Regulation of 22 December 2000 No. 1574 concerning additional requirements for the handling, controllability, equipment and operation of passenger high-speed craft less than 24 m in length which are engaged on domestic voyages

§ 1

Scope of application

This Regulation applies to any new and existing Norwegian passenger high-speed craft the length (L) of which is less than 24 m which is engaged on domestic voyages, when the craft is capable of reaching a speed of 20 knots or more.

Where this Regulation contains provisions of the same or similar nature as those of other Regulations laid down pursuant to the Ship Safety and Security Act, the provisions of this Regulation shall apply.

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

§ 2

Definitions

For the purpose of this Regulation, the following definitions shall apply:

a) Administration: The expression «Administration» in the High-Speed Craft Code means the Norwegian Maritime Directorate.

b) Existing craft: A high-speed craft which is not a new craft.

c) Approved, type-approved or accepted:
   1. In respect of equipment covered by the Regulations of 29 December 1998 No. 1455 concerning marine equipment: 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 installations approved by the Norwegian Post and Telecommunications Authority.
      2.2 Type-approved: A prototype approved by the Norwegian Maritime Directorate with or without random sample inspection of serial production.
      2.3 Accepted: Equipment accepted by the Norwegian Maritime Directorate on the background of approval or type-approval of the equipment by a recognized classification society, another public or private institution or administration in a country which has ratified the SOLAS Convention.


f) New craft: A high-speed craft the keel of which is laid or which is at a similar stage of construction on or after the date of entry into force of this Regulation.

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


§ 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 this Regulation.

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 this Regulation. 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.
§ 5
Conventions
Chapters 17 and 18 of the High-Speed Craft Code, ref. Chapter X of the SOLAS Convention, shall apply with the exceptions, additions and special requirements set out in this Regulation.

§ 6
Resolutions
The requirements contained in IMO Assembly resolutions shall be complied with as set out in Chapters 17 and 18 of the High-Speed Craft Code and in the individual Sections (§§) of this Regulation.

§ 7
Approval of equipment
Equipment which is mandatory pursuant to the requirements of this Regulation and the High-Speed Craft Code shall be approved, type-approved or accepted.

Equipment carried on board which is listed in Annex A.1 to Directive 98/85/EC and which complies with the requirements of the Directive, is considered to comply with the requirements of this Regulation regardless of the first paragraph of this Section or other relevant Regulations prescribing that the equipment shall be approved, type-approved or accepted. For lifejackets require to give thermal protection, ref. the Regulations of 15 September 1992 No. 700 concerning lifesaving appliances on passenger ships and cargo ships, the thermal protection properties of the equipment (IMO MSC/Circ. 922) must be documented in accordance with the first paragraph.

1 Ref. Regulations of 29 December 1998 No. 1455 concerning marine equipment (the Marine Equipment Regulations), Appendix A.

§ 8
Drawings and other documentation
Unless provided otherwise, drawings and other documentation necessary to verify compliance with the requirements of this Regulation shall be submitted to the Norwegian Maritime Directorate. The documents shall be sent by way of one of the Norwegian Maritime Directorate’s local offices (stations) for craft that are to be built or undergo conversion in Norway, or to anyone authorized by the Norwegian Maritime Directorate.

For high-speed craft which are to be built or converted abroad or purchased from abroad, drawings and other documentation shall be sent by way of the shipping company to the Norwegian Maritime Directorate’s head office, unless otherwise provided.

Where no specific time-limits for submitting documentation have been given, drawings and other documentation shall be submitted as early as possible in order to allow sufficient time for the processing of the supporting documents.

For high-speed craft with novel and special design features or specific operational conditions, the Norwegian Maritime Directorate may require risk analyses or other documentation.

§ 9
Information on controllability and manoeuvrability
The information on controllability and manoeuvrability required to be contained in the operating manual, ref. paragraph 17.2 in Chapter 17 of the High-Speed Craft Code, shall include the areas specified in 17.2 and clarifying and additional information as specified below.

