Regulations of 15 September 1992
No. 700 concerning Life-Saving Appliances on Passenger Ships


Chapter 1
General provisions

§ 1
Scope of application

(1) These Regulations shall apply to Norwegian passenger ships and high-speed craft.
(2) For passenger ships with a length (L) of 24 metres or above, constructed before 1 May 2000, these Regulations shall apply until the upgrade dates laid down in the third paragraph (d) of § 8 of the Regulation of 28 March 2000 No. 305 concerning surveys, construction and equipment of passenger ships engaged on domestic voyages.
(3) When replacing, altering, etc. life-saving appliances on existing ships, the provisions of SOLAS Regulation III/1.4.3 shall be complied with.
(4) These Regulations shall not apply to:
   a) High-speed passenger craft covered by the Regulation of 5 January 1998 No. 6 concerning the Construction, Equipment and Operation of High-Speed Craft used as Passenger Craft or Cargo Craft.
   b) Passenger ships constructed after 1 May 2000 which can carry up to 12 passengers.
   c) Pleasure craft.

Amended by Regulations of 29 June 2005 No. 727 (in force on 1 July 2005) and 29 June 2007 No. 1006 (in force on 1 July 2007).

§ 2
Definitions

(1) For the purpose of these regulations, the following definitions shall apply:
   a) All ships: All ships or lighters which fall within the scope of application of these regulations.
   b) Recognized classification societies: Classification societies with which the Ministry has entered into an agreement pursuant to Section 41 of the Ship Safety and Security Act:
      1. Det Norske Veritas (DNV).
      2. Lloyd’s Register of Shipping (LRS).
      5. American Bureau of Shipping (ABS).
   c) Manned lighter: Lighter for which the manning has been stipulated in accordance with the regulations currently in force concerning the manning of Norwegian ships.
   d) Authorized: Authorized by the Norwegian Maritime Directorate.
   e) Gross tonnage: The number entered as gross tonnage in the Tonnage Certificate. If safety tonnage is entered in the remarks column of the Tonnage Certificate, this tonnage shall be used as gross tonnage.
   f) Maximum number of persons permitted: The maximum number of passengers a ship may carry according to its certificate, in addition to the crew or other persons employed and engaged in work on the ship.
   g) Existing ship: Any ship which is not a new ship.
   h) Approved, type-approved or accepted:
1. In respect of equipment covered by the Marine Equipment Regulations: Type-approved by a Notified Body and marked in accordance with the said Regulations.

2. In respect of other equipment:
   2.1. Approved: A single piece of equipment approved by the Norwegian Maritime Directorate, except for radio equipment which is to be approved by the Norwegian Post and Telecommunications Authority.
   2.2. Type-approved: Prototype approved by the Norwegian Maritime Directorate with or without spot checks of mass production.
   2.3. Accepted: Equipment accepted by the Norwegian Maritime Directorate on the basis of approval or type-approval by a recognized classification society, another public or private institution, or the administration of a country which has ratified the SOLAS Convention.

i) High-speed craft: Craft constructed in accordance with IMO Res. A.373(X) «Code of Safety for Dynamically Supported Craft».

j) Non-convention ship: A ship to which the SOLAS Convention does not apply.

k) Convention ship: A ship to which the SOLAS Convention applies.

l) Cargo ship: A ship that is not a passenger ship, fishing vessel, lighter or pleasure craft.

m) Length (L): 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, whichever is the greater. In ships designed with a rake of keel, the waterline on which this length is measured shall be parallel to the designed waterline.

n) Mile: Nautical mile = 1,852 metres.

o) New ship: A ship the keel of which was laid, or which was at a similar stage of construction, on or after the day on which these regulations entered into force (1 November 1992).

p) Passenger ship: A ship that can carry more than 12 passengers or which is required to have official permission to carry passengers.

q) Survival craft: Lifeboat, rescue boat, pick-up boat, workboat, liferaft, etc.

r) Regulation III: Chapter III of the SOLAS Convention.

s) Ro-ro passenger ship: A passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3 of the 1974 SOLAS Convention or passenger ships with facilities to enable road or rail vehicles to roll on and off the vessel.

t) Regular service: A series of passenger ship crossings operated so as to serve traffic between the same two or more ports, or a series of voyages from and to the same port without intermediate calls, either:
   – according to a published timetable; or
   – with crossings so regular or frequent that they constitute a recognizable systematic series.


v) Tanker: A cargo ship constructed or outfitted for the carriage of liquid cargo in bulk.

w) Host State: An EEA state to or from whose ports a ro-ro passenger ship, regardless of its flag, is engaged on a regular service.

