document. If a misplaced Certificate of Nationality should re-appear after a duplicate has been issued, the shipowner/master must immediately return the duplicate to the Registrar.

A copy of the issued Certificate of Nationality shall be stored electronically at the Norwegian Maritime Authority.

Added by Regulation of 3 December 2004 No. 1544, amended by Regulations of 25 April 2012 No. 428, 17 June 2016 No. 750 (in force on 1 July 2016), 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 7b).

Section 7e

Delivery and filing of Certificates of Nationality

The Certificate of Nationality shall be delivered to the shipowner/master or whoever is authorised by the shipowner/master. The document may also be delivered through a station (local office) of the Norwegian Maritime Authority. If the ship is abroad, the Certificate of Nationality shall be sent to the shipowner with a request to forward it to the master of the ship.

The shipping company shall send a written confirmation to the Norwegian Ship Registers upon receipt of the Certificate of Nationality. The shipping company shall return any previously issued Certificate of Nationality or

provisional Certificate of Nationality that may be on board. If the ship is bareboat chartered-out pursuant to section 40b of the Norwegian Maritime Code, the owner shall return any previously issued Certificate of Nationality or provisional Certificate of Nationality that may be on board.

Ships for which registration is mandatory, ships that are bareboat registered pursuant to section 40 of the Norwegian Maritime Code, and ships engaged on foreign voyages shall carry the original Certificate of Nationality on board.

Added by Regulation of 3 December 2004 No. 1544, amended by Regulations of 25 April 2012 No. 428, 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 7c).

Section 7f

Provisional Certificate of Nationality

If a ship is abroad at the time of issue of the Certificate of Nationality, and the Certificate of Nationality is not expected to arrive before the ship's departure, a Provisional Certificate of Nationality may be issued at the foreign service mission concerned, according to the instructions of the Norwegian Maritime Authority in each particular case.

A Provisional Certificate of Nationality may also be issued in cases where the terms and conditions for final registration in the Register of Ships is not present, but is expected to take place within a reasonable time.

If a ship upon the issuance of a Certificate of Nationality is in Norway, a Provisional Certificate of Nationality may be issued by the Norwegian Maritime Authority's stations, according to the instructions of the Ship Registers in each particular case.

Added by Regulation of 3 December 2004 No. 1544, amended by Regulations of 25 April 2012 No. 428, 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 7d).

Section 7g

Prohibitions against registration

Vessels that are included on lists of vessels that have taken part in illegal, unreported and unregulated fishing activities drawn up by fisheries management organisations, and vessels that are subject to prohibitions pursuant to the Act relating to the management of wild living marine resources section 51 first paragraph (a) and (b), and which are included on the Directorate of Fisheries' list of such vessels, cannot be registered in the Norwegian Ordinary Ship Register.

Added by Regulation of 12 January 2012 No. 74 (in force on 1 February 2012), amended by Regulation of 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 7e).

Section 7h

State-owned ships

Ships belonging to the State are exempt from the obligation to register unless they are being used for commercial purposes.

Added by Regulation of 13 January 2016 No. 33 (in force on 1 February 2016), amended by Regulation of 26 June 2020 No. 1403 (in force on 1 July 2020, formerly section 7f).

Section 8

Registration of shipping partnerships

Every company whose purpose is to operate a shipowning business, and whose members have unlimited liability for the company's obligations either jointly or severally or in proportion to their interests in the company, shall be entered in the Ship Register as a shipping partnership, cf. section 101 of the Norwegian Maritime Code.

Part owners may be registered as the owner of more than one ship provided the ownership and the relative parts are the same for each ship.

The owners must give the shipping partnership a name. It must not be possible to mistake the name for that of any other shipping partnership in the Register. The name of the shipping partnership shall be notified to the Registrar.

The shipping partnership shall in the Register be designated as the holder of the title to the ship.

Amended by Regulation of 13 September 1996 No. 910.

Section 9

Notification of registration in the Shipbuilding Register

Requests for registration in the Shipbuilding Register shall be written on the form or submitted electronically in a format and following procedures specified by the Norwegian Maritime Authority. The Norwegian Maritime Authority determines whether an authentication method is secure to authenticate the sender of an electronic document and protect the integrity of the notification. The Norwegian Maritime Authority may set out standard conditions for access to document submission systems and lay down requirements for electronic certificates.

Registrations in the Shipbuilding Register may also be made if the requisitioner is a foreigner, insofar there are no national as for finished ships.