The requirement relating to information on craft characteristics as mentioned in paragraph 17.5 in Chapter 17 of the High-Speed Craft Code shall be limited to those characteristics mentioned in paragraph 17.5 that are relevant to the safety of the craft concerned. Additionally, information on safe maximum speeds in accordance with paragraph 17.9 in Chapter 17 of the High-Speed Craft Code the shall be contained in the operating manual.

§ 10
Information on operating limitations
The information on operating limitations required to be contained in the operating manual shall include the characteristics specified in §§ 9, 11 and 12. The company shall ensure that the limitations are brought to the knowledge of all officers on board.
§ 11

Testing for verification of operating limitations

The following shall apply in lieu of paragraph 17.5.4.1 of the High-Speed Craft Code.

Tests shall be carried out in the area of the craft’s operations to verify operating limitations. The tests shall be in accordance with a plan agreed between the shipping company, the shipbuilder and the Norwegian Maritime Directorate.

In verifying operating limitations, special attention shall be paid to the following aspects during normal operation and subsequent to failures:

a) yawing;

b) turning;

c) autopilot and steering;

d) stopping in normal and emergency situations;

e) stability in the non-displacement mode about three axes and in heave;

f) trim;

g) roll;

h) plough in; and

i) lift power limitations.

§ 12

Documentation of experience from the operation of existing craft

Existing high-speed craft may be excepted from the requirement for failure mode and effects analysis (FMEA) under paragraph 17.4 in Chapter 17 of the High-Speed Craft Code and Annex 4 to same. In such cases, operating limitations shall be documented on the basis of experience from the operation of the craft, such as experienced technical failure effects and characteristics of the craft in different sea states.

If there is a possibility of major equipment failure which has not yet been experienced for the craft concerned, it may be necessary to perform a verification test in accordance with Annex 8 to the High-Speed Craft Code in which such possible malfunction is assumed.

The operating manual shall contain a description of the effects experienced and, where appropriate, tested and the necessary operational measures taken.

§ 13

Operational requirements

The requirement for craft to be provided with various types of technical manuals, ref. Paragraph 18.2 in Chapter 18 of the High-Speed Craft Code, shall apply with the modifications set out below.

Technical manuals may where desirable be limited to a craft manual and a route manual.

The content of the craft manual shall be equivalent to the content of the High-Speed Craft Code’s craft operating manual, training manual, and maintenance and servicing manual.

The provision of paragraph 18.1.3.6 second sentence in Chapter 18 of the High-Speed Craft Code, requiring that two officers should be on duty when the craft is under way, shall not apply to passenger high-speed craft unless two officers are required under the Regulations currently in force concerning the manning of Norwegian ships. On high-speed craft with two or more crew members and only one deck officer, a bridge arrangement shall, as far as practicable, be established to enable one of the other crew members to contribute to safe navigation.

Passenger high-speed craft to which this Regulation applies will not be provided with a Permit to Operate High-Speed Craft and a High-Speed Craft Safety Certificate. Operating limitations are to be entered in the passenger certificate issued to the craft.

The company’s system for training and evaluation of the crew’s level of competence for the type of craft concerned required in Chapter 18.3 of the Code shall at least comply with the following requirements:

a) Assessor

The company shall designate a co-ordinating assessor qualified pursuant to the Qualifications Regulation § 9-3, fourth paragraph.

b) Training

The company’s training programme shall specify the duration and contents of training to enable the candidate, in addition to acquiring knowledge, to acquire the practical skills necessary to perform his or her functions, both in normal situations and emergency situations, prior to taking up position on board. Relevant parts of the training shall take place when the craft is under way, to enable the candidate to become familiar with all applicable ports and the entire area of operation, both during day and night time sailing on the craft concerned.

c) Competence

The company shall make sure that each member of the crew has achieved the level of competence specified below, prior to taking up position on board:
<table>
<thead>
<tr>
<th>A</th>
<th>Management level</th>
<th>Make complex strategic decisions on an independent basis</th>
<th>Brew of navigational bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>Operate</td>
<td>Use processes, components and systems on an independent basis</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Understand</td>
<td>Understand the intention, the use and the effect of processes, systems and components</td>
<td></td>
</tr>
</tbody>
</table>