(2) Otherwise, the definitions found in Chapter I, Regulation 2 and Chapter III, Regulation 3 of the SOLAS Convention shall apply to all ships.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007).

§ 3
Duties

The company, master and other persons working on board shall perform their duties in accordance with the Ship Safety and Security Act and the supplementary provisions laid down in these Regulations.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007).

§ 4
Exemptions

The Norwegian Maritime Directorate 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. Exemptions can only be granted where they do not contravene international agreements to which Norway has acceded.
Chapter 2
Drawings, approval and inspections

§ 5
Drawings, etc.

(1) When cargo ships or passenger ships of 15 m or above in overall length are constructed or converted, drawings and specifications shall be submitted in triplicate, as a minimum, to the Norwegian Maritime Directorate or whosoever it so authorizes well before construction or conversion commences.

(2) The following drawings, etc. for cargo ships of 500 gross tonnage and above which are or will be registered in the Norwegian International Ship Register (NIS) shall be forwarded to the ship’s classification society for consideration:

a) A specified list of rescue equipment stating type, make, size and serial number or type identification.
b) Stowed and launched in relation to the sides of the ship and the distance from the propeller, ref. Regulation III/13 of the SOLAS Convention.
c) Drawings and calculations for the launching arrangement for life-saving equipment.
d) Drawings showing external and internal means of access to the rescue stations, including locations for muster and embarkation. The size and location of the rescue stations shall be indicated.

§ 6
Approval of life-saving appliances and other life-saving equipment

(1) Life-saving appliances and other life-saving equipment which are prescribed by these regulations shall be approved, type-approved or accepted.

(2) For life-saving appliances which shall be type-approved by the Norwegian Maritime Directorate, the manufacturer is required to submit satisfactory documentation to the Norwegian Maritime Directorate or whoever is authorized by the Directorate.

(3) The documentation shall verify that production testing is carried out which guarantees that the equipment manufactured by a company is of the same standard as the type-approved prototypes.

§ 7
Operational readiness, maintenance, inspections, servicing stations

(1) The provisions in Regulation III/19 of the SOLAS Convention shall be complied with. Additionally, the following shall apply:

(2) For all ships: liferafts and inflatable boats in excess of the number required, and liferafts on board ships where liferafts are not mandatory, shall be inspected in accordance with the provisions currently in force (regulations and relevant IMO provisions) concerning inspections and repairs, etc. of inflatable liferafts.

(3) Servicing stations in Norway.

a) Stations shall be established for the execution of inspections, service, maintenance and repairs of immersion suits, liferafts and inflatable boats and evacuation slides with inflatable buoyancy chambers at locations determined by the Norwegian Maritime Directorate. For this equipment, the manufacturer/main agent is responsible for ensuring that service personnel have received the necessary training in carrying out inspections and service before being permitted to perform this work.

b) Once the necessary training has been given and the manufacturer/main agent is satisfied that the service personnel have the necessary knowledge, the manufacturer or his representative shall issue a certificate which shall be confirmed by the Norwegian Maritime Directorate. The certificate shall indicate the types of liferaft for which the holder may conduct inspections and service.

c) As long as a person is employed at a servicing station, the manufacturer/main agent is responsible for ensuring that this person keeps up to date with respect to the execution of servicing, technical information, observance of routines, etc.

d) On completion of inspections, the servicing stations will issue a document based on data from the checklist. The document shall be of a suitable format and carry the signature of the person performing the inspection. The original is to be retained on board the ship in question. A copy is to be kept at the servicing station.
§ 8

International requirements

(1) The requirements in Chapter III of the SOLAS Convention shall be complied with for all ships and lighters falling within the scope of application of these regulations, with the additions and exceptions indicated in the individual sections of these regulations.

(2) Existing convention ships shall also satisfy the requirements in both Chapter III of the 1960 SOLAS Convention and Chapter III of the SOLAS Convention which were in force before 1 July 1986 and shall satisfy subsequent amendments to Chapter III in the SOLAS Convention as indicated in the individual provisions in these regulations.

