ALTERNATE COMPLIANCE PROGRAM

Addendum to US Supplement Rev.1.0, approved Nov. 21st 2003

for Offshore Supply Vessels certificated or to be certificated under 46 CFR Subchapter L

Lloyd's Register's Rules and Regulations for the Classification of Ships

ADDENDUM TO ANNEX
to the
MEMORANDUM OF AGREEMENT
between the
UNITED STATES COAST GUARD
and
LLOYD'S REGISTER

GOVERNING PARTICIPATION IN THE ALTERNATE COMPLIANCE PROGRAM AND THE DELEGATION OF CERTAIN SURVEY AND CERTIFICATION SERVICES FOR UNITED STATES OF AMERICA FLAGGED VESSELS

Scope: This document consists of section 10 of the ACP U.S. Supplement to Lloyd's Register's Rules and Regulations for the Classification of Ships, Rev. 1.0, approved Nov. 21, 2003, and, in addition to the other requirements of this Supplement, is only applicable to offshore supply vessels (except liftboats) certificated or to be certificated under 46 CFR Subchapter L.

Cite: 46 CFR 125.100 Stability

All Offshore Supply Vessels (OSV) are to comply with the intact and damage stability requirements of 46 CFR 174 Subpart G and intact stability with IMO requirements of Code on Intact Stability (as amended). For an OSV of 80 meters in length and greater, damage stability requirements per SOLAS 1974 (as amended) Chapter II-1 Part B-1 should also be complied with.

Cite: 46 CFR 125.110 Carriage of flammable or combustible liquid cargoes in bulk

An OSV may carry the following in integral tanks:

i) Grade D combustible liquids (having a flash point below 150° F and above 80° F as defined in 46 CFR 30.10-15) in quantities not to exceed 20 percent of the vessels deadweight, except that the vessel may carry drilling fluids and excess fuel oil, Grade D& E, without limit.

ii) Grade E combustible liquids (having a flash point equal to or greater than 150° F as defined in 46 CFR 30.10-15) in quantities not to exceed 20 percent of the vessels deadweight, except that the vessel may carry drilling fluids and excess fuel oil, Grade D& E, without limit.

iii) An OSV may carry the following in fixed independent tanks on deck, Grade B and lower-grade flammable and combustible liquids in quantities not to exceed 20 percent of the vessels deadweight.

iv) An OSV may carry hazardous materials in approved portable tanks. A portable tank may be filled or discharged aboard the vessel if authorized by an endorsement on the vessel's Certificate of Inspection.

Cite: 46 CFR 125.120 Carriage of noxious liquid substances in bulk (NLS)

i) Except, as provided by this section, no OSV may carry NLS cargos in bulk with out approval of the Commandant.

ii) An OSV may carry NLS, in integral and fixed independent tanks, in quantities not to exceed 20 percent of the vessel's deadweight.

iii) Each OSV carrying NLS in bulk in integral tanks or fixed independent tanks must :

a) Meet the definition of ocean going in 33 CFR 151.05;
b) Hold a Certificate of Inspection, NLS Certificate, or Certificate of Fitness endorsed with the name of NLS cargo; and
c) Have a cargo record book in accordance with MARPOL Annex II.

(iv) An OSV that does not meet the equipment requirements in MARPOL 73/78 Annex II may not discharge NLS residues into the sea. The vessel's NLS certificate will contain this restriction.

(v) Each OSV that discharge NLS residues to the sea must meet:

a) The equipment requirements as per MARPOL 73/78- Annex II ; and
b) Operating requirements in MARPOL 73/78- Annex II

Note 1: 46 CFR 153.10 – Alternatives and waivers and terminations of waivers shall be approved by USCG.

Note 2: 46 CFR 153.440 - Cargo temperature sensors where provided, are to comply with the requirements of this section.

Cite: 46 CFR 126.130 Cranes

(i) The cargo gear is to be certified in accordance with the requirements of '*Lloyd's Register Code for Lifting Appliances in a Marine Environment*' or,

(ii) As an alternative for non-classed crane installations, evidence of approval by the International Cargo Gear Bureau may be submitted.

Cite: 46 CFR 126.170 Carriage of offshore workers

(i) In no case will the number of offshore workers authorized for carriage exceed thirty six. *Offshore worker* means an individual carried aboard an OSV and employed in a phase of exploration, exploitation, or production of offshore mineral or energy resources served by the vessel; but it does not include the master or a member of the crew engaged in the business of the vessel, who has contributed no consideration for carriage.

(i) No more than twelve offshore workers, may be carried aboard an OSV, when on an international voyage, unless the vessel holds a valid passenger ship safety certificate issued in compliance with the International Convention for the Safety of Life at Sea,1974 as amended.

Cite: 46 CFR 126.180 Carriage of Passengers

No passengers may be carried aboard an OSV, except in an emergency.

Cite: 46 CFR 127.220 General Fire Protection – Emergency Source of Power

(i) Except, as provided by paragraph below, when a compartment containing the emergency source of electric power, or vital components of that source, adjoins a space, containing either, the ship's service generators or machinery necessary for the operation of the ship's service generators, each common bulkhead and deck must be of A-60 Class construction.

