Regulation of 11 October 2004 No. 1341
concerning life-saving appliances on passenger ships


§ 1
Scope of application

(1) This Regulation shall apply to Norwegian passenger ships engaged on:
   a) domestic voyages,
   b) international voyages,
   c) international voyages with international certificates.
(2) Passenger ships referred to in the first paragraph, subparagraph b) and c), shall in all respects comply with the life-saving equipment requirements contained in Chapter III of the 1974 SOLAS Convention. Additionally, § 1-6, § 8, §9 first paragraph, § 10, § 20, § 34 and § 35 of this Regulation shall apply.
(3) For passenger ships certified to carry 12 passengers or less, § 1-6, § 8, § 9 first paragraph, § 10, § 20, § 34 and § 35 of this Regulation shall apply.
(4) This Regulation does not apply to:
   a) passenger ships to which the Regulation of 28 March 2000 No. 305 concerning surveys, construction and equipment of passenger ships engaged on domestic voyages applies
   b) passenger high-speed craft.

Amended by Regulations of 24 June 2005 No. 735 (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 this Regulation, the following definitions shall apply:
   a) 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).
   b) 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.
   c) Anti-exposure suit: A protective suit designed for use by crews in rescue boats and crews operating MES.
   d) Gross tonnage: The numeric value indicated as gross tonnage in the Tonnage Certificate. If safety tonnage is entered in the “Remarks” column of the Tonnage Certificate, the numeric value for such tonnage shall apply as gross tonnage.
   e) Built: This shall be taken to mean that:
      1. the ship is at a stage of construction where the keel is laid; or
      2. construction identifiable with a specific ships begins; or
      3. assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.
   f) Passenger high-speed craft: Any craft, regardless of length, certified to carry more than 12 passengers and capable of a maximum speed, in metres per second (m/s), equal to or exceeding $3.7 \sqrt[0.1667]{D}$ where: $V = \sqrt[0.1667]{D}$ displacement corresponding to the design waterline (m$^3$).
      A craft engaged on domestic voyages is not considered to be a passenger high-speed craft unless capable of reaching a speed equal to or exceeding 20 knots.
      A craft certified to carry 12 passengers or less is not considered to be a passenger high-speed craft unless capable of reaching a speed equal to or exceeding 20 knots.
   g) IMO: International Maritime Organization.
h) **Length (L):** Except where expressly provided otherwise in this Regulation: 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.

i) **LSA Code:** International Life-Saving Appliance (LSA) Code, adopted by the Maritime Safety Committee of the IMO by resolution MSC.48(66), as amended by the IMO.

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

k) **Immersion suit:** A protective suit which reduces loss of body heat for a person immersed in cold water: May be insulated or uninsulated.

l) **Survival craft:** A lifeboat, rescue boat, or liferaft.

m) **Seasonal vessel:** Any passenger ship other than a high-speed craft which is of less than 300 gross tonnage and operating in trade area 1 or a more restricted area in the period from 1 May to 30 September.

n) **SOLAS Convention:** International Convention for the Safety of Life at Sea, 1974, as amended by the IMO.

o) **Thermal suit:** A suit providing thermal protection and reducing loss of body heat in a cold environment. To be used together with a lifejacket.

p) **Thermal lifejacket:** A lifejacket providing thermal protection and reducing loss of body heat in a cold environment.

q) **Ship of historical interest:** A ship/vessel which has been given such status in accordance with an approval by the Directorate for Cultural Heritage in Norway or whoever is authorized by that Directorate. The status is maintained as long as the Directorate for Cultural Heritage in Norway, by special agreement with the owner, finds that the conservation requirements are satisfied.

(2) Otherwise, the definitions in regulation III/3 of the SOLAS Convention shall apply.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005) and 29 June 2007 No. 1006 (in force on 1 July 2007).

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### § 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 Documentation

Documentation shall be submitted to the Norwegian Maritime Directorate in accordance with the Norwegian Maritime Directorate’s list of drawings which is applicable at the time in question.

