Regulation of 27 June 2002 No. 754 concerning ship’s name, call sign and home port, etc.


§ 1
Scope of application

This Regulation shall apply to Norwegian ships and, insofar as appropriate, constructions as mentioned in Sections 33, 39 and 507 of the Norwegian Maritime Code. The Regulation shall also apply to ships which are registered in the Norwegian International Ship Register unless expressly provided otherwise. Section 7, first paragraph, second and third sentences of the Norwegian Maritime Code of 24 June 1994 No. 39 shall not apply to ships registered in the Norwegian International Ship Register. This Regulation does not apply to naval vessels.

§ 2
Definitions

For the purpose of this Regulation, 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 this Regulation, constructions as mentioned in Sections 33, 39 and 507 of the Norwegian Maritime Code, unless expressly provided otherwise.

§ 3
Duties

The company, the master and other persons working on board shall see to, ensure and contribute to compliance with this Regulation in accordance with the provisions relating to responsibility laid down in the Ship Safety and Security Act and this Regulation.

Added 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.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007, formerly § 3).

§ 5
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, ref. Section 7 of the Norwegian Maritime Code, shall be submitted to the Norwegian Maritime Directorate.

In approving the name, the Norwegian Maritime Directorate shall ensure that there is no existing:

- a) ship subject to compulsory registration, ref. 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.

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, ref. 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 Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007, formerly § 4).

§ 6

Call sign

Every ship subject to obligatory measurements shall be assigned a call sign (distinctive numbers or letters). The call sign shall be assigned by the Norwegian Maritime Directorate.

Call signs shall also be assigned to fishing vessels of 10.67 m and above in overall length, ships not subject to obligatory measurements that are to be entered in the Register of Ships, as well as ships not subject to obligatory measurements that are to have official certificates or for other reasons are measured and issued with a valid Tonnage Certificate or measured for the issue of a Certificate of Identity. For these ships, the call sign may be allocated following a measurement for identity stating the ship’s overall length, breadth and depth.

The ship’s call sign remains unchanged as long as the ship is not lost or broken up or no longer is to be considered as Norwegian, ref. Section 28 of the Norwegian Maritime Code.

Amended by regulation of 3 December 2004 No. 1648 and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly § 5).

§ 7

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 Directorate 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 regulation of 3 December 2004 No. 1648 and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly § 6).
§ 8

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 Directorate.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007, formerly § 7).

§ 9

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 or Certificate of Identity and send a report to the Norwegian Maritime Directorate.

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 Directorate and present the Certificate of Nationality for the entry of changes in the Tonnage Certificate.

If the ship is abroad:

a) When 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. A notification of such entries in the Tonnage Certificate shall be sent to the Norwegian Maritime Directorate by the foreign service mission.

Amended by regulation of 3 December 2004 No. 1648 (formerly § 12) and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly § 8).

§ 10

Marking

The call sign and IMO number shall be displayed as provided in the Regulations currently in force concerning the measurement of vessels.

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.

Amended by regulation of 3 December 2004 No. 1648 (formerly § 13) and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly § 9).

§ 11

Notification to the Norwegian Maritime Directorate

The Register of Ships shall immediately send notifications to the Norwegian Maritime Directorate concerning new registrations of ships, registered changes as to name, ownership or home port, as well as deletions. The obligation to notify applies accordingly to constructions as mentioned in § 1 of this Regulation.

Amended by regulation of 3 December 2004 No. 1648 (formerly § 14) and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly § 10).

§ 12

Incising of call sign, etc.

When a ship is sold abroad, the call sign shall be erased by incising a line 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 Tonnage Certificate or Certificate of Identity, the certificate of insurance or other financial security in respect of civil liability for oil pollution damage, as well as other Norwegian ship’s papers and confirmation that the call sign has been erased, to the Norwegian Maritime Directorate. The Certificate of Nationality shall be sent to the Register of Ships.

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

International Cargo Ship Safety Construction and Cargo Ship Safety Equipment Certificates and radiotelegraph/telephone certificates may be left to the new owner. The same applies to the International Load Line Certificate when entries in this have been made concerning inapplicability because of transfer to a foreign state’s flag by the classification society authorized to issue Load Line Certificates, by the Norwegian Maritime Directorate or by a Norwegian foreign service mission.
For cargo ships of 500 gross tonnage and upwards registered in the Norwegian International Ship Register, the ship’s classification society shall take care of the ship’s SOLAS certificates.

Amended by regulation of 3 December 2004 No. 1648 (formerly § 15) and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly § 11).

§ 13

Entry into force

This Regulation enters 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 submitted by the Ministry of Trade and Shipping.

Amended by regulation of 3 December 2004 No. 1648 (formerly § 18) and 29 June 2007 No. 1006 (in force on 1 July 2007, formerly § 14).