

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

TITLE 44 SPECIAL PURPOSE SHIPS

SECTION 3 HULL EQUIPMENT

CHAPTERS

- A APPROACH
- B DOCUMENTS, REGULATIONS AND
STANDARDS
- D SPECIFIC SYSTEM REQUIREMENTS
- E FIRE DETECTION, PROTECTION,
PREVENTION AND FIGHTING
- G SHIP MANEUVERING: RUDDERS, SOLE
PIECES AND RUDDER HORNS

CONTENTS

CHAPTER A	5
GENERAL	5
A1. APPLICATION	5
100. <i>Application</i>	5
CHAPTER B	5
DOCUMENTATION AND STANDARDS	5
B1. DOCUMENTATION	5
100. <i>Stability and subdivision</i>	5
CHAPTER D	5
SPECIFIC SYSTEM REQUIREMENTS	5
D4. LIFE-SAVING APPLIANCES	5
100. <i>Life saving appliances</i>	5
CHAPTER E	6
FIRE DETECTION, PROTECTION, PREVENTION AND FIGHTING	6
E1. FIRE PROTECTION	6
100. <i>Fire protection</i>	6
CHAPTER G	6
STEERING GEAR	6
G1. STEERING GEAR	6
100. <i>Steering gear</i>	6

CHAPTER A GENERAL

CHAPTER CONTENTS

A1. APPLICATION

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.

CHAPTER B DOCUMENTATION AND STANDARDS

CHAPTER CONTENTS

B1. DOCUMENTS TO BE SUBMITTED

B1. DOCUMENTATION

100. Stability and subdivision

101. The documents required in Part II, Title 21, Section 3 are to be submitted.

CHAPTER D SPECIFIC SYSTEM REQUIREMENTS

CHAPTER CONTENTS

D4. LIFE SAVING APPLIANCES

D4. LIFE-SAVING APPLIANCES

100. Life saving appliances

101. The requirements of chapter III of SOLAS should be applied with the specifications given hereunder.

102. A special purpose ship carrying more than 60 persons on board should comply with the requirements contained in chapter III of SOLAS for passenger ships engaged in international voyages which are not short international voyages.

103. Notwithstanding the provisions of D4.102, a sail training ship carrying more than 60 persons on board may in lieu of meeting the requirements of regulations 21.1.1 of chapter III of SOLAS comply with the requirements of regulation 21.1.5 of chapter III of SOLAS, including the provision of at least two rescue boat(s) in accordance with regulation 21.2.1 of chapter III.

104. A special purpose ship carrying not more than 60 persons on board should comply with the requirements contained in chapter III of SOLAS for cargo ships other than tankers. Such ships may, however, carry life-saving appliances in accordance with D4.102, if they comply with the subdivision requirements for ships carrying more than 60 persons.

105. Regulations 2, 19.2.3, 21.1.2, 21.1.3, 31.1.6 and 31.1.7 of chapter III of SOLAS and the requirements of paragraphs 4.8 and 4.9 of the LSA Code are not applicable to special purpose ships.

106. Where in chapter III of SOLAS the term “passenger” is used, it should be read to mean “special personnel” for the purpose of this Code.

CHAPTER E FIRE DETECTION, PROTECTION, PREVENTION AND FIGHTING

CHAPTER CONTENTS

E1. FIRE PROTECTION

E1. FIRE PROTECTION

100. Fire protection

101. 6.1 For ships carrying more than 240 persons on board, the requirements of Part II, Title 11, Chapter E (chapter II-2 of SOLAS) for passenger ships carrying more than 36 passengers should be applied.

102. 6.2 For ships carrying more than 60 (but not more than 240) persons on board, the requirements of Part II, Title 11, Chapter E (chapter II-2 of SOLAS) for passenger ships carrying not more than 36 passengers should be applied.

103. 6.3 For ships carrying not more than 60 persons on board, the requirements of Part II, Title 11, Chapter E (chapter II-2 of SOLAS) for cargo ships should be applied.

200. Dangerous goods

201. 7.1 Special purpose ships sometimes carry a wide range of dangerous goods classified in accordance with the IMDG Code for use in scientific or survey work or a variety of other applications. These dangerous goods are often carried as ships' stores and are used on board and, therefore, they are not subject to the provisions of the IMDG Code. However, dangerous goods that are carried on board for shipment as cargo and are not used on board, are clearly subject to the provisions of the IMDG Code.

202. 7.2 Notwithstanding the fact that the IMDG Code does not apply to dangerous goods carried as ships' stores and used on board, it contains provisions that are relevant to their safe stowage, handling and carriage on special purpose ships. The IMDG Code also contains requirements for electrical equipment, wiring, fire-fighting equipment, ventilation, smoking provisions and requirements for any special equipment. Some of the provisions are general and apply to all classes of dangerous goods, whilst others are specific, e.g., Class 1 Explosives.

203. 7.3 Therefore, it is important to take into account the appropriate provisions of the IMDG Code when planning to carry dangerous goods, so that the relevant provisions can be taken into account to ensure appropriate construction, loading, stowage, segregation and carriage provisions are put into place.

204. 7.4 Although the IMDG Code does not apply to ships' stores, the master and persons on board the ship responsible for the use of ships' stores should be aware of the provisions of the IMDG Code and should apply them as best practice whenever possible.

205. 7.5 The issues of stowage, personal protection and emergency procedures when dangerous goods are in use, and the subsequent stowage of opened dangerous goods, should be addressed through a formal safety assessment. In addition to the IMDG Code, to carry out such a formal safety assessment, suppliers and safety data sheets for the dangerous goods should also be consulted.

206. 7.6 The provisions of the IMDG Code are based on intact and unopened packaging and the removal of explosive articles or substances from a complete pack may invalidate its IMDG Code classification. This aspect should be taken into account when carrying out the formal safety assessment to ensure an equivalent level of safety is maintained when dangerous goods remain after use.

CHAPTER G STEERING GEAR

CHAPTER CONTENTS

G1. STEERING GEAR

G1. STEERING GEAR

100. Steering gear

101. All installations should be in accordance with Part II, Title 11, section 5, Chapter K (regulation 29 of part C of chapter II-1 of SOLAS), except that installations in special purpose ships carrying not more than 240 persons on board should, when applicable, be in accordance with regulation 29.6.1.2 and installations in special purpose ships carrying more than 240 persons on board should, when applicable, be in accordance with regulation 29.6.1.1.

Guidance

SOLAS Regulations II-1/29.6.1.1 and 29.6.1.2:

Where the main steering gear comprises two or more identical power units, an auxiliary steering gear need not be fitted, provided that:

.1 in a passenger ship, the main steering gear is capable of operating the rudder as required by paragraph 3.2 () while any one of the power units is out of operation;*

.2 in a cargo ship, the main steering gear is capable of operating the rudder as required by paragraph 3.2 () while operating with all power units;*

() Paragraph 3.2*

The main steering gear and rudder stock shall be:

capable of putting the rudder over from 35 degrees on one side to 35 degrees on the other side with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed and, under the same conditions, from 35 degrees on either side to 30 degrees on the other side in not more than 28 seconds;

End of guidance

Rgmm14en-PIIT44S3-abdeg-00