### § 6 Requirements relating to approval of equipment

1. Equipment, including radio equipment, which is required pursuant to this Regulation and covered by the Regulations of 29 December 1998 No. 1455 concerning marine equipment (the Marine Equipment Regulations), and fitted on board after the entry into force of this Regulation, shall be approved by a Notified Body in accordance with the Marine Equipment Regulations and be wheel-marked.

2. Equipment not covered by the Marine Equipment Regulations shall be accepted.

3. The thermal properties of lifejackets and thermal suits shall undergo additional tests and be approved by the Norwegian Maritime Directorate in accordance with the applicable guidance.

4. General alarm systems shall be approved by the Norwegian Maritime Directorate.

5. Personal address (PA) systems shall be approved by the Norwegian Maritime Directorate.

6. Previously approved or accepted equipment which was fitted on board prior to the entry into force of this Regulation may continue to be used until the equipment is replaced.
(7) Where the Norwegian Maritime Directorate, upon a demonstration of the life-saving arrangement, finds that it does not work as intended or may jeopardize the safety and health of any person on board in light of the ship’s operation and manning, the Norwegian Maritime Directorate may demand that the equipment be replaced or the arrangement modified.
(8) The requirements of the LSA Code relating to on-board testing of equipment shall be complied with. The Norwegian Maritime Directorate may require additional on-board testing.
(9) Equipment which is not required pursuant to this Regulation but is voluntarily fitted on board shall comply with the present Section.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 7
Life-saving appliances

Any ship shall, according to its date of build, trade area and number of passengers, carry at least the life-saving appliances with their associated radio equipment which are specified in the below table.

<table>
<thead>
<tr>
<th>Trade area</th>
<th>All ships in trade area 2 or a lesser trade area</th>
<th>Ships in trade areas 3 and 4 and small coasting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of persons on board (N)</td>
<td>&lt;250</td>
<td>≥250</td>
</tr>
<tr>
<td>Survival craft</td>
<td>1.1N</td>
<td>1.1N</td>
</tr>
<tr>
<td>Rescue boats</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Marine evacuation systems (MES)</td>
<td>Ref. § 15</td>
<td>Ref. § 15</td>
</tr>
<tr>
<td>Lifebuoys</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>≥15 m (LOA)</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>&lt;15 m (LOA)</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Lifejackets/thermal lifejackets/thermal suits in combination with lifejacket</td>
<td>0.1N</td>
<td>1.05N</td>
</tr>
<tr>
<td>Lifejackets/thermal lifejackets for children</td>
<td>0.1N</td>
<td>0.1N</td>
</tr>
<tr>
<td>Immersion suits/anti-exposure suits</td>
<td>Ref. § 21</td>
<td>Ref. § 21</td>
</tr>
<tr>
<td>Rocket parachute flares</td>
<td>3</td>
<td>12</td>
</tr>
<tr>
<td>Line-throwing appliance *</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Radar transponder**</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Portable two-way VHF radiotelephone apparatus***</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>

* Line-throwing appliance requirement applicable to trade areas 4 and small coasting.
** Radar transponder requirement applicable to trade area 2 or greater.
*** Portable VHF requirement applicable to trade area 1 or greater.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 8
Life-saving appliances on board ships certified to carry fewer than 12 passengers

Ships certified to carry fewer than 12 passengers shall be provided with the following life-saving appliances, as a minimum:
  a) liferaft(s) capable of accommodating all persons on board, ref. § 9 first paragraph;
  b) lifejackets/thermal lifejackets / thermal suits in combination with lifejacket pursuant to § 20 for all persons on board;
  c) one lifebuoy fitted with a light and a buoyant lifeline;
  d) three rocket parachute flares;
§ 9

Survival craft

(1) For trade areas 3 or smaller, the Norwegian Maritime Directorate may accept open reversible inflatable liferafts complying with the requirements of Annex 11 to the 2000 High-Speed Craft (HSC) Code.

(2) Survival craft shall, as far as practicable, be evenly distributed on both sides of the ship. For ships built prior to 1 January 1993, the required increase in capacity from 100% to 110% (1.1.N) will apply not later than 1 January 2008. For ships built on or after 1 January 1993, this requirement will apply not later than 1 January 2010.

