



Willemstad, 18 April 2018

Notice to Shipping 05

GUIDELINES FOR THE CERTIFICATION OF CREW BOATS FOR INDUSTRIAL PERSONNEL

To : Ship owners, Ship's operators and managers, Masters, RO's
Applicable to : Crew boats
Effective as from : 01 April 2018

01 Background

In line with the requirements in the SOLAS 1974 Convention, the applicable Curacao regulations allow a cargo ship to carry up to 12 passengers in addition to the crew. Thus, as a general rule, a ship carrying more than 12 passengers, is a passenger ship.

The MAC recognizes that there are ships of such design and which operate in services and under conditions that can make strict compliance with passenger ship requirements in appropriate. Additionally, certain key attributes of those persons carried are not typical of passengers, in that they are regularly working in the maritime environment, are certified medically fit and have relevant safety training.

Developments in the offshore industry and work progressing at the IMO have therefore led to the recognition of a new category of persons on board, namely Industrial Workers.

The operations in reference are of a relatively new kind and international regulations are not yet in place. Until the entering into force of SOLAS regulations which specifically address the carriage of Industrial Personnel on board cargo ships on international voyages, the interim requirements adopted in NTS 05-2018 apply to cargo ships registered in the Curacao register, when such cargo ships may carry Industrial Personnel.

02 General

Crew Boats are used to transport industrial workers, stores, materials or equipment from nearby shore base facilities and the offshore oil and offshore gas installations, and vice versa. The extra persons transported are not typical passengers but primarily industrial personnel, trained for the marine environment and experienced in emergency and evacuation procedures. At present there are no resolutions of the International Maritime Organization specifically intended to crew boats. In view of the above, this Administration establishes an equivalent standard to the SOLAS passenger ship requirements for crew boats. The present guidelines are issued to identify the technical requirements and certification procedure applicable to Curacao Crew Boats of less than 500 Gross Tonnage.



03 Statement

Kindly be informed that the Maritime Authority of Curacao has no objection against the registration and certification of the crew boats for Industrial Personnel (IP).

Although that the mandatory instrument (IP-code) for the carriage of IP for the purpose of offshore industrial activities performed on board other vessels and/or other offshore facilities is not yet in force, the Maritime Authority of Curacao will use the NTS 05-2018 as Guideline for the Certification and Registration of crew boats which is basically in line with IMO Res.MSC.418(97) and the guidance note NR490 DT R02 E of the Bureau Veritas Classification Society.

04 Definitions used in NTS 05-2018

"Offshore industrial activities" are the construction, maintenance, operation or servicing of offshore facilities related, but not limited, to exploration, the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.

"Crew Boats" are vessels mainly devoted to the transport of industrial personnel between offshore installations and ports.

"Industrial workers" any person on board a vessel who is normally employed in offshore industrial operations and who is not a passenger, a crew member, a person employed or engaged in any capacity on board a vessel on the business of that vessel or specific personnel.

"Survey and Certification" of vessels classed as "CREW BOAT" by a Classification Society recognized by this Administration, which, in the course of their voyages, do not proceed more than 200 nautical miles from the nearest land, are required to be in compliance with IACS No 99 (Recommendation for the Safety of Cargo Vessels of less than Convention Size). National voyages could be subject to the National Regulations of the trading area/place.

05 Exemptions

This Administration may exempt individual Crew Boats from these requirements if it considers that the nature and condition of the voyage can make the application of specific requirements of these guidelines unreasonable or unnecessary. Eligibility to register un-classed Crew Boats is evaluated on a case by case basis.

06 Certification

Crew Boats are required to be classed as "CREW BOAT" by a Classification Society recognized by this Administration. A National Safety Certificate shall be issued.

07 Compliance with the Code of Safety for Special Purpose Ships

The Crew Boats, which, in the course of their voyages, proceed more than 200 nautical miles from the nearest land, OR transporting more than sixty (60) persons (including crew) are required to be in compliance with the Code of Safety for Special Purpose Ships – Resolution A.534 (13) (as amended by MSC/Circ.446, 478 and 739) or MSC.266(84) as applicable.



08 Load Lines

Crew boats should comply with the requirements of the International Convention on Load Lines, 1966, as amended, with the sole exception of the requirements for marking and freeboard computation, unless alternative arrangements are approved by this Administration. Crew boats of 24 meters or more in length and existing vessels of 150 gross tonnage and above, engaged on any international voyage, in addition to the National Safety Certificate shall carry an International Load Line Certificate.

09 Radio Equipment

Crew boats over 300 gross tonnage should carry a National Safety Certificate which includes a record of radio equipment .

10 Stability and Subdivision

Crew Boats operating 60 NM from shore should comply with IACS 99, Chapter III. Crew Boats operating between 60 NM and 200 NM from a shore OR carrying more than sixty (60) persons onboard (including the crew) should comply with the requirements of Chapter 2 of the Code of Safety for Special Purpose Ships – Resolution A.534 (13) (as amended by MSC/Circ.446, 478 and 739) or MSC.266(84) as applicable.

11 Marpol

All crew boats from 400 GT and over shall be subject to Marpol Convention 73/78 as amended. Owners and Masters are hereby reminded that crew boat engaged on international voyages which carry more than fifteen (15) persons are subject to the International Sewage Pollution Prevention Certificate.

12 Accommodations

A seat should be provided for each personnel being transported and each crew for which the crew boat is certified to carry. Such seats should be arranged in enclosed spaces

13 Minimum Safe Manning Document

A Minimum Safe Manning Document will be required for crew boats indicating the required manning, particular service area and distance from shore. It shall be subject to the national Manning and Crewing Decree of January 22, 2002 No.37.

14 ISM and ISPS Codes

Crew Boats up to 500GT are not subject to ISM Certification. However, Owners should develop, implement and maintain the procedures and checklists (where appropriate) at least for the following:

- Safety instructions to personnel being transferred;



- Responsibilities and authorities of all on board;
 - Procedures for communication;
 - Procedures for responding to emergency situations.
- The implementation of the ISPS Code is recommended.

15 Transport and Transfer of Personnel with Crew Boats

All transport and transfer of persons in addition to the crew must be conducted in accordance with the following:

- Transport voyages are subject to favorable sea conditions (except under emergency conditions) at the appreciation of the Master of the crew boat;
- Personnel to be transported should receive safety briefing
- Watertight doors in subdivision bulkheads should be kept closed at all times when the Crew Boat is at sea; and
- Personnel transport and transfer operations must be conducted in accordance with the provisions of IMO A.863(20) as amended by MSC.237(82).

The Head of the Shipping Inspectorate in Curaçao
On his behalf

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