Amended by Regulations of 20 December 1996 No. 1156, 13 January 2016 No. 33 (in force on 1 February 2016), 20 December 2018 No. 2201 (in force on 1 January 2019).

Section 10

Transfers from the Shipbuilding Register to the Norwegian Ordinary Ship Register

When a ship is notified for registration in the Ship Register, it must be stated whether or not the ship is entered in the Shipbuilding Register, cf. the provisions of section 7.

The Registrar shall terminate the registration in the Shipbuilding Register and transfer establishments of legal rights noted there to the Norwegian Ordinary Ship Register. The date and time when the entry is made in the journal of documents, and from which priority will be valid, shall be noted in the Norwegian Ordinary Ship Register. Where establishments of legal titles consisting of title transfers are concerned, only the most recent shall be included. Encumbrances which have been deleted are not transferred. Cross references are to be given in the Shipbuilding Register and the Norwegian Ordinary Ship Register.

Section 11

Entry in the journal of documents

Documents shall be entered in the journal consecutively according to the date and time when they are received for registration. Documents reaching the Registrar in the same mail shall be regarded as having been received at the same time. Documents arriving by morning mail shall be regarded as arriving at the beginning of office hours. The document journal number, date and time shall be noted on the document.

Documents shall be registered with consecutive numbers for the calendar year. Only one document journal number shall be used even if the document relates to more than one ship.

The abstract of the document in the journal must be brief, but must clearly indicate which document the entry relates to, its date and time, and the main rights it establishes, using key words if necessary. The objects to which rights are established and the fees paid must be specified.

In respect of documents received for registration, requisitioners may demand receipts stating the date and time of the registration. The Registrar may demand that requisitioners submit completed receipts for signature.

Amended by Regulations of 17 June 2016 No. 750 (in force on 1 July 2016), 21 December 2023 No. 2284 (in force on 1 January 2024).

Section 12

Provisional entries

When a deadline has been set for corrections according to section 16 second paragraph of the Norwegian Maritime Code, and when an appeal has been lodged against a refusal to register information, the document shall be provisionally entered in the Register. Certificates of registration, mortgage certificates and transcripts shall state that the document has only been provisionally entered in the Register, cf. the rules in section 25.

Amended by Regulation of 13 September 1996 No. 910.

Section 13

Returning documents obviously incomplete

A document that clearly cannot be registered may be returned to the requisitioner without an allocated document journal number. A paper document for which registration is requested shall be returned as soon as possible after receipt of the document, and only when there is reason to believe that this will not result in loss of priority. When registration of an electronic document is requested, the requisitioner shall as soon as possible be notified that the document has not been entered into the journal of documents. The requisitioner shall be informed why the document cannot be registered and that it has not been entered into the journal of documents. Additionally, the requisitioner shall be made aware that the document will be entered if this is required. If such requirement is imposed, the document will be recorded on the day the requirement is received.

If a document received a second time still cannot be registered, the Registrar shall refuse registration according to the provisions of section 21 below.

Amended by Regulation of 27 July 2020 No. 1597 (in force on 1 August 2020).

Section 14

Entries in the Ship Register

A document is entered (abstracted) in the Ship Register by entering its document journal number, the date and time of its receipt, the designation of the document, and a short abstract of the main rights it establishes, including all financial encumbrances. The same applies correspondingly to enforcements. The notification, certificate of tonnage, ship's data and information concerning ownership, etc., shall be entered in accordance with the provisions applicable at any time to the keeping of the Register.

Chapter 3

Requirements concerning documentation, attestation of signatures, etc.

Section 15

Measurement data for vessels under 15 metres and recreational craft between 15 and 24 metres

Measurement data shall include:

- a) length, i.e. the overall length from the outboard side of the foremost part of the hull to the outboard side of the aftermost part of the hull;
- b) breadth, i.e. the breadth measured on outside of hull, irrespective of material, guards not included;
- c) draught, for recreational craft as stated in the CE documentation;
- d) for other vessels, draught as stated from the manufacturer;
- e) as an alternative to draught, depth may be used, i.e. depth measured in the middle plane at half length from the underside of the upper deck to the upper side of the double bottom plating or top of floors.