(ii) The A-60 Class construction required by above paragraph is unnecessary if the emergency source of electric power is in a ventilated battery locker that:

(1) Is located above the main deck;
(2) Is located in the open; and
(3) Has no boundaries contiguous with other decks or bulkheads.

Cite: 46 CFR 127.240 Means of escape

(i) A vertical ladder ending at deck scuttle may be the second means of escape if it complies with the following requirements:
(1) Primary means of escape is a stairway or passageway;
(2) Installation of another stairway or passageway is impracticable;
(3) Scuttle is located where stowed deck cargo could not interfere;
(4) Scuttle is fitted with a quick-acting release, and with a hold-back device to hold it open; and
(5) Scuttle meets the requirements for location, strength, and height of coaming.

(ii) Each vertical ladder must comply with the following requirements:
(1) Have rungs that are—
(i) At least 410 millimetres (16 inches) long;
(ii) At most 300 millimetres (12 inches) apart, uniform for the length of the ladder; and
(iii) At least 180 millimetres (7 inches) from the nearest permanent object in back of the ladder;
(2) Have at least 115 millimetres (41.2 inches) of clearance above each rung;
(3) Be made of incombustible materials; and
(4) Have an angle of inclination with the horizontal, greater than 70 degrees but not more than 90 degrees.

(iii) No means may be provided for locking any interior door giving access to either of the two required means of escape, except that a crash door or locking device, capable of being easily forced in an emergency, may be employed if a permanent and conspicuous notice to that effect is attached to both sides of the door. A means may be provided for locking an exterior door to a deck house if the door is:

(a) Locked only by a key under the control of one of the vessel's officers and

(b) Always operable from inside.

Cite: 46 CFR 127.270 Location of accommodations and pilothouse

(i) Neither quarters for crew members or offshore workers nor the pilothouse may be located forward of the collision bulkhead.

(ii) Except, as provided in paragraph (iii) of this section, no part of any deck with accommodations for crew members or offshore workers may be below the deepest load waterline.

(iii) Any deck with accommodations for crew members or offshore workers may be below the deepest load waterline if:

(a) The vessel complies with damage-stability requirements and

(b) The deck -head of the space is not below the deepest load waterline.

(iv) Quarters for crew members must be separate from and independent of those for offshore workers unless USCG approves an alternative arrangement.

Cite: 46 CFR 127.280 Construction and arrangement of quarters for crew members and accommodations for offshore workers

The following requirements apply to accommodations for offshore workers on each vessel:

(1) Each offshore worker aboard must be provided with adequate fixed seating. The width of each seat should be at least 460 millimetres (18 inches). The spacing of fixed seating must be sufficient to allow ready escape in case of fire or other emergency. The following are minimal requirements:

(i) Aisles 4.6 meters (15 feet) in length or less must not be less than 610 millimetres (24 inches) wide.

(ii) Aisles more than 4.6 meters (15 feet) in length must not be less than 760 millimetres (30 inches) wide.

(iii) Where the seating is in rows, the distance from seat front to seat front must not be less than 760 millimetres (30 inches).

(2) If the intended operation of a vessel is to carry offshore workers aboard for more than 24 hours, quarters for them must be provided. Each stateroom for use by them must:

(i) Berth no more than six workers;
(ii) Have clear headroom of at least 1.9 meters (6 feet, 3 inches)
(iii) Contain at least 1.9 square meters (20 square feet) of deck and at least 4 cubic meters (140 cubic feet) of space for each worker accommodated. The presence in a stateroom of equipment for use by the occupants does not diminish the area or volume of the room.

(3) There must be at least one toilet, one washbasin, and one shower or bathtub for every eight or fewer crew members who do not occupy a stateroom to which a private or a semiprivate facility is attached.

The hospital space required per SOLAS-Safety Construction Annex (8) is not required to be installed.

Cite: **46 CFR 127.330 Guards in dangerous places**

Suitable hand covers, guards, or rails must be installed on each exposed and dangerous place, such as gears of rotating machinery, and hot surfaces.

Cite: 46 CFR 128.420 Keel Cooler installations

(a) Approved metallic flexible connections may be located below the deepest-load waterline if the system is a closed loop below the waterline and if its vent is located above the waterline.
(b) Fillet welds may be used in the attachment of channels and half-round pipe sections to the bottom of the vessel.
(c) Short lengths of approved non metallic flexible hose fixed by metallic or non-metallic hose-clamps may be used at machinery connections if—
(1) The clamps are of a corrosion-resistant material;
(2) The clamps do not depend on spring tension for their holding power;
(3) Two of the clamps are used on each end of the hose, except that one clamp may be used on an end expanded or beaded to provide a positive stop against hose slippage; and
(4) The clamps are resistant to vibration, high temperature, and brittleness.

Cite: 46 CFR 128.430 Non-integral Keel Cooler installations

(a) Each hull penetration for a non-integral keel cooler installation must be made through a cofferdam or at a sea-chest and must be provided with isolation valves fitted as close to the sea inlet as possible.

