Regulations of 17 June 2014 No. 768 on special rules for protected or historical ships carrying more than 12 passengers

Legal basis: Laid down by the Norwegian Maritime Authority on 17 June 2014 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) section 2 third paragraph (e), cf. section 2 fourth paragraph and sections 6, 9, 11, 13, 14 and 15, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.
Amendments: Amended by Regulations of 20 December 2017 No. 2379, 27 March 2023 No. 459.

Chapter 1
Introductory provisions

Section 1
Scope of application

(1) These Regulations apply to Norwegian ships which are protected or given status as historical by the Directorate for Cultural Heritage, and which carry more than 12 passengers and are engaged on domestic voyages.

(2) The Regulations do not apply to ships in regular service outside of lakes and rivers.

Section 2
Definitions

For the purpose of these Regulations, the following definitions shall apply:

a) *"LSA Code"*: the International Life-Saving Appliance Code adopted by the International Maritime organisation's Maritime Safety Committee by Resolution MSC.48(66), as amended by MSC.207(81), MSC.218(82), MSC.272(85), MSC.-293(87) and MSC.-320(89);

b) *"Regular service"*: a series of crossings so operated as to serve traffic between two or more ports, either according to a published timetable or with crossings so regular and frequent that they constitute a recognisable systematic series;

c) *"Significant wave height (hs)"*: the average wave height of the highest one-third of the observed waves over a given period;

d) *"SOLAS"*: the International Convention for the Safety of Life at Sea, 1974, last amended by IMO Resolution MSC.317(89).

Section 3
Certification

(1) Protected or historical ships shall have passenger certificate. The ship's operating limitations and its status as protected or historical shall be evident on the certificate.

(2) The passenger certificate for protected or historical ships is valid for the period from 1 May to 31 October (the summer season). The certificate is issued for the trade area small coasting. For ships covered by section 9 fourth paragraph or section 12 eighth paragraph, the certificate is issued with specified geographical limitations.

(3) For ships having year-round passenger certificate or passenger ship safety certificate at the time of certification in accordance with these Regulations, the passenger certificate shall apply for protected or historical ships for the period from 1 November to 30 April (the winter season) as well. For this part of the year, the trade area limitations which applied for the ship's most recent valid certificate are continued in the new passenger certificate for protected or historical ship.

(4) The Norwegian Maritime Authority may in particular cases permit ships certified for the summer season to sail single voyages or participate on special events with passengers during the winter season. Such permission may only be granted if it is justifiable in terms of safety and the purpose of the voyage is connected to the original use of the ship.

Section 4
Operating limitations

(1) The Norwegian Maritime Authority stipulates the maximum significant wave height (0.5 m, 1.5 m or 2.5 m) in which the ship can operate, cf. chapters 3 and 5. The master shall, when planning each voyage, ensure that relevant weather data are obtained, documenting that the operating limitations are complied with.

(2) The Norwegian Maritime Authority may lay down additional operating limitations for ships which have been exempted from requirements of other regulations, cf. section 5.

Section 5
The relationship to other rules

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

Chapter 2
Construction requirements

Section 6
General construction requirements

(1) The ship's hull, superstructures, deckhouse, wheelhouse, main and auxiliary machinery, generators, steering gear, pumps, piping systems etc. shall at least satisfy the construction requirements in force at the time of the construction of the ship.

(2) Original arrangements and equipment with original operating functions which are installed or brought on board shall not interfere with equipment required pursuant to these Regulations.

Chapter 3
Stability, load lines and freeboard

Section 7
General stability requirements

(1) All ships shall be constructed in such a way as to have sufficient stability and satisfactory trim, and so that any list is avoided, for all relevant loading conditions.

(2) Ballast shall be so located and secured that it cannot shift. Permanent ballast shall not be liquid nor capable of being pumped.

(3) The ship shall be subjected to an inclining test for the determination of light ship data.

(4) The Norwegian Maritime Authority may permit the inclining test to be dispensed with for a particular ship, provided that the basic light ship data may be obtained from an inclining test for a sister ship, and it is demonstrated to the satisfaction of the Norwegian Maritime Authority that reliable information on the stability of the ship for which the exemption has been granted may be obtained from such basic data, cf. section 8 third paragraph.

Section 8
Determination of light ship data

(1) The procedures of the Norwegian Maritime Authority shall form the basis of inclining tests and displacement measurements. Reports shall be written on the prescribed form.

