

Regulations of 27 June 2002 No. 754 on ship's name, call sign, marking and home port, etc.

Legal basis: Laid down by the Norwegian Maritime Authority on 27 June 2002 under the Act of 12 June 1987 No. 48 relating to a Norwegian International Ship Register (NIS) section 3, cf. Royal Decree of 14 June 2002 No. 540, the Norwegian Maritime Code of 24 June 1994 No. 39, section 5 fourth paragraph, sections 7, 8, and 9, and section 11 second paragraph, cf. Royal Decree of 6 October 1972 No. 2, and Formal Delegation of 6 November 1972 No. 4694 and Formal Delegation of 10 November 1972 No. 4695, and the Act of 9 June 1903 No. 7 relating to Public Control of the Seaworthiness of Ships, etc.

Added legal basis: As for the Seaworthiness Act, the legal basis is amended to Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2 and 10 and Act of 26 June 1998 No. 47 relating to Recreational Craft section 26a, cf. Royal Decree of 27 November 1998 No. 1095 and Royal decree of 16 February 2007 No. 171 and Formal Delegations of 31 May 2007 No. 590 and 591.

Amendments: Amended by Regulations of 3 December 2004 No. 1648, 29 June 2007 No. 1006 (i.a. legal basis), 20 May 2008 No. 473, 15 December 2009 No. 1550, 28 December 2011 No. 1504, 26 June 2020 No. 1403 (in force on 1 July 2020).

Section 1

Scope of application

These Regulations shall apply to Norwegian ships and, insofar as appropriate, constructions as mentioned in sections 33, 39 and 507 of the Norwegian Maritime Code.

Amended by Regulation of 28 December 2011 No. 1504 (in force on 1 January 2012).

Section 2

Definitions

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

- a) *"Fishing vessel"*: A vessel used commercially for catching fish, whales, seals or other living resources of the sea, including seaweed and sea tangle.
- b) *"IMO"*: International Maritime Organization.
- c) *"Lighter"*: A hull or ship without propulsion machinery which shall be towed or pushed for any movement and which is used for the carriage of cargo.
- d) *"Company"*: Cf. the definition given in section 4 of the Ship Safety and Security Act.
- e) *"Ship"*: The term includes, for the purpose of these Regulations, constructions as mentioned in sections 33, 39 and 507 of the Norwegian Maritime Code, unless expressly provided otherwise.

Section 3

Exemptions

The Norwegian Maritime Authority may, in individual cases and upon written application, grant exemption from the requirements of these Regulations. There must be special reasons that make the exemption necessary and it must be justifiable in terms of safety.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007, formerly section 3), 28 December 2011 No. 1504 (in force on 1 January 2012, formerly section 4).

Section 4

Ship's name

Every ship shall have a name to be decided by the owner. The name shall be entered in the Register in letters of the Latin alphabet.

Written applications for Certificates of Name, cf. section 7 of the Norwegian Maritime Code, shall be submitted to the Norwegian Maritime Authority, which shall ensure that there is no existing:

- a) registered ships, cf. section 11 second paragraph of the Norwegian Maritime Code;
- b) Certificate of Name more recent than five years that has not yet been submitted for registration; or
- c) name reservation more recent than five years, of the chosen name or names that either orthographically or phonetically can easily be mistaken for this name.

In the event that there is a ship of the same name in the Norwegian International Ship Register, this shall not prevent entry of another ship's name into the same Register, subject to the following:

- a) an existing ship which is entered in the Register may keep the name it already has; and
- b) a newbuilding may have the same name as an existing ship in the Register provided the company in the course of the last five years has used the name in a Norwegian or foreign ship register.

If a ship is bareboat registered pursuant to section 40 of the Norwegian Maritime Code, the third section shall apply correspondingly.

Application for registration or a report of change of name must take place within five years from the date of issue of the Certificate in order that this shall be considered valid.

In the case of registered ships which shall not have a Certificate of Name, cf. section 7 fifth paragraph of the Norwegian Maritime Code, a change of name may be reported direct to the Registrars.

Names allotted to ships in the Norwegian Ordinary Ship Register under section 11 of the Norwegian Maritime Code shall not be a bar to names allotted to ships in the Norwegian International Ship Register. Likewise, names allotted to ships in the Norwegian International Ship Register shall not be a bar to names allotted to ships in the Norwegian Ordinary Ship Register.