Length, breadth and draught or depth, for other vessels than fishing vessels, may be documented by a building letter from the manufacturer, general arrangement drawings, CE documentation, declaration from the manufacturer or similar documentation considered unobjectionable by the Registrar. For fishing vessels, such data are documented by the Norwegian Maritime Authority or a company approved by the Norwegian Maritime Authority.

If measurement data cannot be documented, the vessel cannot be registered. In special cases, the requisitioner may request measurements to be made by the Norwegian Maritime Authority.

If the Registrar requires further information in connection with a registration, he may demand that the requisitioner supply it, unless it is available in protocols and documents in the Register's archives.

Amended by Regulations of 11 December 2009 No. 1536 (in force on 1 January 2010), 25 April 2012 No. 428, 13 January 2016 No. 33 (in force on 1 February 2016).

Section 16

Clarity and form

A document for registration shall be legibly written. It shall moreover be so clearly formulated that there can be no doubt what the establishment of rights applies to and where this is to be entered. The document should be brief and as far as possible only contain information that may be registered, cf. section 20 of the Norwegian Maritime Code. If the document contains information that cannot be registered, this should be gathered together separately at the end of the document. If a document has not been edited accordingly, the requisitioner may be instructed to replace it with a new document.

The parties shall be unambiguously identified. For persons who have been allotted Norwegian national identity numbers (date of birth + personal identity number), this must be stated. Persons who have not been allotted such numbers must instead give their year and date of birth and nationality.

Amended by Regulation of 13 September 1996 No. 910.

Section 17

Documents in foreign languages

A document for which registration is requested must be written in Norwegian, Danish, Swedish or English, but the translation of the document into Norwegian may nevertheless be demanded when this is necessary in order to ascertain how the document is to be understood and entered in the Register. The translation must be certified by a translator authorised by Norwegian authorities.

A certificate of registration, cf. the provisions of section 25, shall be added to the original document.

The translation shall be regarded as an auxiliary document, cf. the provisions of section 20.

An auxiliary document in a foreign language need not be translated if the Registrar is in no doubt about its contents.
Amended by Regulation of 17 June 2016 No. 750 (in force on 1 July 2016).

Section 18

Attestation of signatures

Where signatures on the document is a requirement laid down in or pursuant to the Norwegian Maritime Code, electronic certificates shall be used in connection with electronic registration of documents, cf. section 7. When such electronic certificates are used, witness attestation is not required.

In cases of paper-based registration where a signature must be attested, cf. section 15 of the Norwegian Maritime Code, attestation may be given by two witnesses of at least 18 years of age and resident in Norway, or by a Norwegian:

- judge or deputy judge
- lensman or assistant lensman (local police authority)
- enforcement officer or executive enforcement officer approved by the District Court
- member of the conciliation board
- lawyer or associate lawyer
- state authorised public accountant or registered public accountant
- notary public.

The signature may also be attested by a foreign notary public.

Norwegian notary public also comprises Norwegian Foreign Service officials posted abroad, insofar as the official is competent to carry out the duties of a notary, cf. section 13 of the Foreign Service Act of 13 February 2015 No. 9. Where a foreign notary public is concerned, which local authorities are entrusted with the duties of a notary depend on the law of the country in question.

In the case of a signature on behalf of a foreign company, organisation or other legal person, the notary must also certify that the person or persons who sign are authorised to bind that company, etc.

The signature of a foreign notary public should generally be authenticated by a Norwegian Foreign Service official.

The issuer of a document cannot attest his own signature. Nor may a person acquiring a right through a document or his/her spouse, parents, children or siblings or a person in his/her employment attest the issuer's signature. If the document is issued to a Norwegian bank or insurance company, employees of the bank or insurance company may nevertheless attest the issuer's signature. The same applies correspondingly to civil servants if the document is issued to the state or a municipality.

If the Registrar sees no objection, he may accept a document for registration even though the signature has not been attested in the prescribed manner.

Amended by Regulations of 13 September 1996 No. 910, 11 November 2002 No. 1313 (in force on 1 January 2003), 27 July 2020 No. 1597 (in force on 1 August 2020).

Section 19

(Repealed)

Amended by Regulation of 13 September 1996 No. 910, repealed by Regulation of 17 June 2016 No. 750 (in force on 1 July 2016).

Section 20

Auxiliary documents

A document which cannot be registered may be presented as an auxiliary document when it serves as evidence of matters that have a bearing on the registration or deletion of another document (the principal document). If a principal document is issued on the basis of an authorisation, an auxiliary document must be presented showing such authorisation. If the authorisation conveys a right to issue a deed or mortgage document, cf. section 15 second paragraph of the Norwegian Maritime Code, the provision of section 18 above concerning the attestation of signatures apply correspondingly to the signature of the person granting the authority.