(2) Calculations of light ship data shall be approved by the Norwegian Maritime Authority before the ship is put into operation.

(3) If permission to dispense with the inclining test is given, cf. section 6 fourth paragraph, a displacement measurement shall be made. If the result of the measurement shows a deviation from the equivalent result for the sister ship, an inclining test shall be carried out.

(4) If the design of the ship is such that there is a reason to assume that an inclining test performed according to normal procedures will not provide reliable light ship data, the Norwegian Maritime Authority shall be contacted.

(5) For ships having undergone minor alterations or modifications, the Norwegian Maritime Authority may consider whether previously determined light ship data, corrected for the alterations made, may be accepted.

Section 9

Intact stability for ships of 15 metres in overall length and upwards

(1) Ships operating in areas where the significant wave height does not exceed 2.5 m shall for any loading condition, when cross curves are calculated with free trim, satisfy the following requirements:

a) The area below the righting lever curve (GZ curve) shall be at least 0.055 metre radians calculated up to an angle of heel of 30 degrees, and at least 0.09 metre radians calculated up to 40 degrees or the angle of flooding if that angle is less than 40 degrees. In addition the area below the GZ curve between the heeling angles of 30 and 40 degrees, or between 30 degrees and the angle of flooding if that angle is less than 40 degrees, shall be at least 0.03 metre radians.

b) The righting lever (GZ) shall be at least 0.20 metres at an angle of heel of 30 degrees or more.

c) The angle of heel at which the righting lever value is greatest (GZ_{max}) should be more than 30 degrees and shall be not less than 25 degrees.

d) The initial metacentric height (GM) shall be at least 0.15 metres.

e) For passenger ships, the angle of heel shall not exceed 10 degrees with all passengers placed in the most adverse position on one side of the ship.

(2) Ships operating in areas where the significant wave height does not exceed 1.5 m need not satisfy the requirements of the first paragraph subparagraphs a), b) and c). The area under the righting lever curve (GZ curve) shall be at least 0.055 metre radians for vessels with a positive GZ curve up to 20 degrees and 0.065 metre radians for vessels with a positive GZ curve up to 40 degrees. If the positive GZ curve stops between 20 and 40 degrees, the requirement for area under the GZ curve shall be decided using the formula:

minimum area = 0.055 + 0.0005 (positive curve – 20),

where positive curve is calculated up to the angle where GZ is zero, or angle of flooding.

(3) Ships operating in areas where the significant wave height does not exceed 0.5 m need not satisfy the requirements of the first paragraph subparagraphs a), b) and c). The ship's angle of flooding shall then not occur until an angle of heel of 20 degrees, but not less than the angle of roll given in the Code on Intact Stability, 2008, Part A, regulation 2.3.4. In addition, the area under the righting lever curve (GZ curve) shall be at least 0.025 metre radians up to 20 degrees.

(4) Ships not meeting the criteria of the third paragraph second and third sentence may upon individual assessment operate in areas where the significant wave height does not exceed 0.5 m, provided that safety is maintained by additional geographical limitations.

Amended by Regulation of 20 December 2017 No. 2679 (in force on 1 January 2018).

Section 10

Intact stability for ships of less than 15 metres in overall length

(1) Ships of less than 15 metres in overall length shall be subjected to a simplified inclining test. During the inclining test, the ship shall be fully equipped and have weights on board corresponding to the maximum number of passengers, placed in the most adverse position. On ships where the centre of gravity of any cargo is high, the cargo or equivalent weights shall be on board during the practical inclining test. The angle of heel shall not exceed 10 degrees when all passengers are placed on one side of the ship in the most adverse position. The resulting inclination shall not reduce the freeboard in such a manner that it is less than half the freeboard of the ship in the uninclined position.

(2) Ships satisfying the requirements of the first paragraph may be operating in areas where the significant wave height does not exceed 2.5 m.

Section 11

Intact stability for open boats

Open boats as defined in chapter C2 of the Nordic Boat Standard (1990) shall satisfy the requirements for freeboard and stability of chapter C3 and C31 of the Nordic Boat Standard (1990), and shall not operate in areas where the significant wave height exceeds 0.5 m.