Amended by Regulations of 29 June 2007 No. 1006 (in force on 1 July 2007, formerly section 4), 20 May 2008 No. 473, 15 December 2009 No. 1550 (in force on 1 January 2010), 28 December 2011 No. 1504 (in force on 1 January 2012, formerly section 5), 26 June 2020 No. 1403 (in force on 1 July 2020).

Section 5

Call sign

Every ship that is to be entered in the Register of Ships shall be assigned a call sign (distinctive numbers or letters). Call signs shall also be assigned to ships under 15 metres that are to have official certificates and fishing vessels between 10.67 and 15 metres in overall length. The call sign shall be assigned by the Norwegian Maritime Authority.

The ship's call sign remains unchanged as long as the ship is not lost or broken up or is re-registered between the Norwegian Ordinary Ship Register and the Norwegian International Ship Register or no longer is to be considered as Norwegian, cf. section 28 of the Norwegian Maritime Code and section 2 of the Act relating to a Norwegian International Ship Register (NIS).

In the case of a new registration in a Norwegian Register within 5 years after the vessel was deregistered from the register of another country or for vessels of less than 15 metres in length which have been voluntarily deregistered, the same call sign may be assigned if it has not been used again.

Amended by Regulations of 3 December 2004 No. 1648, 29 June 2007 No. 1006 (in force on 1 July 2007, formerly section 5) and 15 December 2009 No. 1550 (in force on 1 January 2010), 28 December 2011 No. 1504 (in force on 1 January 2012, formerly section 6).

Section 6

IMO identification number

Ships of 100 gross tonnage and upwards shall be assigned an IMO identification number.

Excepted from this provision are lighters, fishing vessels, pleasure craft, and constructions mentioned in sections 33 and 39 of the Norwegian Maritime Code.

For new ships, the IMO identification number is assigned by the Norwegian Maritime Authority at the same time as the call sign. Ships purchased from abroad and assigned an IMO identification number by a foreign authority shall keep this unaltered. For ships which have been assigned a call sign, but not an IMO identification number, the latter is assigned when issuing or renewing the ship's certificates.

The IMO identification number shall accompany the ship unaltered throughout its life, regardless of any change of name or owner. The identification number shall be inserted in the ship's Certificate of Nationality, Tonnage Certificate and certificates issued under the Ship Safety and Security Act, and shall be incised into the ship in the same fashion as the call sign.

Amended by Regulations of 3 December 2004 No. 1648, 29 June 2007 No. 1006 (in force on 1 July 2007, formerly section 6) and 15 December 2009 No. 1550 (in force on 1 January 2010), 28 December 2011 No. 1504 (in force on 1 January 2012, formerly section 7).

Section 7

Home port

Upon entry in the Ship Registers, and with the limitations stated in section 8 third paragraph of the Norwegian Maritime Code, an owner may choose among the home ports approved by the Norwegian Maritime Authority. If a ship is bareboat registered pursuant to section 40 of the Norwegian Maritime Code or section 14 of the NIS Act, the charterer will choose between the approved ports of registry.

Amended by Regulations of 29 June 2007 No. 1006 (in force on 1 July 2007, formerly section 7) and 15 December 2009 No. 1550 (in force on 1 January 2010), 28 December 2011 No. 1504 (in force on 1 January 2012, formerly section 8), 26 June 2020 No. 1403 (in force on 1 July 2020).

Section 8

Insertions of changes in the Tonnage Certificate and any other ship's papers

If the ship is in Norway:

- a) If the ship's Tonnage Certificate or Certificate of Identity is submitted to the Registrar of Ships for changes in name, owner of home port, the Registrar shall enter the changes in the Tonnage Certificate.
- b) If the change is not entered in the ship's Tonnage Certificate upon registration, it is the duty of the ship's master to call on the nearest station of the Norwegian Maritime Authority and present the Certificate of Nationality for the entry of changes in the Tonnage Certificate.

If the ship is abroad and the ship's master has received a new or provisional Certificate of Nationality, it is the master's duty to call at the nearest foreign service mission and present the Certificate of Nationality for entries in the Tonnage Certificate and other necessary ship's papers.

Amended by Regulations of 3 December 2004 No. 1648 (formerly section 12), and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly section 8) and 15 December 2009 No. 1550 (in force on 1 January 2010), 28 December 2011 No. 1504 (in force on 1 January 2012, formerly section 9).