If the auxiliary document is a transcript from an official protocol or a certification of a public authority issued on the strength of information contained in an official protocol or document, it is not necessary to keep the auxiliary document at the Registrar's office. Unless there are provisions to the contrary, other auxiliary documents shall be stored electronically.

One auxiliary document is sufficient even when the registration applies to more than one ship.

Amended by Regulations of 13 September 1996 No. 910, 17 June 2016 No. 750 (in force on 1 July 2016).

Chapter 4

Refusing registration and considering appeals. Deletion etc.

Section 21

Refusing registration and considering appeals

Until a certificate of registration, cf. section 17 first paragraph of the Norwegian Maritime Code, has been signed, registration of a document may be refused.

If a document is not accepted for registration, the requisitioner and others directly concerned shall be informed at once by registered mail. The information shall include the reasons for the refusal. Information shall also be given concerning the right to appeal to the Ministry, and that any such appeal must reach the Registrar within three weeks of the date on which notification of the refusal was sent. If the Registrar sets a later deadline, this deadline instead shall be specified. The information shall also be given that legal action to have the decision tried cannot be taken unless recourse has been had to the right of appeal.

The information should also contain a brief account of the rules in section 32 of the Public Administration Act, cf. section 19 third paragraph of the Norwegian Maritime Code.

The same applies correspondingly to other cases of requests for proceedings which are not complied with, cf. section 16 final paragraph of the Norwegian Maritime Code. This also includes requests for corrections, entries of authorisations, etc.

When an appeal is received, the Registrar shall prepare the case and without delay send the declaration of the appeal and the documents in the case to the Ministry, unless he decides himself to rescind or change his previous decision. Anyone acting as an adversary or who may be regarded as an adversary shall as far as possible be asked for a statement before the appeal is forwarded to the Ministry. In any case, that person should be notified of the appeal at the latest when it is forwarded. The Registrar shall himself supply whatever information is necessary for the consideration of the appeal, including when the document was entered in the journal of documents and when the appeal was received. Copies of this statement shall be sent to the appellant and any other interested parties whose addresses are known. The necessary documents in the case or any copies of such documents shall be sent to the body considering the appeal.

In connection with the entry of the document in question in the journal of documents, a short statement shall be added stating that registration has been refused. A similar annotation shall be added to the provisional entry in the Register. If the decision is reversed, a statement to that effect shall be added in the journal of documents, and the statement that registration has been refused shall be deleted from the Register.

Amended by Regulations of 13 September 1996 No. 910, 20 December 1996 No. 1156, 13 January 2016 No. 33 (in force on 1 February 2016).

Section 22

Consent to certain proceedings from the holders of rights

For the holder of a right according to a registered encumbrance to consent to the deletion of a ship, etc., from the Ship Register or the Shipbuilding Register, it must be certified that the person giving the consent is the correct party. If the encumbrance is a negotiable mortgage deed, cf. section 11 of the Act of 17 February 1939 relating to instruments of debt, this must generally be presented in the original, annotated with the consent, and the wording of the deed or a continuous series of transfer annotations must show that the consenting party is the holder of the right. If the deed carries a restrictive clause – not to order – making it non-negotiable, it is not necessary to submit it in the original. Consent may then be given in a separate declaration.

The provisions of this section apply correspondingly when the establishment of an interest in the ship or other disposal of it requires the consent of the holder of a right in consequence of registered restrictions on the right of disposal of the title holder.

Endorsement consenting to deletion or other disposal shall from the point of view of registration be dealt with like any other endorsement on previously registered documents (entry in the document journal, calculation of fees and annotation).

Amended by Regulation of 17 June 2016 No. 750 (in force on 1 July 2016).

Section 23

Deletion of registered documents

When a document is deleted, it shall be noted in the Register that the document has been deleted, with its journal number and the date and time of its deletion. A certificate of deletion shall be added to the document according to the provisions of section 25 first paragraph. On the first page, a stamp or the like shall be placed showing clearly that the document has been deleted.

Amended by Regulations of 13 September 1996 No. 910, 17 June 2016 No. 750 (in force on 1 July 2016).