Section 12

Freeboard and load line conditions for ships of 15 metres in overall length and upwards

(1) Freeboard for ships of 15 metres in overall length and upwards shall be at least 100 mm, and is assigned on the basis of hull strength, the greatest immersion for which the stability is approved, the location of side scuttles in the ship's sides, etc. Markings for equal summer and winter freeboard and deck line shall be indicated on the ship's sides in accordance with the load line certificate. The reduction in the freeboard for fresh water shall be maximum 1/48 of the draught corresponding to the assigned freeboard.

(2) The provisions of the first paragraph are not applicable to passenger ships which do not carry any form of cargo and which do not have holds or any other spaces for the carriage of cargo, but which carry only passengers with normal

luggage. For such ships, the strength and stability shall be based on the immersion of the ship with the maximum number of passengers on board, including luggage.

(3) Ships satisfying all requirements related to means of closure, coaming and sill heights, vent pipe and ventilation heights, freeing port area and overboard valves for sanitation drains specified in the Load Line Convention of 1966, may operate in areas where the significant wave height does not exceed 2.5 m.

(4) For ships with a freeboard exceeding 100 mm, the requirements of the Load Line Convention of 1966 related to coaming and sill heights, means of closure, freeing port area, etc. may be adapted as set out in the fifth and sixth paragraphs.

(5) Ships operating in areas where the significant wave height does not exceed 1.5 m shall satisfy the following requirements:

a) The height of sills of doors to machinery spaces shall be 380 mm. The doors shall at least be of a spraytight type or equivalent and shall open outwards. If the door is in an exposed location, the height of the sill shall be 600 mm with doors of a weathertight type or equivalent.

b) The height of sills of doors to accommodation spaces shall be 100 mm. The doors shall at least be of a spraytight type or equivalent and shall open outwards. Simple doors may be used when the height of the sill is 380 mm or more, and where the requirement for angle of flooding does not specify weathertight means of closure.

c) Windows in deckhouses/superstructures on freeboard decks protecting companionways to below deck shall have hinged deadlights.

d) The freeing port area shall comply with the Load Line Convention. A correction of high bulwarks is not required. For ships with a covered and enclosed bow area, the freeing port area may be reduced by 30% in relation to the above.

e) With a minimum freeboard no reduction in the height of sills of doors as referred to in subparagraphs a) and b) is permitted, nor are simple doors to accommodation spaces as referred to in subparagraph b) last sentence, nor a reduction in the freeing port area as referred to in subparagraph d). To ensure efficient drainage of the deck it may also be relevant not to permit bulwarks higher than the standard height (1 m), or to replace these partly or entirely with railings.

(6) Ships operating in areas where the significant wave height does not exceed 0.5 m shall satisfy the following requirements:

a) The height of sills of doors to machinery spaces may be reduced to at least 380 mm. The doors shall at least be of a spraytight type or equivalent and shall open outwards.

b) The height of sills of doors to accommodation spaces may be reduced to at least 100 mm. Simple doors opening outwards may be permitted, unless the requirement for angle of flooding specifies weathertight means of closure.

c) In deckhouses/superstructures on freeboard decks protecting companionways to below deck, rectangular windows may be used, without hinged deadlights.

d) In deckhouses/superstructures where there are no companionways to below deck, windows may be used with a strength and mounting corresponding to Det norske Veritas' rules for high-speed light craft, or type F rectangular windows according to Norsk Standard. In such cases, the lower edge of the window cannot be closer to the loaded waterline than 1500 mm. A certain number of loose deadlights, and/or arrangements for draining the deckhouse/superstructure, may be required.

e) The requirements of the Load Line Convention related to the freeing port area may be reduced by up to 30%. With a freeboard between the minimum freeboard (100 mm) and a freeboard giving the greatest possible reduction in the height of the sill (600 mm), the freeing port area may be reduced accordingly. The freeing port area may also be reduced by up to 1/3 on the one side, provided that the area is increased correspondingly on the opposite side.

f) With a minimum freeboard, no reduction in the height of the sills of doors is permitted under subparagraphs a) and b), nor any reduction in the freeing port area under subparagraph e) above.

(7) For ships constructed before 1981 the requirements of the International Convention on Load Lines (1930 Convention) may be applied in respect of means of closure, heights of coamings and sills and windows with deadlights. When the 1930 Convention is applied, no reductions in the height of sills etc. are permitted.

(8) Ships not meeting the criteria of the sixth paragraph may upon individual assessment operate in areas where the significant wave height does not exceed 0.5 m, provided that safety is maintained by additional geographical limitations.