(3) The requirements in Chapter II-1, Regulation 43 of the SOLAS Convention shall be satisfied.

(4) IMO Res A.852(20) and IMO Res. A.534(13), Chapter 8 shall be observed as indicated in § 24A and § 25 second paragraph.

(5) For high-speed craft, the requirements for life-saving equipment contained in IMO Res. A.373(X) shall be satisfied.

(6) For design and testing, etc. of life-saving equipment, IMO Resolutions A.520(13), A.657(16), A.658(16), A.689(17), A.693(17) and A.760(18), and MSC Circular nos. 508, 509, 534 and 699 shall be observed.

Chapter 3

General requirements for passenger ships

Title amended by Regulation of 8 November 2007 No. 1230.

§ 9

Communications equipment for convention ships

Convention ships shall comply with the provisions on communications equipment in Regulations III/6.1 and III/6.2 of the SOLAS Convention, ref. SOLAS Amendment of 9 November 1988 (GMDSS), with the specifications and interpretations indicated in the following.

a) Convention ships the keel of which was laid after 1 February 1992 shall comply with the provisions in Regulation III/6.2, ref. SOLAS Amendment of 9 November 1988.

b) Convention ships the keel of which was laid before 1 February 1992, including cargo ships of between 300 and 500 gross tonnage engaged on international voyages, shall comply, on 1 February 1995 at the latest, with the provisions in Regulation III/6.2, ref. SOLAS Amendment of 9 November 1988. Until such convention ships comply with the provisions in Regulation III/6.2, ref. SOLAS Amendment of 9 November 1988, such ships, with the exception of cargo ships of between 300 and 500 gross tonnage engaged on international voyages, shall satisfy all the relevant requirements for communications equipment in Regulation III/6, ref. SOLAS Amendment of 1 July 1983, as set out in the following subparagraphs:

1. Regulation III/6.2.1, ref. SOLAS Amendment of 1 July 1983, shall be complied with. The equipment shall be located on the ship’s bridge or in a room near the bridge which is never locked while the ship is underway. The equipment shall not be placed in the radio room.

2. Regulation III/6.2.2, ref. SOLAS Amendment of 1 July 1983, applies to passenger ships engaged on international voyages only, as indicated in the Regulation. Passenger ships which in accordance with this Regulation are required to have a «radiotelegraph installation for lifeboats» may alternatively install «portable radio equipment for survival craft» permanently fitted in the lifeboats to which the above requirements apply. The equipment shall be capable of battery operation, and the equipment shall include an antenna which can be fixed to the lifeboat.

3. Regulation III/6.2.3, ref. SOLAS Amendment of 1 July 1983, concerning requirements for two «emergency position-indicating radio beacons for survival craft» may alternatively be complied with by acquiring two radar transponders. For ships the keel of which was laid before 1 July 1986, other alternatives are given for compliance with Regulation III/6.2.3, as indicated by subparagraphs 4 or 5:

4. Convention ships the keel of which was laid before 1 July 1986 which are equipped with a float-free satellite emergency position-indicating radio beacon for 406 MHz and 121.5 MHz, do not need to acquire additional equipment to comply with the requirement in Regulation III/6.2.3 for two «emergency position-indicating radio beacons for survival craft».

5. Convention ships the keel of which was laid before 1 July 1986 which are equipped with a float-free satellite emergency position-indicating radio beacon for 121.5 and 243 MHz, must either replace this with a float-free satellite emergency position-indicating radio beacon for 406 MHz and 121.5 MHz, or retain the present float-free beacon and acquire the following additional equipment: one radar transponder or an «emergency position-indicating radio beacon for survival craft» for 121.5 and 243 MHz.

6. The requirement in Regulation III/6.2.4, ref. SOLAS Amendment of 1 July 1983, for at least three «two-way radiotelephone apparatus» (for VHF or UHF) shall be complied with by convention ships. On ships where new equipment must be provided to satisfy this requirement, three «two-way VHF telephone
apparatus» shall be provided, complying with the requirements in Regulation III/6.2.1, ref. SOLAS Amendment of 9 November 1988.