Section 23a

Deletion of ships

If a ship registered in the Norwegian Ordinary Ship Register is included on lists as mentioned in section 7g, the Registrar may delete the ship from the Register.

Before a deletion is made, the shipping company must have received written instructions to rectify the matter within a stated deadline. It shall also be stated that an action to have the decision tried cannot be brought before recourse has been had to the right of appeal.

The Ship Registers and the court of appeal for registration decisions only consider matters relating to terms and conditions of registration, and not matters relating to certifying the legitimacy of ships being included on lists as mentioned in section 7g.

Added by Regulation of 12 January 2012 No. 74 (in force on 1 February 2012), 26 June 2020 No. 1403 (in force on 1 July 2020).

Chapter 5

Other provisions

Section 24

(Repealed)

Repealed by Regulation of 17 June 2016 No. 750 (in force on 1 July 2016).

Section 25

Certificates of registration – annotations – mortgage certificate

A certificate of registration, cf. section 17 first paragraph of the Norwegian Maritime Code, is issued when the document has been finally entered in the Ship Register/Shipbuilding Register. It shall also be certified on what date and at what time and under what number the document was entered in the Register, what fee was paid for the registration or if the registration was free of charge. If the information in the document concerning the ship's data does not conform with that contained in the Register, this shall be noted on the certificate.

For documents submitted electronically for registration, the certificate of registration will be sent as a receipt to the sender when the document has been finally registered in the ship register. The receipt will be sent electronically or by mail, or made available to the sender in another safe and secure manner. When documents are sent to the registration authority in paper format, the certificate of registration shall be attached to the original document or provided in another safe and secure manner.

When encumbrances are noted on a document, cf. section 17 second paragraph of the Norwegian Maritime Code, or included in a special mortgage certificate, cf. section 17 third paragraph of the Norwegian Maritime Code, or in a certificate of deletion, cf. section 28 third paragraph and section 32 fourth paragraph of the Norwegian Maritime Code, the annotation shall state the designation of the encumbrance or document and the date/time of its registration. A brief statement shall also be made of what the encumbrance chiefly consists of – including its nominal amount or value as the case may be – and who is the holder of the right. If the encumbrance has not been finally entered in the Register, that must be stated.

In the event of advance registration, cf. section 14 final paragraph of the Norwegian Maritime Code, the date and time when the document is regarded as having been entered in the journal of documents shall be stated, cf. section 24 fourth paragraph of the Norwegian Maritime Code.

Annotations, special mortgage certificates or certificates of deletion may be issued in the form of copies of the relevant pages of the Register.

Amended by Regulation of 13 September 1996 No. 910, 20 December 2018 No. 2201 (in force on 1 January 2019).

Section 26

Notification of changes

If there are changes in the information concerning a ship contained in the Register, cf. section 13 first paragraph of the Norwegian Maritime Code, the owner shall notify the Registrar, cf. section 13 second paragraph of the Norwegian Maritime Code. The owner does not, however, need to report a new measurement (remeasurement) of the ship and the changes in the ship's data shown in the new tonnage certificate, cf. third paragraph below.

Notification of changes in the ship's data shall be accompanied by written evidence of such changes. For changes in the name of ships over 15 metres in length, an application must be submitted to the Norwegian Maritime Authority. For a change of home port, it is sufficient for the owner to declare in writing where the new home port is to be. Changes of ownership are considered to have been notified as and when the document conferring title is sent for registration. The title deed must be accompanied by a document of ownership declaring that the nationality conditions have been satisfied,

cf. sections 1 and 4 of the Norwegian Maritime Code. The declaration shall be written on the form or submitted electronically in a format and following procedures specified by the Norwegian Maritime Authority.

Any notification from the Norwegian Maritime Authority or whoever it authorises concerning a new measurement (or in the event a new tonnage certificate) of a ship entered in the Ship Register shall be registered at the Registrar's office free of charge.

If the Registrar has reason to suppose that there has been a change in anything noted in the Ship Register, and no mandatory notification has been sent within the deadline set, cf. section 13 second paragraph of the Norwegian Maritime Code, he shall promptly seek to clarify the matter and when necessary request the person responsible for notification to send the notification at once. If the Registrar learns of circumstances that justify deletion of the ship, he shall proceed in accordance with the rules of section 28 of the Norwegian Maritime Code. As regards the Shipbuilding Register, reference is made to section 32 second paragraph third sentence of the Norwegian Maritime Code.