Section 13
Freeboard and load line conditions for ships of less than 15 metres in overall length

All requirements related to means of closure, coaming and sill heights, vent pipe and ventilation heights, freeing port area and overboard valves for sanitation drains specified in the Nordic Boat Standard shall be complied with. As an alternative, the requirements specified in the Load Line Convention of 1966 with the adaptations permitted pursuant to section 12 fourth paragraph may be applied.

Section 14
Loading conditions etc.

(1) For the following loading conditions as applicable according to the ship's trade, and for any possible combination of such conditions (subparagraphs b), c) and d)), as well as for any intermediate and more adverse conditions, calculations shall be submitted:

a) the ship without cargo and passengers;
b) the ship with the maximum number of passengers including luggage;
c) the ship with cargo holds fully loaded. The cargo is assumed to be homogeneously distributed in all holds, including hatches;
d) the ship homogeneously loaded and with maximum deck cargo. The stowage weight of the deck cargo, and the volume of the deck cargo (length, width and height), as well as the centre of gravity, shall be given in the calculations.

(2) The above loading conditions shall be calculated for the ship fully equipped, with 100% provisions and fuel, 10% provisions and fuel, and for any intermediate more adverse conditions.

(3) In the fully loaded conditions, cf. first paragraph (b), (c) and (d), the ship shall be loaded to the summer load line. This also applies when account is taken of ice accretion and trapped water in the deck cargo.

(4) Combined water and fuel oil tanks (combination tanks) are not permitted, unless the provisions of the regulations currently in force on prevention of pollution from ships can be complied with.

(5) When the ship is equipped with anti-rolling tank(s) the stability calculations shall take due account of the reduction in stability caused by the use of such tank(s). If anti-rolling tank(s) for stability reasons cannot be used for all loading conditions, the company shall ensure that instructions for the use of the tank(s) are prepared, as well as loading conditions corresponding to the instructions.

(6) Where there is an open connection between tanks, due account must be taken of the reduction in stability resulting from this connection.

(7) For all loading conditions the initial metacentric height (GM) and righting lever (GZ) curves shall be corrected for the free liquid surface effect in fuel oil and fresh water tanks and any other tanks which are not full or empty.

(8) When carrying cargo in holds as referred to in the first paragraph subparagraphs c) and d), the cargo in all loading conditions is assumed to be homogeneously distributed, provided that this is not incompatible with the ship's design.

(9) For ships constructed before 10 July 1974 which are previously approved with water ballast in the maximum loaded condition, the same quantity of water ballast may still be accepted provided that the ship's draught is not increased nor the hull significantly altered.

Section 15
Carriage of passengers

(1) When performing calculations pursuant to this chapter where all passengers are placed in the most adverse position on one side of the ship, a density of 4 persons per m² and an average weight of 75 kg per person shall be assumed.

(2) For the loading conditions the passengers may be assumed to be distributed according to the capacity of the public spaces and the baggage assumed to be placed where room or space is reserved for this purpose. A weight of 75 kg shall be allowed for every passenger, and in the calculations the centre of gravity shall be assumed to be 1 metre above the deck on which the passengers are present.

Chapter 4
Fire safety

Section 16
Fire safety objectives

The fire protection objectives are to:

a) prevent the occurrence of fire or explosion;
b) reduce the risk to life caused by fire;
c) reduce the risk of damage caused by fire to the ship, its cargo and the environment;
d) contain, control and suppress fire and explosion in the compartment of origin; and
e) provide adequate and readily accessible means of escape for passengers and crew.

Section 17
Achievement of the fire safety objectives

The fire safety objectives are achieved by:

a) the ship complying with the Regulations of 1 July 2014 No. 1099 on fire protection on ships; or
b) the company preparing a technical analysis in accordance with section 18 demonstrating that the safety has been maintained by means of alternative solutions. The technical analysis shall be prepared based on recognised methods suited to the purpose.

Amended by Regulation of 20 December 2017 No. 2679 (in force on 1 January 2018).