§ 10
Communications equipment for non-convention ships
(1) Non-convention ships engaged in small coasting and greater trade shall be equipped with two «two-way radiotelephone apparatus» which at least satisfy the requirements in Regulation III/6.2.4, ref. SOLAS Amendment of 1 July 1983. On ships where new equipment must be provided to meet this requirement, two «two-way VHF radiotelephone apparatus» shall be provided, complying with the requirements in Regulation III/6.2.3, ref. SOLAS Amendment of 9 November 1988.
(2) Cargo ships of between 300 and 500 gross tonnage which are engaged on international voyages shall, until such time as they satisfy the requirements in § 9 first paragraph, subparagraph b.1, satisfy the requirements applying to non-convention ships in the first paragraph above.

§ 11
Distress flares
(1) Any ship required to have a passenger or trade certificate for the waters listed below, and ships not required to have a trade certificate which are employed in these waters, shall carry:
   a) Totally enclosed waters: Three red hand flares.
   b) Sheltered waters where the stretches of open sea do not exceed 25 nautical miles: Three rocket parachute flares and three red hand flares.
   c) Small coasting: Six rocket parachute flares and six red hand flares.
   d) Great coasting and greater trade: 12 rocket parachute flares.
(2) The distress flares shall be placed in a safe, appropriate location on board near the bridge. They shall be stored in airtight packages and shall be replaced according to the replacement date given on the packages.
(3) For all ships: Rocket parachute flares and hand flares shall be placed in a safe, appropriate location on board. They shall be stored in airtight packages and shall be replaced according to the replacement date given on the packages.
(4) In respect of internal communications and alarm systems, the following shall apply: For convention ships and for non-convention ships engaged in small coasting and greater trade areas, Regulation III/6.4 of the SOLAS Convention shall be complied with.

§ 12
Personal life-saving appliances
(1) The provisions of Regulation III/7 of the SOLAS Convention shall be complied with.
(2) On passenger ships engaged in more restricted trade than small coasting but greater than totally enclosed waters, not less than one half of the total number of lifebuoys shall be provided with self-igniting lights complying with current international requirements. If only one lifebuoy is carried, this light may be omitted.
(3) On passenger ships in sheltered waters or lesser trade areas (trade areas 1-3) required to carry not less than five lifebuoys, at least one of the lifebuoys on each side shall be equipped with a buoyant lifeline. On ships required to carry not less than four lifebuoys, at least one of the lifebuoys shall be equipped with such a lifeline. If only two lifebuoys are carried, the lifeline may be omitted.
(4) On passenger ships of less than 200 gross tonnage in small and great coasting, smoke signals with an emission lasting seven minutes are accepted. On cargo ships in more restricted trade areas and on cargo ships of less than 50 gross tonnage, two smoke signals with an emission lasting 2.5 minutes are accepted.
(5) Buoyant smoke signals shall be replaced in accordance with the date of replacement given on the packaging.
(6) Manned lighters are required to carry: a) at least four lifebuoys, two of which shall be fitted with a buoy light and lifeline, and b) lifejackets and immersion suits for everyone on board.

§ 13
Muster list and emergency instructions
(1) The provisions of Regulation III/8 of the SOLAS Convention shall be complied with. Additionally, the following shall apply:
(2) On passenger ships engaged on international voyages and on passenger ships carrying 300 passengers or more in domestic trade, the muster list and associated instructions shall be submitted to the Norwegian Maritime Directorate for consideration. For other passenger ships, the muster list shall be drawn up, see § 36, without being subject to special consideration.
(3) Non-convention ships, with the exception of open passenger ships holding a certificate for maximum ten passengers, shall comply with the provisions of Regulation III/8 insofar as these provisions are appropriate to the individual ship.
(4) On ships of less than 500 gross tonnage, display of alarm instructions in the engine room may be omitted.

§ 14
Manning and operation of survival craft
(1) The provisions in Regulation III/10 of the SOLAS Convention shall be complied with.
(2) If the person selected to be in charge of a survival craft during launching is not a deck officer, he shall hold a special certificate («Boatman Certificate») issued by the Norwegian Maritime Directorate or other body designated by the Norwegian Maritime Directorate.
(3) The conditions are those given in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.
(4) Persons manning survival craft or other life-saving appliances shall have received the necessary training.
(5) For non-convention ships, the provisions in the SOLAS Convention shall apply correspondingly to the extent this is reasonable and necessary for the operation of the equipment carried on board the individual ship. However, Regulation III/10.6 shall not apply.