(3) The number of survival craft carried shall be sufficient to ensure that in the case of loss or unusability of any one survival craft the remaining survival craft may accommodate the total number of persons which the ship is certified to carry. The additional survival craft shall be capable of being connected to the ship’s MES. For ships built prior to 1 January 1993, this requirement will apply not later than 1 January 2008. For ships built on or after 1 January 1993, this requirement will apply not later than 1 January 2010.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 10

Float-free arrangement

(1) All liferafts, including rafts associated with marine evacuation systems, shall be provided with a float-free arrangement in accordance with the provisions of the LSA Code.

(2) A float-free arrangement may be used for one or more liferafts.

§ 11

General requirements relating to stowage of survival craft

Survival craft shall be stowed in accordance with Chapter III of the SOLAS Convention.

§ 12

General requirements relating to survival craft launching arrangements

Survival craft launching arrangements shall comply with the requirements of Chapter III of the SOLAS Convention.

§ 13

Rescue boats

(1) Rescue boats shall be provided with separate launching arrangements capable of both launching and recovery. For ships built prior to 1 January 1993, this requirement will apply not later than 1 January 2008. For ships built on or after 1 January 1993, this requirement will apply not later than 1 January 2010.

(2) The rescue boat may be included in the survival craft capacity.

(3) The rescue boat shall be fitted with a rescue frame for recovery of persons from the sea.

(4) Exemption from the rescue boat requirement may be granted, provided that the following conditions are met:

a) the vessel is provided with devices enabling the recovery of a helpless person from the water;

b) the recovery of a helpless person may be observed from the bridge; and

c) the vessel’s manoeuvrability is such that it may go close to and recover persons in all conditions.

(5) Ships in trade area 1 or a more restricted area may, as an alternative to the launching arrangement, have their rescue boat on tow, provided that the ship is provided with an arrangement for rescue boat embarkation.

(6) Ships of historical interest may, upon consideration in each case, be exempted from the rescue boat requirement to preserve their original arrangements and character to the greatest possible extent, provided that safety is ensured by operational limitations such as a more restricted trade area, operation in the summer season only, etc.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).
§ 14

_Rescue boat embarkation and launching arrangements_

(1) Rescue boat embarkation and launching arrangements shall be such that the embarkation and launching operation may be performed in the shortest possible time. Altogether, embarkation and launching shall not take more than five minutes.

(2) The rescue boat shall be capable of being embarked and launched directly from the stowed position carrying the number of persons designated as the rescue boat crew.

(3) Rescue boats shall be capable of being launched as the ship moves ahead at a speed of up to five knots.¹

(4) A rescue boat shall be capable of being recovered in not more than five minutes when loaded with its full complement of persons and equipment.

(5) Launching and recovery shall be observable from the bridge.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

¹ For shuttle ferries, a rescue boat is required to be capable of being launched as the ship moves ahead at a speed of up to five knots in one of the two route directions.

§ 15

_Evacuation systems_

(1) Ships in which the distance, in any intact or damaged condition in accordance with approved stability calculations, from the waterline to the embarkation deck is 1.5 metres or more shall be provided with a type-approved marine evacuation system (MES) or an equivalent arrangement to ensure that passengers may embark the life-saving appliances in a safe manner. In respect of ships for which there is no requirement for stability calculations, the distance shall be measured in the lightship condition from the waterline to the embarkation deck.

(2) Evacuation systems or arrangements shall, as far as practicable, be evenly distributed on both sides of the ship. For ships built prior to 1 January 1993, this requirement will apply not later than 1 January 2008. For ships built on or after 1 January 1993, this requirement will apply not later than 1 January 2010.

(3) For ships in which the distance from the waterlines referred to in the first paragraph to the embarkation deck is less than 1.5 metres, the Norwegian Maritime Directorate may accept direct liferaft embarkation. Liferafts shall be capable of being safely moored to the embarkation station.

(4) Ships of historical interest may, upon consideration in each case, be exempted from the MES requirement to preserve their original arrangements and character to the greatest possible extent, provided that safety is ensured by operational limitations such as a more restricted trade area, operation in the summer season only, etc.