Section 18
Requirements for technical analysis of alternative solutions

(1) For ships where the construction or fire safety arrangements deviate from the requirements of the Regulations of 1 July 2014 No. 1099 on fire protection on ships, the company shall prepare a technical analysis including at least the following elements:

a) identification of the fire and explosion hazards of the ship or the space(s) concerned, including:
    1. identification of possible sources of ignition;
    2. identification of the fire growth potential of each space concerned;
    3. identification of the smoke and toxic effluent generation potential for each space concerned;
    4. identification of the potential for the propagation of fire, smoke or of toxic effluents from the space(s) concerned to other spaces;
b) determination of the measures which are necessary on the ship or in the space(s) concerned in order to achieve the purposes of section 16, including to consider:
    1. measures aimed at discovering fire growth as early as possible;
    2. measures aimed at suppressing fire as early as possible;
    3. installing a fixed fire-extinguishing system as a compensating measure for lack of structural fire protection;
    4. the need for a fire watch when the ship is in service.

(2) The measures referred to in the first paragraph (b) shall in total provide a degree of safety not less than that achieved by complying with the Regulations of 1 July 2014 No. 1099 on fire protection on ships.

Amended by Regulation of 20 December 2017 No. 2679 (in force on 1 January 2018).

Chapter 5
Life-saving appliances

Section 19
Requirements for the approval of life-saving appliances

(1) Equipment which is brought on board after the entry into force of these Regulations, and is covered by the Regulations of 30 August 2016 No. 1042 on marine equipment, shall be approved by a Notified Body and be wheel-marked.

(2) Equipment which is brought on board prior to the entry into force of these Regulations, and is not approved by a Notified Body nor wheel-marked in accordance with the Regulations of 30 August 2016 No. 1042 on marine equipment, must be accepted by the Norwegian Maritime Authority before a passenger certificate for protected or historical ship can be issued.

(3) The Norwegian Maritime Authority may require a practical test of the life-saving arrangement. If the test shows that the life-saving arrangement does not function appropriately, or that it may endanger the life and health of those on board, the Norwegian Maritime Authority may demand that the equipment be replaced, the arrangement altered or the number of passengers reduced.

Amended by Regulation of 20 December 2017 No. 2679 (in force on 1 January 2018).

Section 20
Evacuation analysis

For ships carrying more than 50 passengers, the company shall prepare an evacuation analysis in accordance with the guidelines from the Norwegian Maritime Authority. It shall be possible to evacuate crew and passengers from the ship within 30 minutes.

Section 21

Survival craft with float-free arrangements

(1) Survival craft shall be provided with a capacity of at least 110% of the total number of persons the ship is certified to carry. A survival craft may be a lifeboat, rescue boat or liferaft.

(2) Survival craft shall, as far as practicable, be equally distributed on each side of the ship.

(3) A 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. The additional survival craft shall be capable of being connected to the ship's marine evacuation system (MES), when MES is required by section 24.

(4) The stowage of survival craft and launching arrangements for survival craft shall satisfy the requirements of SOLAS chapter III.

(5) All liferafts, including liferafts belonging to the MES, shall be provided with float-free arrangements in accordance with the provisions of the LSA Code. A float-free arrangement may be used for one or more liferafts.

(6) Ships operating in areas where the significant wave height does not exceed 1.5 m may use open reversible inflatable liferafts complying with the requirements of Annex 11 of the 2000 HSC Code.

(7) Ships operating during the winter season shall have enclosed liferafts outside of trade area 3.

Section 22

Equipment for use in man-over-board situations

(1) Ships of less than 24 metres in overall length shall be provided with devices that make it possible to recover a helpless person from the water. The devices shall not be operated near propellers.

(2) Ships of 24 metres in overall length and upwards which shall operate in areas where the significant wave height does not exceed 1.5 m, shall carry a suitable motor-powered workboat capable of being launched from stowed position and boarded in a maximum of five minutes. The workboat shall be provided with devices that make it possible to recover a helpless person from the water;

(3) Ships of 24 metres in overall length and upwards which shall operate in areas where the significant wave height exceeds 1.5 metres, shall carry a wheel-marked rescue boat operated by its own launching arrangement which is capable of both launching and embarkation.

(4) The rescue boat shall be provided with devices that make it possible to recover a helpless person from the water, and may be included in the capacity of the survival craft.

Section 23

Rescue boat embarkation and launching arrangements

(1) The rescue boat embarkation and launching arrangements as referred to in section 22 third paragraph, shall be wheel-marked. It shall be possible to board and launch the rescue boat directly from its stowed position in maximum five minutes with the number of persons on board designated as rescue boat crew. Launching shall take place while the ship is making headway at speeds of up to five knots.

