

**PART II RULES FOR THE CONSTRUCTION
AND CLASSIFICATION OF VESSELS
IDENTIFIED BY THEIR MISSION**

TITLE 44 SPECIAL PURPOSE SHIPS

SECTION 1 NAVAL ARCHITECTURE

CHAPTERS

A APPROACH

B DOCUMENTS, REGULAMENTATION AND
STANDARDS

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Guidance

PREAMBLE OF THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS WITH COMMENTARIES BY RBNA

Resolutions from the eighty-fourth session of the Maritime Safety Committee in May 2008, amended in 2010

100. RESOLUTION MSC.266(84) (adopted on 13 May 2008) CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008

101. 1. *The Maritime Safety Committee, at its eighty-fourth session, revised the Code of Safety for Special Purpose Ships (SPS Code) adopted by resolution A.534(13) to bring it up to date with amendments to SOLAS and to extend the voluntary application of the revised Code to include training ships, whether or not covered by the application requirements of SOLAS.*

102. 2. *The Code has been developed to provide an international standard of safety for special purpose ships of new construction, the application of which will facilitate operation of such ships and result in a level of safety for the ships and their personnel equivalent to that required by the International Convention for the Safety at Life of Sea, 1974.*

103. 3. *For the purposes of this Code, a special purpose ship is a ship of not less than 500 gross tonnage which carries more than 12 special personnel, i.e. persons who are specially needed for the particular operational duties of the ship and are carried in addition to those persons required for the normal navigation, engineering and maintenance of the ship or engaged to provide services for the persons carried on board.*

104. 4. *Because special personnel are expected to be able bodied with a fair knowledge of the layout of the ship and have received some training in safety procedures and the handling of the ship's safety equipment, the special purpose ships on which they are carried need not be considered or treated as passenger ships.*

105. 5. *In developing the safety standards for this Code it has been necessary to consider:*

- a. *.1 the number of special personnel being carried; and*
- b. *.2 the design and size of the ship in question.*

106. 6. *While the Code has been developed for new ships of 500 gross tonnage and above, the RBNA may also consider the application of the provisions of the Code to ships of lesser tonnage.*

RBNA note: as regards Class matters. Statutory matters are to be decided by the Maritime Authority (for Brazilian Flag vessels, the DPC).

107. 7. *For facilitating the operation of special purpose ships, the IMO SPS Code provides for a certificate, called a Special Purpose Ship Safety Certificate, which should be issued to every special purpose ship*

RBNA note: for ships under the Brazilian Flag, the Owner is to submit the vessel to the Maritime Authority (DPC), who will issue a permit for RBNA to issue such Certificate

Where a special purpose ship is normally engaged on international voyages as defined in SOLAS it should, in addition, also carry SOLAS safety certificates, either:

- a. *for a passenger ship with a SOLAS Exemption Certificate; or*
- b. *for a cargo ship with a SOLAS Exemption Certificate, where necessary,*

as the RBNA deems appropriate.

End of guidance

**CHAPTER A
GENERAL**

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- A1. APPLICATION
 - A2. DEFINITIONS
 - A3. EXEMPTIONS AND EQUIVALENTS
 - A4. SURVEYS AND CERTIFICATION
-

A1. APPLICATION

100. Application

101. The present Title 44 applies to every special purpose ship of not less than 500 gross tonnage certified on or after 13 May 2008.

102. RBNA may also apply these provisions as far as reasonable and practicable to special purpose ships of less than 500 gross tonnage and to special purpose ships constructed before 13 May 2008.

103. This Title 44 does not apply to ships meeting the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code).

104. This Title 44 is not intended for ships used to transport and accommodate industrial personnel that are not working on board.

A2. DEFINITIONS

100. Definitions

101. For the purpose of this Title, the definitions given hereunder apply. For terms used, but not defined in this Code, the definitions as given in Part II, Title 11, Section 1 apply.

102. **Breadth (B)** means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material. The breadth (B) should be measured in metres.

103. **Crew** means all persons carried on board the ship to provide navigation and maintenance of the ship, its machinery, systems and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

104. **IMDG Code** means the International Maritime Dangerous Goods Code, adopted by the Maritime Safety Committee by resolution MSC.122(75), as amended.

105. **Length (L)** means 96% of the total length on a waterline of 85% at the least moulded depth measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel, the waterline on which this length is measured should be parallel to the designed waterline. The length (L) should be measured in metres.

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

107. **Organization** means the International Maritime Organization.

108. **Passenger** means every person other than:

- a. the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and
- b. a child under one year of age.

109. **Permeability** in relation to a space is the ratio of the volume within that space which is assumed to be occupied by water to the total volume of that space.

110. **SOLAS** means the International Convention for the Safety of Life at Sea, 1974, as amended.

111. **Special personnel** means all persons who are not passengers or members of the crew or children of under one year of age and who are carried on board in connection with the special purpose of that ship or because of special work being carried out aboard that ship. Wherever in this Title 44 the number of special personnel appears as a parameter, it should include the number of passengers carried on board which may not exceed 12.