Insofar as the Registrar requests them to do so out of regard for his duties as laid down in laws and regulations, the police, the Customs authorities and supervising personnel pursuant to the Act of 5 December 1917 No. 1 relating to registration and marking of fishing vessels, are obliged to make statements and conduct investigations, i.a. of ships and ships under construction.

Amended by Regulations of 13 September 1996 No. 910, 20 December 1996 No. 1156, 23 November 2007 No. 1294, 11 December 2009 No. 1536 (in force on 1 January 2010), 25 April 2012 No. 428, 13 January 2016 No. 33 (in force on 1 February 2016), 20 December 2018 No. 2201 (in force on 1 January 2019).

Section 27

Dispatching documents, transcripts etc.

Anyone may demand a certified transcript of documents entered in the journal of documents and registers kept by the Registrar, including mortgage certificates.

The documents shall be dispatched – and transcripts issued – in the order in which the documents or the demand arrived. If the requisitioner makes good that rapid dispatch is of particular importance to him, a document for registration, transcription, certification or the like may be dealt with out of turn. In such cases it must always be ascertained whether, among the documents registered in the journal of documents and not yet noted in the Register, there is any document which must be annotated as an encumbrance on the relevant document or certificate demanded.

Requisitioned lists of particular groups of documents entered in the journal of documents are issued in such order as the Registrar shall decide.

The Registrar may give permission for uncertified lists or abstracts concerning registration to be issued, for instance in connection with historical or other research.

Section 28

Office hours – access to registers, etc.

On ordinary working days, office hours for registration shall be from 0900 to 1500 hours. If on certain days, such as Christmas Eve or New Year's Eve, the office closes before 1500 hours, the office must be open from 0900 until closing time. In special cases, the Ministry may consent to shorter office hours.

Outside these hours, it must be possible to deliver documents for registration on all weekdays, including Saturdays and Norwegian national holidays, between 0700 and 2400 hours if this is necessary for the sake of simultaneous deletion from or registration in foreign registers. The same applies when this is indicated out of regard to foreign holders of rights. Delivery of documents outside office hours must always be arranged with the Registrar.

Electronic documents, cf. section 7, may be delivered for registration outside office hours.

During office hours, members of the public shall have access to the Register.

It is permitted to restrict telephone inquiries to office hours.

Amended by Regulations of 20 December 1996 No. 1156, 13 January 2016 No. 33 (in force on 1 February 2016), 17 June 2016 No. 750 (in force on 1 July 2016), 27 July 2020 No. 1597 (in force on 1 August 2020).

Section 29

Announcements according to section 29 and 36 of the Norwegian Maritime Code

Invitations to holders of rights or owners, if any, to contact the Registrar shall be published once in Norsk Lysingsblad and on the Norwegian Maritime Authority's website. Invitations pursuant to section 29 of the Norwegian Maritime Code shall in addition be published in at least one newspaper with nationwide circulation.

When the address of a person entered in the register as the holder of a right is known, the Registrar should also notify that person by registered mail or in another verifiable manner.

Amended by Regulations of 13 September 1996 No. 910, 13 January 2016 No. 33 (in force on 1 February 2016), 27 July 2020 No. 1597 (in force on 1 August 2020).

Section 30

Operational interruption

For the purpose of major maintenance work or system modifications, the Norwegian Maritime Authority may temporarily suspend the receipt and registration of electronic and paper-based documents for the duration necessary to complete the work. Paper documents received during the suspension period will be deemed received at the time the suspension is terminated.

The Norwegian Maritime Authority is required to provide users with a notice of suspension, where possible in due course.

In the event of unforeseen operational interruptions, the Norwegian Maritime Authority may suspend the registration of paper-based documents. Electronic documents submitted during operational interruptions are not considered received at the time of delivery. In the event of a conflict between registered acquisitions of rights, they must be entered in the journal simultaneously and have equal rank.

Added by Regulation of 21 December 2023 No. 2284 (in force on 1 January 2024).

Section 31

Entry into force

These Regulations enter into force on 1 August 1992, except for the final paragraph of section 7 which shall enter into force as decided by the Ministry of Trade, Industry and Fisheries. The Regulations of 20 November 1975 concerning the registration of ships etc. are repealed as from the same date.

Amended by Regulations of 20 December 1996 No. 1156, 1 January 2014 No. 238, 21 December 2023 No. 2284 (in force on 1 January 2024, formerly section 30).