|   | Knowledge of all on-board propulsion and control systems, including communication and navigational equipment, steering, electrical, hydraulic and pneumatic systems and bilge and fire pumping; | A | B | C |
|   | The failure mode of the control, steering and propulsion systems and proper responses to such failures; | A | B | C |
|   | Handling characteristics of the craft and the limiting operational conditions; | A | B | C |
|   | Bridge communication and navigation procedures; | A | C | C |
|   | Intact and damage stability and survivability of the craft in damage condition; | A | B | C |
|   | Location and use of the craft's life-saving appliances, including survival craft equipment; | A | B | B |
|   | Location and use of escapes in the craft and the evacuation of passengers; | A | B | B |
|   | Location and use of fire protection and fire detection and extinguishing appliances and systems in the event of fire on board; | A | B | B |
|   | Location and use of damage control appliances and systems, including operation of watertight doors and bilge pumps; | A | B | C |
|   | Cargo and vehicle stowage security systems; | A | B | C |
|   | Methods for control and communication with passengers in an emergency; | A | B | B |
|   | All items listed in the training manual. Cf. paragraph 18.2.3. of the Code. | A | B | B |
|   | Ports, routes and specific conditions or requirements relating to the operation and evacuation of the craft. Cf. paragraph 18.2.2. Route operational manual of the Code. | A | B | C |
|   | Restrictions relating to operation and the basis of the Permit to Operate. Cf. paragraph 18.1.3. of the Code. | A | A | C |
|   | Passenger management, passenger comfort and information to passengers, including the use of the public address system during normal operation. | A | B | B |
|   | Company policy and procedures for passenger management in compliance with Regulation V3 (V2) of the STCW Code, viewed in relation to paragraph 18.2.3.24. of the Code. | A | B | B |
|   | Company policy and procedures for security. | A | B | B |
|   | Company practice to ensure a proper working environment ("HMS", i.e. occupational health and safety - OHS). | A | B | B |
d) Final evaluation
The evaluation of the level of competence shall consist of a practical and a written part. The candidate shall also by practical use display satisfactory skills in the use of instruments, equipment and technical appliances that form part of job functions.
Relevant parts of the final evaluation shall take place when the craft is under way, and shall consist of at least one arrival at and one departure from all applicable ports and sailing in the entire area of operation both during day and night time on the craft concerned.
The final evaluation of the craft shall be performed by a certified assessor, cf. § 9-3, fourth paragraph, of the Qualifications Regulation. Craft training shall at least meet the requirements of the craft's operation, training, maintenance and service manual.

e) Documentation of the final evaluation
All crew members shall have passed, and must be able to document, the final evaluation before taking up their position on board a craft or in a new area of operation. A new final evaluation shall take place before taking up position following an interruption of more than 6 months of service on a craft or on a route.

§ 14
Embarkation arrangement and stowage of survival craft
New and existing passenger high-speed craft shall comply with the survival craft stowage and embarkation arrangement requirements set out in paragraphs 8.6.5, 8.7.4 and 8.7.5 in Chapter 8 of the High-Speed Craft Code.
For existing passenger high-speed craft which are not certified under the High-Speed Craft Code, the arrangement is considered in relation to the damage waterlines of the calculations made.
In the case of passenger high-speed craft for which no damage calculations are made, the safety margin of the freeboard in relation to the arrangement of the life-saving appliances is considered to be such as is necessary to ensure dry-shod evacuation.

§ 15
Emergency lighting in the passenger accommodation
New and existing passenger high-speed craft shall be fitted with emergency lighting in the passenger accommodation which at least complies with the requirements of paragraphs 12.7.9.1 and 12.7.9.2 in Chapter 12 of the High-Speed Craft Code. The emergency lighting shall during the first 30 minutes be capable of a luminous intensity in the passenger accommodation which is adequate to permit the reading of emergency instructions and the handling of lifejackets.

§ 16
Megaphone
New and existing passenger high-speed craft shall be provided with a battery-operated megaphone located on the bridge. The megaphone shall be of a type that permits continuous recharging and provides a speaking time of at least 15 minutes.

§ 17
Entry into force
This Regulation enters into force on 1 January 2001.
For passenger high-speed craft built prior to 1 January 2001, the Regulation enters into force at the first annual survey or renewal survey after 31 March 2001.