(5) The provisions in Chapter 6 of the LSA Code shall be complied with.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 16

_Stowage of marine evacuation systems (MES)_

For marine evacuation systems fitted on board ships built on or after 1 July 2005, the following shall apply:

a) The marine evacuation system shall be so stowed that launching may be performed safely, regard being had to the distance from the propeller, to strongly overhanging hull parts, any protruding areas, and openings in the ship’s side, and so that the system, as far as possible, may be launched down the ship’s vertical side.

b) The marine evacuation system shall be so stowed that neither the system nor its stowage arrangement makes it difficult to operate other survival craft.

c) The marine evacuation system shall be so stowed that it is protected against damage.

§ 17

_Embarkation stations and arrangements_

Embarkation stations and arrangements shall be so fitted as to be operational at a list of up to 10 degrees to any side. Alternatively, the ship shall be provided with at least one embarkation station with an associated arrangement on either side, having a capacity of at least 100% of the number of passengers.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 18

_Lifebuoys_

(1) At least one of the lifebuoys on either side shall be fitted with a buoyant lifeline which is at least 30 metres long.

(2) At least one of the lifebuoys on either side shall be fitted with a self-igniting smoke signal and a self-igniting light, and shall be without a buoyant lifeline. They shall be capable of quick release from the bridge.
(3) Other lifebuoys on board shall be fitted with a self-igniting light, and shall be without a buoyant lifeline.
(4) On vessels for which only two lifebuoys are required, one of the lifebuoys shall be fitted with a buoyant lifeline which is at least 30 metres long, while the other shall be fitted with a self-igniting light, and shall be without a buoyant lifeline.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 19

**Rocket parachute flares/line-throwing appliance/radar transponder/portable two-way VHF radiotelephone apparatus**

(1) Rocket parachute flares, line-throwing appliance, radar transponder and two-way portable VHF apparatus shall be located in a readily accessible place on the bridge.
(2) The number of portable two-way VHF radiotelephone apparatus need not exceed the number of survival craft necessary to accommodate the total number of persons which the ship is certified to carry.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 20

**Lifejackets and thermal suits**

(1) Lifejackets shall provide thermal protection. This does not apply to ships exclusively engaged on voyages between 30°S and 30°N.
(2) A combination suit consisting of a thermal suit and a lifejacket may be approved as an alternative to a lifejacket providing thermal protection.
(3) Lifejackets shall be located in readily accessible places on board. They shall be stowed in conspicuously marked and well ventilated containers or closets in the vicinity of the muster or embarkation stations.
(4) Lifejackets for children shall be stowed separately from those intended for adults and shall be easily accessible.

§ 21

**Immersion suits and anti-exposure suits**

(1) All crew members, including catering personnel, who are required to operate survival craft or marine evacuation systems, shall be provided with an immersion suit or an anti-exposure suit. For ships built prior to 1 July 2005, this requirement shall apply not later than on the date of the first certificate survey after 1 January 2006.
(2) The suit shall be of a type which is fitted with detachable gloves or gloves that do not prevent the crew member performing necessary duties and operating necessary equipment in an emergency.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 22

**Escape routes, muster stations and lighting**

(1) Escape routes and muster and embarkation stations shall be provided with light sources powered by the main source of power and the emergency source of power.
(2) For ships built on or after 1 July 2005, muster stations and associated embarkation stations and the escape routes between them shall be separated, for fire safety purposes, from an open car deck by a class A-30 division.
   a) If the ship has mustering and survival craft capacity of at least 100% of the number of passengers on either side, at least half of that capacity shall be separated, for fire safety purposes, from an open car deck by a class A-30 division.
(3) For ships built on or after 1 July 2005, escape routes shall have a capacity ensuring safe escape. Muster stations shall have free deck space of at least 0.35 m² per person on board, where free deck space may include the area where seating is provided. Muster stations shall be designed so that efficient control of passengers is possible and be located in connection with the places where passengers embark the survival craft. Where a muster station cannot be located in the immediate vicinity of the embarkation station, the escape route between them shall be of a capacity which ensures safe escape.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 23

**Marking of stowage locations**

(1) Locations for the stowage of life-saving appliances shall be marked with the IMO symbols currently recommended.
(2) Where more than one life-saving appliance is stowed in a particular place, the number of appliances shall be indicated.

