Draft Regulation concerning amendments to the Regulations on life-saving appliances on ships


I

Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships are amended as follows:

Section 1 first paragraph (d) should read:

*barges which due to their operation have personnel on board in addition to personnel carrying out tasks related to mooring or preparation for towing.*

Section 5 first paragraph should read:

*Ships certified to carry 12 persons or less shall satisfy the requirements of SOLAS chapter III, but may as a minimum be provided with the following number of life-saving appliances:*

Section 5 first paragraph, new sub-paragraph f) should read:

*f) a two-way portable VHF radiotelephone apparatus*

New section 5a should read:

Section 5a Life-saving appliances on cargo ships of less than 8 metres in overall length

*Cargo ships of less than 8 metres in overall length shall satisfy the requirements of SOLAS chapter III, but may as a minimum be provided with the following number of life-saving appliances:

a) lifejackets for all persons on board;  
b) six hand flares;  
c) a lifebuoy with a lifeline of at least 30 metres;  
d) a dead man’s handle, which stops the propulsion of the ship in the event of capsizing or the master falling over board.  
e) a device that makes it possible to recover a helpless person from the water;  
f) a two-way portable VHF radiotelephone apparatus.*

Section 6 first paragraph should read:

*Cargo ships of 8 metres in overall length and upwards, but less than 500 gross tonnage, and barges shall satisfy the requirements of SOLAS chapter III, but may as a minimum be provided with the following number of life-saving appliances:*
The table is amended as follows:

<table>
<thead>
<tr>
<th>Equipment</th>
<th></th>
<th>Cargo ships in trade areas 1 and 2</th>
<th>Cargo ships in trade area 3 to small coasting</th>
<th>Cargo ships engaged on foreign voyages</th>
<th>Barges</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Survival craft</strong></td>
<td></td>
<td>2 x capacity to accommodate the total number of persons on board, cf. section 8 fifth paragraph.</td>
<td>2 x capacity to accommodate the total number of persons on board</td>
<td>1 x capacity to accommodate the total number of persons on board, cf. section 8</td>
<td></td>
</tr>
<tr>
<td>Immersion suits</td>
<td></td>
<td>1 x the total number of persons on board</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lifejackets</td>
<td></td>
<td>1.5 x the total number of persons on board</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lifejackets for children</td>
<td></td>
<td>all children on board (cf. section 12 second paragraph)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lifebuoys (ships &lt; 15 metres in overall length)</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lifebuoys (ships &lt; 300 GT ≥ 15 metres in overall length)</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lifebuoys (300 GT ≤ ships &lt; 500 GT)</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lifebuoys (300 GT ≤ ships &lt; 500 GT or 30 metres in length (L) and upwards)</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rescue boat</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td>See section 9</td>
</tr>
<tr>
<td>Line-throwing appliance (ships &lt; 100 GT)</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Line-throwing appliance (100 GT ≤ ships &lt; 500 GT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rocket parachute flares (SOS flares)</td>
<td>3</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hand flares</td>
<td></td>
<td>3</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SARD (ships &lt; 100 GT)</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SARD (100 GT ≤ ships &lt; 500 GT)</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two-way hand-held VHF (ships &lt; 500 GT)</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Section 7 first paragraph should read:

*Passenger ships engaged on domestic voyages shall satisfy the requirements of SOLAS chapter III, but may as a minimum be provided with the following number of life-saving appliances:*

In section 7, the wording of the table's seventh row on thermal lifejacket or thermal suit in combination with lifejacket for children should be:

0.1 x the number of passengers on board or such greater number as may be required to provide a lifejacket for each child, cf. section 12 second paragraph

In section 7, in the row concerning line-throwing apparatus, the wording should be: *Four projectiles with lines, cf. SOLAS III/18.*

Section 8 third paragraph should read:

Passenger ships engaged on foreign voyages, irrespective of year of construction, shall carry liferafts in accordance with the requirements of SOLAS regulation III/21.

Section 8 seventh paragraph should read:

*Cargo ships of 8 to 15 metres in overall length engaged on foreign voyages and not carrying more than three persons on board, may be provided with liferafts that are not wheel-marked when each liferaft is:*

a) intended for at least four persons;

b) manufactured in accordance with ISO 9650-1 (Group A);

c) placed in accordance with the recommendations from the manufacturer, but not more than six metres above the waterline in the least favourable loading condition;

d) in compliance with the requirements of the LSA Code (Res.MSC.48(66) og MSC.81(70)) for buoyancy of float-free liferafts.

Existing section 8 seventh paragraph becomes new eight paragraph.

Section 9 third paragraph should read:

On cargo ships and passenger ships certified for trade area 3 and lesser, the rescue boat may be included in the survival craft capacity, cf. section 6, section 7 and section 8 sixth paragraph.

New section 9a should read:
Section 9a. Rescue ladder and dead man’s handle
Ships manned with only one person shall not later than 1 January 2017 be provided with:

a) a fixed rescue ladder where the lowest step is at least 300mm below the waterline at 10% ballast condition;
b) a dead man’s handle in accordance with section 5a (d).

New section 10a should read:
Section 10a Exemptions from requirement for helicopter landing and pick-up areas
Ro-ro passenger ships certified for trade area 2 or lesser trade area are exempt from the requirement of SOLAS III/28.

Section 11 should read:
Cargo ships of less than 300 gross tonnage which shall be provided with more than one lifebuoy, shall be provided with at least one lifebuoy on each side of the ship. One of the lifebuoys shall be fitted with a lifeline of at least 30 metres in length and one of the other lifebuoys shall be fitted with a self-igniting smoke signal and a self-igniting light. The other lifebuoys shall be fitted with self-igniting lights, but without lines.

On cargo ships of 8 metres in overall length and upwards, but less than 15 metres, and passenger ships of less than 15 metres in overall length, one lifebuoy shall be provided on each side of the ship. One of the lifebuoys shall be fitted with a lifeline of at least 30 metres in length, and the other lifebuoy shall be fitted with a self-igniting light and shall be without a lifeline.

New section 12 fourth paragraph should read:

All passenger ships shall carry immersion suits or anti-exposure suits for all crew members who are assigned tasks related to survival crafts or marine evacuation systems. The suits 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.

II

Regulations of 22 December 2014 No. 1983 on supervision and certificates for Norwegian ships and mobile offshore units are amended as follows:

In Annex I section 50 (5), a spelling mistake in the Norwegian text has been corrected.

III

This Regulation enters into force on xx.xx 2016.