INTERNATIONAL MARITIME ORGANIZATION

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SLS.14/Circ.457
21 May 2012

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Code of Safety for Special Purpose Ships, 2008 (resolution MSC.266(84))

Equivalent arrangements accepted under section 1.5 of the Code

Communication by the Government of Malta

The Secretary-General of the International Maritime Organization has the honour to transmit herewith the text of a communication by the Government of Malta in respect of equivalent arrangements for the **Lay Vessel North Ocean 105** accepted under section 1.5 of the SPS Code, 2008 (resolution MSC.266(84)).

The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.

Transport Malta

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23 April 2012

Secretary General
International Maritime Organization
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Sir

May I refer to Chapter 2, Section 2.5 of the Code of Safety for Special Purpose Ships, 2008, providing that regulation 13 of Chapter II-1 of the International Convention for the Safety of Life at Sea 1974, as amended, shall be complied with by all special purpose ships.

In terms of the provisions of Section 1.5.1 of the Code of Safety for Special Purpose Ships, 2008, the Government of Malta would like to submit the enclosed statement concerning the acceptance of equivalent arrangement for the ship specified in the said statement.

I should be grateful if the statement is circulated to all Contracting Governments.

Yours faithfully

Ivan Sammut
Registrar General of
Shipping and Seamen

Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009

CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008
Resolution A.266 (84)

Equivalent arrangement accepted under section 1.5

STABILITY AND SUBDIVISION

Statement by the Government of Malta

The Government of Malta gives notification of the acceptance of equivalent arrangements under the provisions of Section 1.5.1 of Chapter I of the Code of Safety for Special Purpose Ships (SPS Code), 2008 on the following ship.

Name of Ship	IMO Number	Date of Laying of Keel
Lay Vessel North Ocean 105	9433183	20 December 2010

The ship, which is a pipe layer, is constructed with a longitudinal bulkhead separating the main machinery spaces into two compartments. The longitudinal bulkhead is intended for future upgrading to full machinery space redundancy.