§ 15
Survival craft muster and embarkation arrangements
(1) Convention ships shall comply with the provisions in Regulation III/11 of the SOLAS Convention.
(2) Muster stations on board passenger ships shall be marked so that it is possible to distinguish any particular muster station from another.
(3) or non-convention ships, Regulation III/11 shall apply correspondingly as appropriate. However, in the case of ships of less than 300 gross tonnage but more than 100 gross tonnage which are engaged in small coasting or greater trade, the provisions of Regulation II-1/43 may be applied with respect to the emergency power source for the emergency lighting.

§ 16
Survival craft launching and recovery arrangements
(1) The provisions of Regulation III/15 of the SOLAS Convention shall be complied with. Additionally, the following shall apply:
(2) On passenger ships, gates shall be fitted in the railings or bulwark at embarkation stations. The gates must only be capable of opening inwards.
(3) For ships of less than 300 gross tonnage, the provisions of Regulation II-1/43 may be applied for both passenger ships and cargo ships with respect to the emergency power source for the emergency lighting.

§ 17
Line-throwing appliances
(1) The provisions in Regulation III/17 of the SOLAS Convention shall be complied with.
(2) Additionally, for non-convention ships, the following shall apply: Passenger ships of 300 gross tonnage and above and cargo ships of 50 gross tonnage and above shall be equipped with a line-throwing appliance complying with the requirements of Regulation III/49. No more than two lines and two projectiles need be kept on board.

Chapter 4
Special additional requirements for passenger ships

§ 18
Survival craft and rescue boats
(1) The provisions of Regulations III/20 and III/39 of the SOLAS Convention shall be complied with.
(2) Additionally, for convention ships, the following shall apply:
a) A sufficient number of launching arrangements for liferafts shall be provided on board so that there are a maximum of six liferafts or 150 persons per launching arrangement provided the evacuation time given in regulation III/20.1.4 can be met.

b) A passenger ship on a short international voyage which has been granted exemption from regulation III/20.1.2. by virtue of regulation III/2.1, shall at least carry lifeboats and liferafts of such aggregate capacity as will accommodate at least 110% of the maximum number of persons permitted on board. In addition, an accepted rescue boat shall be provided, stowed underneath an accepted launching arrangement.

(3) For non-convention ships, the following shall apply:
   a) Ships engaged in small coasting shall carry:
      1. Lifeboats stowed under davits, of sufficient capacity to accommodate at least 20% of the maximum number of persons permitted. There shall nevertheless always be at least two such boats equipped with type-approved diesel engines, distributed on either side of the ship, each capable of accommodating not less than 15 persons.
      2. Pick-up boats or liferafts, rigid or inflatable, of sufficient capacity, together with the boats referred to in subparagraph 1 above, to accommodate at least 60% of the maximum number of persons permitted.
      3. Inflatable liferafts for at least another 40% of the maximum number of persons permitted.
      4. One or more rescue boats. The number of lifeboats and rescue boats carried shall be sufficient to ensure that not more than nine liferafts need be marshalled by each boat.

   b) Ships engaged in more restricted trade than small coasting shall carry:
      1. Pick-up boats or rescue boats stowed under approved launching arrangements and liferafts of such capacity as to be capable of accommodating, together with the boats, at least 100% of the maximum number of persons permitted. The number of pick-up boats and rescue boats carried shall be sufficient to ensure that not more than nine liferafts need be marshalled by each boat.
      2. When ships referred to in subparagraph b.1 above cannot carry pick-up boats or rescue boats, they shall carry liferafts for the maximum number of persons permitted. When the vessel’s length is 20 metres or more or the deck is 1.5 metres or more above water in the light condition, it shall in addition carry an approved workboat stowed under a launching arrangement as required by the Norwegian Maritime Directorate, ref. § 34, second paragraph.
      3. Ships to be engaged in trade on rivers or lakes shall carry liferafts of sufficient capacity for all persons on board. Entirely open boats engaged exclusively in such trade during the summer season shall be equipped with at least one lifebuoy and lifejackets for all persons on board.