§ 24

Operating instructions

There shall be a notice or sign on or close to survival craft and launching arrangements which shall:

a) illustrate and provide instructions for the operation of the launching arrangement and information about any risks involved;

b) be conspicuously located and capable of being read in emergency lighting; and

c) use the IMO symbols currently recommended.

§ 25

General alarm system

(1) All ships shall be provided with a general alarm system.

(2) The general alarm system shall comply with the requirements of Chapter 7 of the LSA Code.

(3) For ships built prior to 1 July 2005, the requirements in the first and second paragraphs shall apply not later than on the date of the first certificate survey after 1 January 2006.

(4) For ships of less than 24 metres in length (L) engaged on domestic voyages an alarm signal given by the ship’s whistle or siren may be accepted as an alternative to a general alarm system.

(5) The general alarm system shall be capable of summoning passengers and crews to the muster stations and initiate the operations indicated in the muster list.

(6) For seasonal vessels, exemption may be made from the requirement for a general alarm system if the crew and passengers can be alerted directly from the bridge.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 26

Personal address system (PA system)

(1) All ships certified to carry more than 36 passengers shall be provided with a PA system.

(2) The PA system shall comply with the requirements of Chapter 7 of the LSA Code.

(3) For ships built prior to 1 July 2005, the requirements of the first and second paragraphs shall apply not later than on the date of the first certificate survey after 1 January 2006.

(4) The PA system shall be fitted with an overriding function which is operated from one location on the bridge and from such other locations on board as are determined by the Norwegian Maritime Directorate. The overriding function shall ensure that all messages in an emergency may be broadcast in the event that a loudspeaker in any particular space is turned off, the volume of the loudspeaker is turned down, or the PA system is being used for other purposes.

(5) PA systems on board ships which are built on or after 1 July 2005 shall comply with the following requirements:

   a) The system shall have at least two circuits, well separated, and at least two separate and independent amplifiers. Consideration shall be given to any applicable IMO recommendations currently in force.¹

   b) The PA system shall be connected to an emergency source of power.

(6) For seasonal vessels, exemption may be made from the requirement for a PA system if the crew and passengers can be alerted directly from the bridge.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

¹ IMO Resolution A.686(17)MSC/Circ. 810.

§ 27

Muster list

(1) A muster list shall be prepared for all ships.

(2) The muster list shall be posted in conspicuous places on board, including the bridge, the engine-room and the crew accommodation.

(3) It shall be possible to read the muster list by emergency lighting.

(4) The muster list shall be in the Norwegian language.

(5) The muster list shall provide detailed information about the general alarm and the PA system and indicate the action to be taken by the crew and passengers when the general alarm is sounded. Additionally, it shall indicate how the abandon ship order will be given.

(6) The duties of the different crew members in an emergency shall appear from the muster list and shall include:
a) closing of watertight doors, fire doors, valves, freeing ports, hatches, skylight, side scuttles and other similar openings in the hull;

b) equipment of survival craft and other life-saving appliances;

c) preparation and launching of survival craft;

d) general preparation of other life-saving appliances;

e) mustering of passengers;

f) use of communication equipment;

g) setting up of a fire team to fight a fire; and

h) special duties related to the use of fire-fighting equipment and installations.

(7) The muster list shall identify the officers responsible for ensuring that life-saving and fire-fighting equipment is kept in good working order and ready for immediate use.

(8) Replacements for key personnel shall be identified in the muster list, regard being had to the need for different action to be taken in different emergencies.

(9) The muster list shall indicate the emergency duties to be performed by the crew members in relation to the passengers. Such duties shall include:

a) alerting the passengers;

b) ensuring that the passengers wear suitable clothing and have donned their lifejackets correctly;

c) assembling the passengers at the muster stations; and

d) keeping order in corridors and stairways and generally supervising and controlling the movements of the passengers.