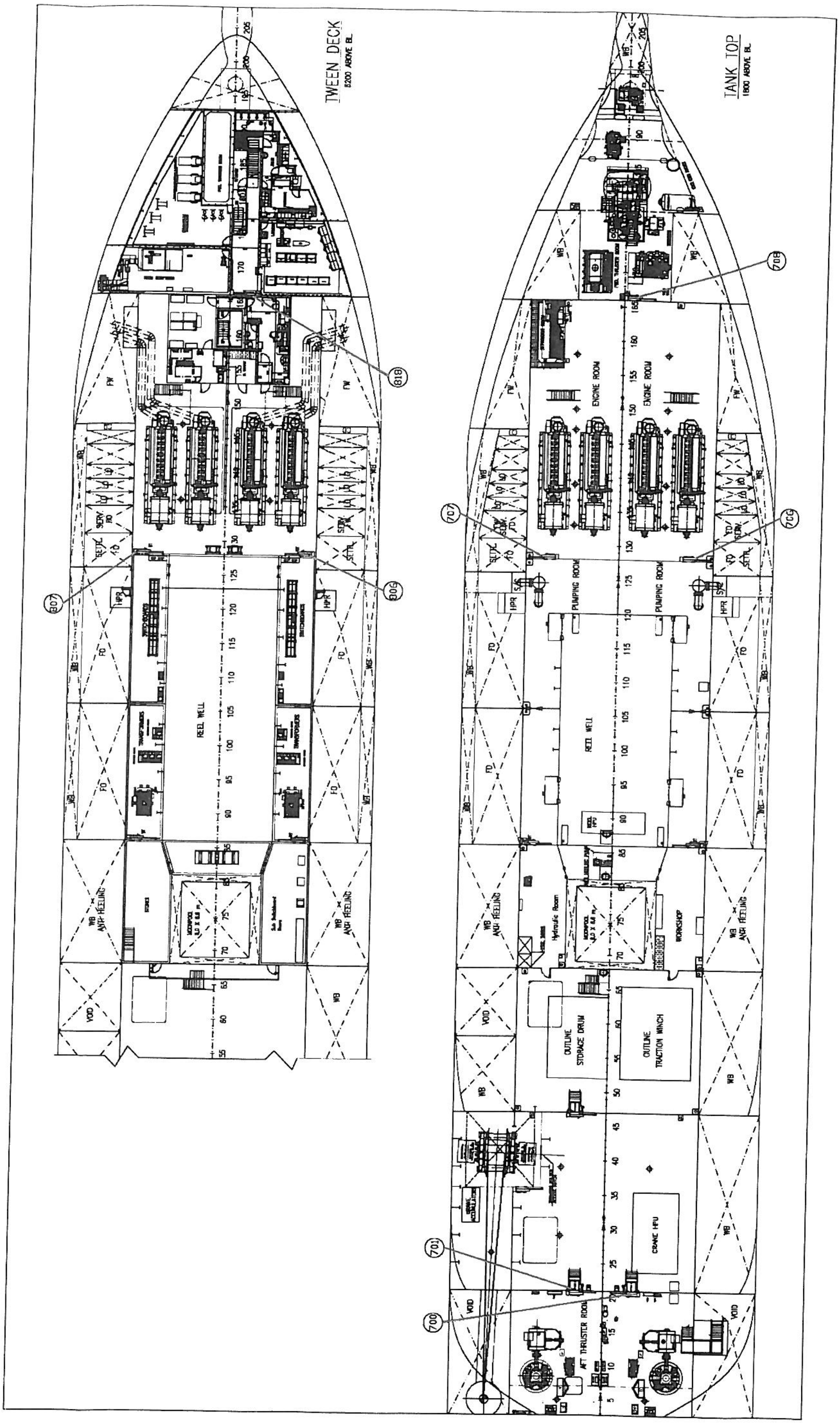
Section 2.5 of Chapter 2 of the Code of Safety for Special Purpose Ships 2008, provides that Regulation 13 of Chapter II-1 of the International Convention for the Safety of Life at Sea 1974, as amended, shall be complied with by all special purpose ships.
Regulation 13.4 of Chapter II-1 stipulates that not more than one door, apart from the doors to shaft tunnels, may be fitted in each watertight bulkhead within spaces containing the main and auxiliary propulsion machinery, including boilers serving the needs of propulsion.

In view that there are two parallel machinery compartments, the bulkheads are each fitted with a watertight sliding door on either side of the longitudinal bulkhead. In addition, the watertight sliding doors in the forward bulkhead are located at different vertical positions with one door at tank top level and one door at tween-deck level.

In accepting the above arrangement the Administration has taken into account that:

- the vessel is designed for upgrade to propulsion redundancy
- all watertight sliding doors are kept closed at sea and only opened for passage
- the watertight sliding doors are provided with alarms, position indicators and capable of being remotely operated as required by SOLAS 2009 Chapter II-1 Regulation 13.
- the watertight sliding doors are monitored and recorded via the ship's VDR system
- the watertight sliding door arrangement enhances the escape routes and safety of the crew
  - the doors at frame 128 at tween deck level provide access to the port and starboard rooms that have limited volume. The doors serve as the main escape route from the switchboard rooms as well as the secondary escape route from the upper engine room level
  - the doors at frame 128 at tank top level provide access to the pump room. The doors serve as the main escape route from the pump room as well as one of the secondary escape routes from the lower engine room
  - the doors at frame 166 provide access to the forward thruster room. The door at tank top level serves as the secondary escape for both the thruster room and engine room. The door at tween deck level is separated from the engine room level by two fire doors arranged as a lock and thereby restricting any possible flow of water
- the probabilistic damage stability calculation for the current design considers the port and starboard spaces as one compartment

Attachment: DOOR PLAN
Doors No. 700 and 701 located at frame no.21
Doors No. 706, 707, 806 and 807 located at frame no.128
Doors No. 708 and 818 located at frame no.166


TWEEN DECK
8200 ABOVE BL
TANK TOP
1800 ABOVE BL
REEL WELL
ENGINE ROOM
PUMPING ROOM
WORKSHOP
OUTLINE STORAGE DRUM
OUTLINE TRACTION WINCH
CRANE HPU
AFT THRUSTER ROOM

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