Special personnel are expected to be able bodied with a fair knowledge of the layout of the ship and to have received some training in safety procedures and the handling of the ship's safety equipment before leaving port and include the following:

- a. scientists, technicians and expeditionaries on ships engaged in research, non-commercial expeditions and survey;
- b. personnel engaging in training and practical marine experience to develop seafaring skills suitable for a professional career at sea. Such training should be in accordance with a training programme approved by the RBNA;
- c. personnel who process the catch of fish, whales or other living resources of the sea on factory ships not engaged in catching;
- d. salvage personnel on salvage ships, cable-laying personnel on cable-laying ships, seismic personnel on seismic survey ships, diving personnel on diving support ships, pipe-laying personnel on pipe layers and crane operating personnel on floating cranes; and
- e. other personnel similar to those referred to in .1 to .4 who, in the opinion of the Administration, may be referred to this group.

112. **Special purpose ship** means a mechanically self-propelled ship which by reason of its function carries on board more than 12 special personnel.

- a. Some sail training ships may be classified by the RBNA as "not propelled by mechanical means" if fitted with mechanical propulsion for auxiliary and emergency purposes.
- b. Where a ship carries more than 12 passengers, as defined in SOLAS, the ship should not be considered a special purpose ship as it is a passenger ship as defined by SOLAS. For ships under 500 gross tons under the Brazilian Flag, as defined in NORMAM 01, the ship should not be considered a special purpose ship as it is a passenger ship as defined by NORMAM 01.

113. **Training programme** means a defined course of instruction and practical experience in all aspects of ship operations, similar to the basic safety training as offered by the maritime institutions in the country of the Administration.

CHAPTER B DOCUMENTATION AND STANDARDS

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B1. DOCUMENTS TO BE SUBMITTED

B1. DOCUMENTATION

100. Stability and subdivision

101. The documents required in Part II, Title 21, Section 1 are to be submitted.

CHAPTER H LOADING CONDITIONS, STABILITY AND SUBDIVISION

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H1. INTACT STABILITY

H2. SUBDIVISION AND DAMAGE STABILITY

H1. INTACT STABILITY

100. Requirements for intact stability

101. The intact stability of special purpose ships should comply with the provisions of section 2.5 of Part B of the 2007 Intact Stability Code.

H2. DAMAGE STABILITY

100. Subdivision and damage stability

101. The subdivision and damage stability of special purpose ships should in general be in accordance with Part II, Title 21, Section 1, Chapter H, H.6 of the Rules (SOLAS chapter II-1) where the ship is considered a passenger ship, and special personnel are considered passengers, with an R-value calculated in accordance with Part II, Title 21, Section 6, Chapter H, H6.202.c (SOLAS regulation II-1/6.2.3) as follows:

- a. where the ship is certified to carry 240 persons or more, the R-value is assigned as R;
- b. where the ship is certified to carry not more than 60 persons, the R-value is assigned as 0.8R; and

- c. for more than 60 (but not more than 240) persons, the R-value should be determined by linear interpolation between the R-values given in H6.101.a and H6.101.b above.

102. For special purpose ships to which H6.101.a applies, the requirements of Part II, Title 21, Section 1, Chapter H6, H6.800 (SOLAS regulations II-1/8) and II-1/8-1 and of SOLAS chapter II-1, parts B-2 (Part II, Title 21, Section 1, Chapter H, H7.), B-3 and B-4 should be applied as though the ship is a passenger ship and the special personnel are passengers. However, SOLAS regulations II-1/14 and II-1/18 are not applicable.

103. For special purpose ships to which H6.101.b or H6.101.c apply, except as provided in H5.101, the provisions of SOLAS chapter II-1, parts B-2, B-3 and B-4 should be applied as though the ship is a cargo ship and the special personnel are crew. However, SOLAS regulations II-1/8 and II-1/8-1 need not be applied and SOLAS regulations II-1/14 and II-1/18 are not applicable.

104. All special purpose ships should comply with SOLAS regulations II-1/9, II-1/13, II-1/19, II-1/20, II-1/21 and II-1/35-1, as though the ship is a passenger ship.

Guidance

SOLAS II-1/8 Part II, Title 21, Section 1, Chapter H, H6.800 (Double bottom in passenger ships)

SOLAS II-1/9 - Part II, Title 21, Section 1, Chapter H, H7.400 (Double bottoms in passenger ships and cargo ships other than tankers)

SOLAS II-1/13 - Part II, Title 21, Section 1, Chapter H, H7.100 Openings in watertight bulkheads below the bulkhead deck in passenger ship

SOLAS II-1/35-1- Part II, Title 21, section 6, Chapter F, F.1

SOLAS regulations not applicable:

SOLAS III/14 – Passenger ships carrying goods, vehicles and accompanying personnel

SOLAS II-1/18 – Assigning, marking and recording of load lines for passenger ships

SOLAS references other than the above are operational.

End of guidance

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