Section 9

Marking

Ships entered in the Register of Ships shall display the name forward and aft in such manner as to make it visible from either side. On the stern, both the name and the name of the home port shall be displayed. The letters shall be easily legible and at least 15 cm high. For vessels of less than 15 metres in overall length, the name shall be marked so as to be easily visible from both sides of the vessel. The letters shall be easily legible and at least 6 cm high.

Call sign and IMO identification number shall be permanently marked. For vessels of less than 15 metres in overall length, the letters shall also be marked on the outside of the hull, as specified by the Norwegian Maritime Authority when the letters are assigned.

Marking of call sign and IMO identification number:

- a) The marking shall be done by cutting, welding on or centre punch marking in a deck coaming, hatch beam, on a bulkhead or some other suitable place on board. Markings shall not be made on removable plates. Letters/numbers incised shall at all times be painted in a contrasting colour.
- b) The IMO number shall be marked on the ship in the same way as the distinctive letters and placed in their immediate vicinity. There shall be a space between the letters and the numbers.
- c) In ships to which the 1969 Convention applies, each individual cargo hold / cargo tank shall be permanently marked with the letters CC in such a way that they are clearly visible.
- d) Upon transition to the measurement system of the 1969 Convention, the tonnage marks are to be incised.
- e) Dimensions of marks:
 - 1) For ships < 24 metres in length (L): letters and numbers to be 6 cm in height, 1 cm in breadth and spaced at 1.5 cm intervals.
 - 2) For ships \leq 24 metres in length (L): letters and numbers to be 12 cm in height, 1.5 cm in breadth and spaced at 3 cm intervals.
 - 3) The letters CC for marking of cargo hold / cargo tank shall be 10 cm in height.

Notification of where the IMO number has been cut into the ship is to be sent to the Norwegian Maritime Authority along with notification of where the distinctive letters have been incised. For ships where the control has been delegated, the notification shall be sent to the classification society.

Amended by Regulations of 3 December 2004 No. 1648 (formerly section 13), and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly section 9) and 15 December 2009 No. 1550 (in force on 1 January 2010), 28 December 2011 No. 1504 (in force on 1 January 2012, formerly section 10).

Section 10

Sale of ships to foreign buyers, incising of call sign and submission of documents

When a ship is sold to foreign buyers, bareboat chartered-out pursuant to section 40b of the Norwegian Maritime Code or section 16 of the NIS Act, or re-registered between the Norwegian Ordinary Ship Register and the Norwegian International Ship Register, a line shall be incised across the call sign. The IMO identification number shall not be erased.

If the ship is to be taken over in a Norwegian port, the shipping company shall deliver the ship's Certificate of Nationality, Tonnage Certificate, the certificate of insurance or other financial security in respect of civil liability for oil pollution or bunker oil pollution damage, as well as other Norwegian ship's papers and confirmation that the call sign has been erased, to the Norwegian Maritime Authority.

If the ship is taken over in a foreign port, the above documents shall be delivered to the Norwegian foreign service mission concerned.

International safety certificates for equipment, construction and radio as well as the International Load Line Certificate may be left to the new owner when entries in this have been made concerning inapplicability because of transfer to a foreign state's flag by the Norwegian Maritime Authority, a Norwegian foreign service mission or an authorized classification society authorized to issue Load Line Certificates, by the Norwegian Maritime Authority or by a Norwegian foreign service mission.

Amended by Regulations of 3 December 2004 No. 1648 (formerly section 15), and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly section 11) and 15 December 2009 No. 1550 (in force on 1 January 2010), 28 December 2011 No. 1504 (in force on 1 January 2012, formerly section 12), 26 June 2020 No. 1403 (in force on 1 July 2020).

Section 11

Entry into force

These Regulations enter into force on 1 July 2002. From the same date, the following regulations are repealed: regulations of 27 October 1980 No. 3 relating to certificate of nationality, name, home port, signal letters of ships and regarding the List of Ships, etc., and Regulations of 26 June 1987 No. 554 concerning the names of ships in the Norwegian International Ship Register, laid down by Royal Decree and prepared by the Ministry of Trade and Shipping. Amended by Regulations of 3 December 2004 No. 1648 (formerly section 18) and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly section 14), 28 December 2011 No. 1504 (in force on 1 January 2012, formerly section 13).