(2) The embarkation and launching arrangements shall be so located that the rescue boat can be launched when the ship in fully loaded condition has a trim of up to 10 degrees and a list of 20 degrees to either side or to the angle at which the ship's weatherdeck becomes submerged, whichever is less.

(3) It shall be possible to embark the rescue boat in no more than five minutes while loaded to capacity with persons and equipment.

(4) It shall be possible to observe the launching and embarkation operations from the bridge.

Amended by Regulation of 27 March 2023 No. 459.

Section 24

Marine evacuation systems

(1) Ships in which the distance from the waterline in the light ship condition to the embarkation deck is 1.5 metres or more, in any intact or damaged condition in accordance with approved stability calculations, shall be fitted with wheel-marked marine evacuation systems (MES) or other equivalent arrangement providing safe embarkation of the life-saving appliances. For ships for which stability calculations are not required, cf. chapter 3, the distance from the waterline in light ship condition to the embarkation deck is measured.

(2) Loose slides which can be attached to the liferafts are accepted as equivalent arrangement to MES, provided that the company provides documentary evidence from the manufacturer demonstrating that the slides may be attached in a secure manner to the liferafts and embarkation stations.

(3) MES shall, as far as practicable, be equally distributed on each side of the ship.

(4) The liferafts shall be capable of being safely moored to the embarkation station.

(5) Embarkation stations and arrangements shall be so installed that they are operational at a list of up to 10 degrees to either side. Alternatively, the ship shall at least have one embarkation station with an associated arrangement on both sides, with a capacity of at least the number of persons the ship is certified to carry.

Section 25

Stowage of marine evacuation systems

(1) Marine evacuation systems (MES) shall be so stowed as to ensure safe launching, having regard to clearance from the propeller and steeply overhanging positions of the hull and so that, as far as practicable, the system can be launched down the straight side of the ship.

(2) MES shall be so stowed that neither the MES nor its stowage arrangements will interfere with the operation of other survival craft.

(3) MES shall be so stowed that it is protected from damage.

Section 26

Lifebuoys

(1) Ships of 15 metres in overall length and upwards shall have four lifebuoys. Ships certified for more than 250 passengers shall have eight lifebuoys. The lifebuoys shall be so placed that there is on each side of the ship a lifebuoy with a buoyant lifeline of at least 30 metres, and a lifebuoy without a buoyant lifeline but with a self-igniting smoke signal and a self-igniting light. The latter shall be capable of quick release from the bridge, manually or by remote activation.

(2) Ships of less than 15 metres in overall length shall have a lifebuoy with a buoyant lifeline of at least 30 metres, and a lifebuoy without buoyant lifeline but with self-igniting light.

Section 27

Rocket parachute flares, distress flares, line-throwing appliance and VHF

(1) The ship shall carry 12 rocket parachute flares, 6 hand flares, 1 line-throwing appliance and 2 portable VHF radiotelephone apparatuses. The equipment shall be placed readily accessible on the bridge.

(2) Portable VHF radiotelephone apparatuses are not required if the company can produce documentary evidence that there is no such radio coverage in the area in which the ship sails, and that internal communication can be otherwise maintained.

Section 28

Lifejackets and thermal suits

(1) The ship craft shall have on board lifejackets for at least 105% of the total number of persons the ship is certified to carry. There shall be custom lifejackets for all children and infants on board.

(2) Lifejackets shall provide thermal protection. A combination of thermal suit and lifejacket may be used as an alternative to lifejacket with thermal protection.

(3) The lifejackets shall be kept readily accessible on board. They shall be stowed in clearly marked and well ventilated cases or closets near the muster or embarkation stations. Lifejackets for children and infants shall be kept separate from lifejackets for adults.

Section 29

Immersion suits and anti-exposure suits

(1) All crew members, including service personnel, who shall man a survival craft or MES, shall wear an immersion suit or anti-exposure suit.

(2) The suit shall be of a type with detachable gloves or gloves that do not interfere with the performance of necessary tasks and the operation of necessary equipment in an emergency.

Section 30

Escape routes, muster stations and lighting

(1) Escape routes, muster stations and embarkation stations shall be illuminated by fixed light sources supplied from main source of power and emergency source of power.

(2) The emergency source of electrical power may be an accumulator battery with sufficient capacity to operate the light sources for a period of at least three hours. The company shall establish documentable routines for ensuring that the batteries are recharged and maintained in accordance with the manufacturer's recommendations.