(10) Every ship shall have procedures for the location and rescue of passengers who are trapped inside their cabins.

(11) The muster list of a passenger ship which is certified to carry more than 300 passengers shall be approved by the Norwegian Maritime Directorate.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 28

Emergency instructions

(1) Emergency instructions shall be prepared for all ships.

(2) Emergency instructions shall be in the Norwegian and English languages and be posted in conspicuous places on board the ship, including passenger cabins, muster stations and other passenger spaces, to inform the passengers:

a) of their muster stations;

b) how to behave in an emergency; and

c) how to don a lifejacket.

§ 29

Emergency instructions for passengers

(1) Information on safety matters shall be provided to the passengers immediately before or after departure.

(2) Such information shall include the instructions prescribed by § 28 second paragraph.

(3) The information shall be provided in both Norwegian and English.

(4) The information shall be communicated over the ship’s PA system or otherwise.

§ 30

Survival craft manning and operation

(1) The number of crew members on board shall be sufficient to operate the survival craft and launching arrangements required to enable the total number of persons on board to abandon the ship.

(2) Any crew member operating a rescue boat shall have undergone approved training and be certificated in accordance with the provisions currently in force concerning qualification requirements and certificate rights for personnel on Norwegian ships.

(3) Any person designated to be in command of survival craft launched by means of a launching arrangement shall have undergone training and be certificated in accordance with the provisions currently in force concerning qualification requirements and certificate rights for personnel on Norwegian ships.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 31

Training manual

(1) All ships shall be provided with a training manual. The manual shall at least cover the requirements of Chapter III of the SOLAS Convention and be readily available to the crew.
(2) The training manual shall contain instructions and illustrated information, where possible, on the life-saving appliances and fire-fighting equipment.

(3) The training manual may form part of the ship’s safety management system.

(4) It must be possible to document that the crew has gone through the training manual and understood its content.

§ 32

On-board training and instruction

(1) Every crew member who is assigned duties in an emergency shall be trained before departure to perform his or her emergency duties.

(2) On-board training shall be provided in the use of the ship’s life-saving appliances with their associated radio equipment and the fire-fighting equipment in accordance with the provisions currently in force concerning qualification requirements and certificate rights for personnel on Norwegian ships.

(3) The training must be possible to document for every crew member.

§ 33

Drills

(1) Lifeboat drills and fire drills shall be conducted every other week. Every crew member shall take part in at least one lifeboat drill and one fire drill each month. If more than 25% of the ship’s crew is replaced, lifeboat and fire drills shall be conducted before departure.

(2) Drills shall be conducted in accordance with Chapter III of the SOLAS Convention and the ship’s muster list.

(3) Every lifeboat shall be launched and operated on the water at least once every three months.

(4) Rescue boats shall be launched and operated on the water at least once a month.

(5) The master shall decide whether survival craft are to be manned during launching and embarkation.

(6) During lifeboat drills and firedrills, all portable radio equipment required to be carried on board survival craft shall be tested. Two-way VHF radiotelephone apparatus shall be tested against the navigational bridge.

(7) For ships provided with a marine evacuation system, the drills shall include all procedures necessary to launch the system, up to the actual launching.

(8) All drills must be possible to document.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 34

Checks and maintenance

(1) So long as the ship is operational, all life-saving appliances shall be in good working order and ready for immediate use.

(2) Checks of life-saving appliances shall be in accordance with the current guidance issued by the Norwegian Maritime Directorate.

(3) Maintenance instructions shall be in accordance with Chapter III of the SOLAS Convention and be carried on board.

(4) The provisions of Chapter III of the SOLAS Convention on the maintenance of life-saving equipment shall apply.

(5) Maintenance shall be carried out by qualified and certificated personnel in accordance with Chapter III of the SOLAS Convention.

(6) Equipment shall to the greatest possible extent be function tested after maintenance.

(7) All maintenance must be possible to document.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).

§ 35

Entry into force

This Regulation enters into force on 1 July 2005.

Amended by regulation of 24 June 2005 No. 735 (in force on 1 July 2005).