

Proposed amendments to the Regulations on the construction of ships

Legal basis: Laid down by the Norwegian Maritime Authority on dd Month 2025 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 6, 9, 11, 21, 28a, 29, 30 and 45, cf. Formal Delegation of 16 February 2007 No. 171, Formal Delegation of 31 May 2007 No. 590 and Formal Delegation of 19 August 2013 No. 1002.

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Regulations of 1 July 2014 No. 1072 on the construction of ships are amended as follows:

Section 3 first paragraph should read:

- (1) SOLAS consolidated edition 2024, chapter II-1, as amended by MSC.532(107), shall apply as regulation for:
 - a. cargo ships of 500 gross tonnage and upwards engaged on foreign voyages;
 - b. passenger ships engaged on foreign voyages.

Section 11 should read:

Section 11 *Safety measures on offshore support vessels*

- (1) Offshore support vessels shall have permanent bulwarks around decks on which personnel will be engaged in work with deck cargo in open sea.
- (2) *Offshore support vessels shall on each side of the cargo deck have a strong stowage rail or equivalent arrangement providing effective protection for persons loading or unloading deck cargo. Necessary side openings shall be provided for access from the cargo deck. The stowage rail shall be dimensioned for the relevant dynamic and static loads imposed by the cargo, and shall be so designed that it, in the event of damage, will be deformed without tearing or perforating the deck.*
- (3) *Offshore support vessels shall be provided with fixing devices forward, dimensioned for securing a towing hawser from another vessel capable of towing.*

Section 13 should read:

Section 13 *Towing winches and associated equipment*

- (1) Cruciform bollards, towing pins, guide pins and similar equipment for use in towing operations shall at least be designed for the ship's maximum towing force in the least favourable directions from 0 to 60 degrees to either side in relation to the ship's centre-line and 30 degrees upwards in relation to the horizontal plane, *where such equipment is installed.*
- (2) *A towing winch shall:*

- a. comply with the requirements for dimensioning and testing in ISO 7365 or equivalent rules from a recognised organisation, unless otherwise specified in this section;
- b. be capable of emergency release from the navigation bridge; and
- c. have a main towline for ocean towing of a length that at least satisfies the following formula:

$L = (BP/BL) \times 1,800$ metres, where the following is given in tonnes:

$BL =$ documented breaking load of the main towline

$BP =$ maximum continuous bollard pull

- d. have a main towline with a minimum documented breaking load (MBL) as follows:

Bollard pull (BP) (tonnes)	<40	40–90	>90
MBL (tonnes)	3.0 BP	3,8-(BP/50)	2.0 BP

(3) Where towing pins or guide pins can be set in motion, they shall be fitted with an automatic audible alarm on the working deck. The alarm shall be activated when the equipment is set in motion.

(4) Towing pins, guide pins and similar equipment shall not be used as a strong point during towing operations.

New section 13a should read:

Section 13a Anchor-handling winches and associated equipment

(1) The requirements of this paragraph apply to the following ships:

- a. cargo ships constructed in accordance with section 4
- b. cargo ships of 500 gross tonnage and upwards engaged on foreign voyages, fitted with anchor-handling winches installed before 1 January 2026.

(2) An anchor-handling winch shall:

- a. comply with the requirements for dimensioning and testing in ISO 7365, unless otherwise specified in this section;
- b. be capable of being emergency released from the navigation bridge; and
- c. be fitted with winch drums with a remote-operated spooling device which can be operated from the bridge. The spooling device shall:
 - i. if serving the main anchor-handling drums, be fitted with rollers that can be split apart;
 - ii. be dimensioned to spool wire at full winch load and with the wire in the least favourable position relative to the drum and towing or guide pins;
 - iii. have a capacity of at least 10 per cent of the winch's maximum

lifting force;

iv. yield in a controlled manner if overloaded.

(3) Ships engaged in anchor-handling shall be equipped with:

- a. a remotely operated wire or chain stopper;
- b. a stern roller or equivalent arrangement suitable for the vessel;
- c. closed towing pins or guide pins for guiding wires and chains;
- d. an arrangement for controlled release of torsional forces in wire.

(4) Wire and chain stoppers, towing pins, guide pins and arrangements for controlled release of torsional forces in wires shall be fitted with an automatic audible alarm on the working deck. This alarm shall be activated when the equipment is set in motion.

(5) Wire and chain stoppers shall be dimensioned for a safe working load (SWL) at least 20 per cent greater than the maximum winch power and shall meet the following requirements:

- a. elongation at break shall be at least 12 per cent;
- b. the average impact resistance of three single tests shall be at least 50 J at room temperature, with no test value below 40 J;
- c. hardness shall not exceed 320 HV Vickers.

(6) Chain stoppers designed for an SWL of:

- a. up to 120 tonnes shall be capable of being released at the specified SWL;
- b. from 120 and up to 500 tonnes shall be capable of being released at a minimum pull of 100 tonnes + 20 per cent of the chain stopper's SWL;
- c. 500 tonnes and upwards shall be capable of being released at a minimum pull of 40 per cent of SWL.

(7) Remotely operated wire or chain stoppers shall be capable of emergency release from the bridge or from a control station with communication to the bridge. Emergency release shall be possible with the ship in a dead-ship condition and without manual intervention near the stopper.

(8) Closed towing pins, guide pins and similar equipment shall be designed for the ship's maximum towing force in the least favourable directions from 0 to 60 degrees to either side in relation to the ship's centre-line and 30 degrees upwards in relation to the horizontal plane.

(9) As an alternative to the second paragraph (a), fifth paragraph, sixth paragraph and eighth paragraph, the rules of a recognised organisation may be applied.

This Regulation enters into force on 1 January 2026.