(3) The escape routes shall have a capacity ensuring safe escape. The muster stations shall have a free deck area of at least 0.35 m² per person on board. The muster stations shall be so designed as to enable an effective control of the persons on board, and shall be placed in conjunction with the areas where the persons board the survival craft. If a muster station is not placed in the immediate vicinity of an embarkation station, the escape route between the two stations shall have sufficient capacity for safe escape.

Section 31
Marking of stowage locations

(1) Stowage locations for life-saving appliances shall be marked with the currently recommended IMO symbols. Original identification plates are in addition allowed.

(2) If more than one life-saving appliance is stowed in that location, the number of appliances shall be indicated.

Section 32
Operating instructions

Posters or signs shall be provided on or in the vicinity of survival craft and their launching arrangement, which shall:

a) illustrate and provide instructions for the operation of the launching arrangement and provide information on the elements of risk;
b) be clearly visible and legible in emergency lighting; and
c) use the currently recommended IMO symbols.

Section 33
General alarm system

(1) All ships shall be fitted with a general alarm system satisfying the requirements of chapter 7 of the LSA Code.

(2) The general alarm system shall be capable of summoning everyone on board to the muster stations, as well as implementing the operations specified in the ship’s muster list.

(3) For ships of less than 24 metres in overall length, an alarm signal given by the ship's whistle or siren may be accepted in lieu of the general alarm system.

Section 34
Personal address system

(1) Ships certified to carry more than 36 passengers shall be equipped with a personal address system (PA system) satisfying the requirements of chapter 7 of the LSA Code.

(2) The PA system shall be provided with an override function controlled from a location on the navigation bridge and such other places on board stipulated by the Norwegian Maritime Authority. The override function shall ensure that all emergency messages will be broadcast if any loudspeaker in the spaces concerned has been switched off, its volume has been turned down or the PA system is used for other purposes.

(3) Ships of less than 24 metres in overall length are not required to have a PA system if the crew and passengers can be alerted directly from the bridge.

Section 35
Muster list

(1) A muster list shall be prepared.

(2) The muster list shall be posted in clearly visible locations on board, including on the bridge, in the machinery space and in the crew accommodation. The muster list shall be in Norwegian and shall be legible in emergency lighting.

(3) The muster list shall provide detailed information on the general alarm system and the PA system, and it shall specify the action to be taken by those on board when the alarm is sounded. It shall furthermore specify the way in which the order to abandon ship will be given.

(4) The muster list shall specify the duties which in emergencies are to be undertaken by crew members with regard to the persons on board, including:

a) closing of watertight doors, fire doors, valves, drainage openings, hatches, skylights, sidescuttles and other similar openings in the ship;
b) equipping the survival craft and the life-saving appliances;

c) preparation and launching of survival craft;
d) general preparation of other life-saving appliances;
e) use of communication equipment;
f) manning of fire parties assigned to fight fires;
g) special duties assigned with respect to the use of fire-fighting equipment and installations;
h) passenger notification and mustering;
i) ensuring that passengers are suitably clad and have donned their lifejackets correctly;
j) assembling passengers at muster stations; and
k) keeping order in the passageways and on the stairways and generally controlling the movements of the passengers.

(5) The muster list shall specify which officers are responsible for ensuring that the life-saving and fire-extinguishing appliances are maintained in good condition and are ready for immediate use.

(6) The muster list shall specify substitutes for key personnel, taking into account that different emergencies may call for different actions.

(7) Procedures shall be established for locating and rescuing passengers trapped in their cabins.

Section 36

Emergency instructions

(1) Emergency instructions shall be prepared.

(2) The emergency instructions shall provide information to the passengers with regards to the location of the muster stations, the action to take in an emergency and how to don the lifejacket.

(3) The emergency instructions shall be prepared in Norwegian and English, and shall be posted in conspicuous places on the ship, including in cabins, muster stations and other public spaces.

Section 37

Instructions to the persons on board regarding emergencies

(1) Immediately before or after departure, the persons on board shall be given a verbal safety briefing in Norwegian. If necessary, the safety briefing shall also be given in another language.

(2) The briefing shall include the instructions specified in the emergency instructions, and shall be given as an announcement over the ship's PA system or by other suitable means.

Section 38

Training manual

(1) All ships shall have a training manual. This shall cover at least the requirements of SOLAS chapter III, and shall be readily accessible to the crew.