(4) Ferries connecting national roads, in trade areas 1-3, may carry a pick-up boat or a work-boat instead of a type-approved/accepted rescue boat.

§ 19

Inflatable liferafts for use within restricted trade areas

(1) The Norwegian Maritime Directorate may grant exemption from the SOLAS Convention, Regulation III/39, ref. § 16, on the following conditions:
(2) An open, inflatable liferaft for 40 to 50 persons or more, for use on board a passenger ship certified for trade in sheltered waters where stretches of open sea exceeding five miles are not navigated, shall be made of materials, and be of a design and type, which are approved or accepted. Additionally, it shall satisfy the following requirements:
   a) It shall provide the same protection and have the same characteristics regardless of which side it floats on.
   b) It shall be equipped with two inflatable boarding ramps arranged in such a way that they are on opposite sides from each other, and shall be capable of being used regardless of which side the liferaft floats on. Between the boarding ramps and the buoyancy chamber there shall be a valve which opens at 1/2 working pressure.
   c) The liferaft shall be self-bailing with a capacity of not less than 200 litres per minute. d) Service and maintenance shall be carried out in the same way and at the same intervals as specified in Regulation III/19.8.

§ 20

Evacuation slides

(1) The provisions in Regulation III/48.5 of the SOLAS Convention shall apply. Evacuation slides and their arrangements shall be approved. Additionally, the following shall apply:
(2) Ships required to carry inflatable rafts may use inflatable evacuation slides in connection with the evacuation.
(3) The fabric and glued joints of the evacuation slide shall satisfy the same requirements as in the provisions currently in force relating to inflatable liferafts.
The evacuation slide shall be constructed in such a way that in the event that one of the chambers in its sides or central section is punctured, it shall nevertheless be rigid enough for the puncture to have no effect on its use as evacuation slide.

Service and maintenance on inflatable evacuation slides shall be carried out in the same way and at the same intervals as for inflatable liferafts.

§ 21

**Personal life-saving appliances**

(1) The provisions in Regulation III/21 of the SOLAS Convention shall apply.

(2) For convention ships and non-convention ships, the following shall apply:

a) Lifejackets shall be stowed in easily accessible and clearly marked places on board, in clearly marked and well ventilated cases or closets near the pick-up boats and liferafts. On ships used for voyages in daylight, the lifejackets shall be stowed on deck near the survival craft. On high-speed craft, the lifejackets may be stowed under each seat.

b) Children’s jackets carried in addition to jackets for adults shall be stowed separately from the latter and be easily accessible to children.

c) Lifejackets on passenger ships shall have an arrangement or be of a design which makes the lifejacket easy to don correctly. The lifejackets shall be provided with fastening straps not requiring the use of loops or similar devices and not based on knotting. Additionally, lifejackets shall be provided with thigh straps or an equivalent solution which ensures that the jacket stays in place when used. Lifejackets shall be provided with a light in accordance with Regulation III/22.3.1 of the SOLAS Convention (1996 Amendments) and give thermal protection in compliance with the requirements of the IMO’s MSC/Circ.922. The thermal protection requirement does not apply to ships exclusively engaged on voyages between 30° S and 30° N.

(3) For non-convention ships, the following shall apply:

a) Ships for which a certificate for small coasting is required shall carry:
   1. not less than eight lifebuoys if the overall length of the ship exceeds 46 metres.
   2. not less than seven lifebuoys if the overall length of the ship is between 30 metres and 46 metres.
   3. not less than five lifebuoys if the overall length of the ship is less than 30 metres.

b) Ships for which a certificate for more restricted trade than small coasting is required shall carry:
   1. not less than six lifebuoys if the overall length of the ship exceeds 46 metres.
   2. not less than five lifebuoys if the overall length of the ship is between 30 metres and 46 metres.
   3. not less than four lifebuoys if the overall length of the ship is between 15 metres and 30 metres.
   4. not less than two lifebuoys if the overall length of the ship is less than 15 metres.

c) Totally open boats for which a certificate for completely sheltered waters is required shall carry at least one lifebuoy.

d) The provisions of Regulation III/21.2 shall apply.

e) For non-convention ships where lifeboats/pick-up boats or rescue boats are required, the provisions of Regulation III/21.4 shall apply.

§ 22

**Survival craft and rescue boat embarkation arrangements**

(1) The provisions in Regulation III/22 of the SOLAS Convention shall apply. In addition, the following shall apply:

(2) The embarkation into survival craft in the stowed position shall not be possible unless the launching arrangement is type-approved or accepted for the launching and lowering of the craft from the stowed position with the total number of persons on board.

§ 23

**Muster stations**

(1) The provisions in Regulation III/24 of the SOLAS Convention shall apply.

(2) Additionally, for convention ships, the following shall apply: The mustering of passengers may take place in lounges or similar day rooms for passengers, provided that these rooms are of a sufficient size and have direct access to the embarkation station.

(3) Additionally, for non-convention ships, the following shall apply: The above provisions apply correspondingly to passenger ships engaged in the coastal voyage service («Hurtigruten») on North Norway. On other passenger ships there shall be sufficient room at the survival craft embarkation stations to ensure safe embarkation. The embarkation stations and the access thereto shall not be blocked or encumbered with cargo or equipment.
§ 24

Drills

(1) The provisions in Regulations III/18 and III/25 of the SOLAS Convention shall apply.
(2) Additionally, for convention ships, the following shall apply: During renewal surveys for a passenger ship safety certificate, abandon ship drills and fire drills shall take place under the supervision of an official or officials from the Norwegian Maritime Directorate’s local office (station).
(3) Additionally, for non-convention ships, the following shall apply:
   a) On passenger ships, the crew shall muster for abandon ship drills and fire drills at least once every other week.
   b) During the drills, the muster lists shall be followed and all crew members shall participate.
   c) During renewal surveys for a passenger certificate, as well as during annual surveys, abandon ship drills and fire drills shall take place under the supervision of an official or officials from the Norwegian Maritime Directorate’s local office (station).

§ 24A

Emergency plans

(1) For ro-ro passenger ships engaged on domestic voyages on a regular service from ports in an EEA State, Regulation III/29 of the SOLAS Convention (1996 Amendments) shall apply. Emergency plans shall be in accordance with IMO Res. A.852(20).
(2) Where two or more EEA States are involved in the regular service as host States they shall jointly establish a plan for the different routes.

Chapter 5

Chapter 5 repealed by Regulation of 8 November 2007 No. 1230.

Chapter 6

Survival craft, launching and embarkation arrangements, etc.

§ 28

Inflatable liferafts

(1) The provisions in Regulations III/38 and III/39 of the SOLAS Convention shall apply.
(2) For non-convention ships and lighters, liferafts with a carrying capacity for four persons may be approved according to more specific guidelines, ref. § 25 third paragraph, subparagraph e.

§ 29

Totally enclosed lifeboats

(1) The provisions in Regulations III/41, III/44, III/45 and III/46 of the SOLAS Convention shall apply. The lifeboats shall be accepted or type-approved.
(2) The lifeboats type-approved by the Norwegian Maritime Directorate shall satisfy the following additional requirements:
   a) Totally enclosed lifeboats shall have a ventilation arrangement which by means of ventilation hatches and windows provides sufficient fresh air for the number of persons for which the lifeboat is designed.
   b) The ventilation arrangement shall in addition provide sufficient air for the running of the engine at maximum output.
   c) The ventilation arrangement shall be such that the inflow of water is prevented in the event of capsizing.

§ 30

Rescue boats

(1) The provisions in Regulation III/47 of the SOLAS Convention shall apply.
(2) Rescue boats shall be type-approved or accepted by the Norwegian Maritime Directorate.
(3) Additionally, for the purpose of type-approval by the Norwegian Maritime Directorate, the following requirements shall be satisfied:
a) The mobility and manoeuvrability of the boat shall be sufficient to enable persons to be retrieved from the sea in a wind force of 6-7 in the open sea. Under the same conditions, the boat shall be capable of towing the largest approved liferaft when fully loaded.

b) In order that a lifeboat may be considered suitable as a rescue boat, there shall be unobstructed deck space sufficiently large to allow two persons to rescue a person from the sea, and to place persons on stretchers.

c) For inflatable dinghys the materials of the buoyancy compartment and, if relevant, the bottom shall have a tensile strength of at least 450 kp/5 cm and a tear resistance of 40 kp at the warp and weft. The reinforcement shall consist of synthetic materials. Glued joints of fabric shall have an attachment of at least 15 kp/5 cm.