(2) The training manual shall contain instructions and, if possible, illustrated information concerning the ship’s life-saving appliances and fire-extinguishing appliances.

(3) A training manual may form part of the ship's safety management system.

(4) The company shall be able to document that the crew has gone through and understood the contents of the training manual.

Section 39

Drills

(1) An abandon ship drill and a fire drill shall take place every other week while the ship is in service. Each crew member shall participate in at least one abandon ship drill and one fire drill every month. If more than 25% of the crew has been replaced, fire and abandon ship drills shall take place prior to departure.

(2) Drills shall comply with SOLAS chapter III and the ship’s muster list.

(3) Each lifeboat shall be launched and manoeuvred on the water at least once every three months.

(4) Rescue boats or workboats shall be launched and manoeuvred on the water at least once every month.

(5) The master shall decide whether a survival craft shall be manned upon launching and embarkation.

(6) During abandon ship and fire drills, all portable radio equipment to be brought along in survival craft shall be tested. VHF radiotelephone apparatuses shall be tested for communication with the navigating bridge.

(7) For ships equipped with MES, the drills shall include exercising of the procedures required for the deployment of such system, up to the point immediately preceding actual deployment of the system.

(8) The company shall be able to document all drills.

Chapter 6
Calculation of number of passengers and requirements for passenger areas

Section 40
Calculation of number of passengers

(1) There shall be for each passenger a free deck area of at least 0.5 m².

(2) Muster stations as referred to in section 30 third paragraph shall have a free deck area of at least 0.35 m² for each person on board.

(3) The free deck area referred to in the first and second paragraphs shall be calculated on the main deck – or when the ship has more than one deck – on the deck with the largest free surface area. Deckhouse intended for use by the passengers, parts of hatches, light shafts etc. which the passenger may without danger use to sit on, are included in the calculations. Spaces or places which are taken up by life-saving equipment or are necessary for the navigation and manoeuvring of the ship, and parts of the deck where the passengers cannot sit or stand comfortably, shall not be included in the calculations.

(4) The largest permitted number of passengers shall be posted in a conspicuous place on both sides of the deckhouse or similar superstructure.

Section 41
Marking

(1) Exits and means of escape shall be clearly marked with signs showing where they lead. The currently recommended IMO symbols shall be used. Original identification plates are in addition allowed.

(2) Above or at the entrance to each passenger space the nature of the space shall be indicated by signs.

Section 42
Safety arrangements on deck

(1) On decks and in areas where passengers may move about, bulwarks and railings shall be of an appropriate height. Other areas shall be fenced off and be marked with «no admittance» signs.

(2) Winches and other deck equipment with moving parts shall, where such equipment represents a danger to the passengers, be safe and secured against inadvertent use.

Chapter 7
Concluding provisions

Section 43
Drawings and documentation

(1) The following documentation shall be submitted to the Norwegian Maritime Authority:

a) the decision of the Directorate for Cultural Heritage setting forth that the ship is protected or of historical status;

b) drawings in plane and profile on a scale of at least 1/50 showing the accommodation, escape routes, and location of muster stations and life-saving appliances;

c) the company shall with regard to drawings and other documentation demonstrate compliance with the requirements of chapter 3 related to stability, load lines and freeboard. Stability calculations, hydrostatics and KY curves shall be calculated by means of an approved computer program. The documentation shall be presented in a well-organised manner. Stability data to be used on board, including other supporting documentation, shall be submitted under the same cover, but in separate booklets;

d) technical analysis of alternative solutions for fire protection, if applicable, cf. section 18;

e) evacuation analysis, cf. section 20.

(2) The documentation shall be sufficiently detailed and shall clearly indicate which regulatory requirements are met. The Norwegian Maritime Authority may specify additional documentation to be submitted, and may request further information.

Section 44

Transitional provisions

Ships which have been granted exemptions from applicable requirements due to the ship being protected or given status as historical by the Directorate for Cultural Heritage, and which hold a valid passenger certificate on the date on which these Regulations enter into force, may continue to sail with the limitations specified by the certificate until the certificate expires. When the certificate expires, or if amendments are made to conditions on which the certificate is based, e.g. in the event of a conversion, changes to equipment, modification of number of passengers or change of trade area, the requirements of these Regulations shall apply.

Section 45

Entry into force

These Regulations enter into force on 1 July 2014.