§ 31

*Pick-up boats (redningsbåt)*

(1) Pick-up boats shall satisfy the same requirements as specified in Regulation III/47 of the SOLAS Convention, with the exception of subparagraphs 1.2.2 and 1.4 therein.

(2) Pick-up boats need not be provided with hooks permitting release under load.

(3) Pick-up boats to be used outside trade areas 1-3 shall be equipped with a folding top which shall be arranged so that it may be pulled over the boat to provide full shelter for persons in the boat. A part of the folding top shall be transparent so that it is possible to operate and steer the pick-up boat with the folding top up.

§ 32

*Workboats*

A workboat shall satisfy the same requirements as a pick-up boat, ref. § 31, but need not be provided with a folding top. It shall be capable of accommodating at least four persons.

§ 33

*Release hooks*

For lifeboats which the Norwegian Maritime Directorate approves, and which are referred to in the SOLAS Convention, Chapter III, the attachments for release hooks in the boat shall be constructed with the same safety factor (6) as the hook itself.

§ 34

*Launching and embarkation arrangements*

(1) The provisions in Regulation III/48 of the SOLAS Convention shall apply.

(2) For non-convention ships required to carry a workboat, the launching arrangement for the workboat shall be test-loaded with a weight of at least 2.5 times the weight of the boat with equipment and launching crew. If the launching arrangement is power-driven, a limit switch or other safety device which prevents overload shall be fitted.

Chapter 7

*Other provisions, etc.*

§ 35

*General alarm system*

(1) The provisions in Regulation III/50 of the SOLAS Convention shall apply to convention ships, but more detailed provisions concerning type-approval of alarm systems may be laid down by the Norwegian Maritime Directorate.

(2) The provisions of the first paragraph apply correspondingly to non-convention ships, with the exception of ships of less than 200 gross tonnage, where instead of an alarm system an alarm signal given with the ship’s whistle or siren may be accepted.

(3) Otherwise, reference is made to the regulations in force concerning fire safety measures.
§ 36

Training manual, instructions for on-board maintenance, muster list and emergency instructions, etc.

(1) The provisions in Regulations III/51/52/53 of the SOLAS Convention shall apply.
(2) The provisions concerning muster list and emergency instructions nevertheless do not apply to open boats to be used for the carriage of passengers where fewer than ten passengers are carried.
(3) All instructions, manuals, etc. required under these provisions shall also be written in English.

Chapter 8

Concluding provisions

§ 37

Entry into force, etc.

(1) These regulations enter into force on 1 November 1992.
(2) As from the same date, the following regulations are repealed:
   a) Regulations of 28 May 1986 No. 1160 concerning life-saving appliances in passenger ships and cargo ships.
   b) Regulations of 30 November 1964 No. 1 concerning life-saving appliances in passenger ships.
   c) Regulations of 3 December 1964 No. 3783 concerning life-saving appliances in cargo ships.
   d) Regulations of 23 June 1977 No. 4 concerning launching arrangements for life-saving appliances and boats which are lowered and hoisted with persons on board.
   e) Regulations of 27 April 1984 No. 3053 concerning detailed conditions for obtaining a certificate of competency for the operation of survival craft.
(3) Life-saving appliances replaced or installed on board existing ships after the entry into force of these regulations shall be type-approved in accordance with § 6 herein, with the exception of the provision regarding survival craft and launching arrangements in accordance with Regulation III/1.4.3 last sentence of the SOLAS Convention, or shall be accepted by the Norwegian Maritime Directorate.
(4) Before the entry into force of these regulations, existing convention ships shall satisfy Regulation III/1.6 of the SOLAS Convention, with the exception of the reference to Regulation III/21.3, which is not applicable to passenger ships in small coasting and more restricted trade. By the same date, rocket parachute flares, hand flares and buoyant smoke signals on board existing ships shall satisfy the requirements of the SOLAS Convention. Otherwise, existing passenger ships and cargo ships in domestic trade shall by the same date comply with the requirements of these regulations as far as reasonable and practicable.

These Regulations are repealed as from 1 January 2005 but shall apply for a limited area in a transitional period until 1 January 2006, cf. Regulation of 17 December No. 1855 § 27, cf. third and fourth paragraphs of § 11.