(c) Each non-integral keel cooler must be protected against damage from debris and grounding by protective guards or by recessing the cooler into the hull.

Cite: 46 CFR 128.440 Bilge systems

If the steering room, engine room, centerline passageway, forward machinery space, and compartment containing the dry-mud tanks are the only below-deck spaces that must be fitted with bilge suctions, the vessel may be equipped with a bilge system applicable to a dry-cargo vessel.

Cite: 46 CFR 128.450 Liquid mud systems

Liquid mud piping systems may use resiliently seated valves of Category A to comply with 46 CFR 56.20-15.

Tanks for oil-based liquid mud must be fitted with tank vents equipped with flame screens. Vents must not discharge to the interior of the vessel.

Cite: 46 CFR 129.326 Dual Voltage Generators

If a dual-voltage generator is installed on an OSV--

(a) The neutral of the dual-voltage system must be solidly grounded at the switchboard's neutral bus and be accessible for checking the insulation resistance of the generator; and

(b) Ground detection must be provided as follows:

(1) Grounded neutral alternating current systems. Grounded neutral and high-impedance grounded neutral alternating current systems must have a suitably sensitive ground detection system which indicates current in the ground connection, is able to withstand the maximum available fault current without damage, and provides continuous indication of circuit status to ground. A provision must be included to compare indications under fault conditions with those under normal conditions

(2) Dual voltage direct current systems.

Each dual voltage direct current system must have a suitably sensitive ground detection system which indicates current in the ground connection, has a range of at least 150 percent of neutral current rating and indicates the polarity of the fault.

Cite: 46 CFR 129.420 Branch circuits for lighting on OSVs of 100 or more gross tons

On each vessel of 100 or more gross tons, each branch circuit for lighting must comply with 46 CFR Sec. 111.75-5 , except that--

(a) Appliance loads, electric-heater loads, and isolated small-motor loads may be connected to a lighting distribution panel board; and

(b) Branch circuits, other than for lighting, connected to the lighting distribution panel board permitted by paragraph (a) of this section may have fuses or circuit breakers rated at more than 30 amperes.

Cite: 46 CFR 129.450 Portable lighting

Each vessel must be equipped with at least two operable, portable, battery-powered lights. One of these lights must be located in the pilothouse, another at the access to the engine room.

Cite: 46 CFR 129.520 Hazardous areas

No OSV that carries flammable or combustible liquid with a flashpoint of below 140°F (60°C), or carries hazardous cargoes on deck or in integral tanks, or is involved in servicing wells, may have electrical equipment installed in pump rooms, in hose-storage spaces, or within 3 meters (10 feet) of a source of vapor on a weather deck unless the equipment is explosion proof or intrinsically safe.

Cite: 46 CFR 130.220 Design of equipment for cooking and heating

(a) Doors on each cooking appliance must be provided with heavy-duty hinges and locking-devices to prevent accidental opening in heavy weather.

(b) Each cooking appliance must be installed so as to prevent its movement in heavy weather.

(c) Each grill or similar cooking appliance must have means to collect grease or fat and to prevent its spillage onto wiring or the deck.

(d) On each cooking appliance, grab rails must be installed when

determined necessary for safety.

(e) On each cooking appliance, sea rails, with suitable barriers to prevent accidental movement of cooking pots, must be installed.

(f) Each heater must be constructed and installed so as to prevent the hanging from it of items such as towels and clothing.

Cite: 46 CFR 130.470 Fire alarms

Each fire detector and control unit must be of a type specifically approved by the Commandant.

Cite: 46 CFR 130.480 Test procedure and operations manual

A detailed operations manual that describes the operation and indicates the location of each system installed in the unattended machinery space must be submitted.

Cite: 46 CFR 131.710 Approved work vests

Each buoyant work vest (or commercial hybrid personal flotation device) carried aboard must be a USCG approved type, and the vest may not count towards vessel's complement of life jackets.

Cite: 46 CFR 131.880 Fire hoses and axes

Each fire hose and axe must be marked with the vessel's name.

Cite: 46 CFR 131.893 Watertight doors and watertight hatches

Each watertight door in a bulkhead and each watertight hatch, must be marked on both sides in letters at least 50 millimetres (2 inches) high that state the following: WATERTIGHT DOOR--KEEP CLOSED EXCEPT FOR PASSAGE or WATERTIGHT HATCH--KEEP CLOSED WHEN NOT IN USE.

Cite: 46 CFR 132.120 Fire pumps – (Fire Monitors)

When a fire monitor is connected to the fire main system, it must be lead from a discharge manifold near the fire pump. Each fire monitor must be fitted with a shut-off valve at the monitor and at the connection to the fire pump discharge manifold.

Cite: 46 CFR 132.130 Fire stations

Each fire hydrant must have a fire hose 15.2 meters (50 feet) in length, with a minimum diameter of 38 millimetres (1-1/2 inch) connected to an outlet, for use at any time.

Each outlet at a fire hydrant must be at least 38 mm (1-1/2 inch) in diameter and, to minimize the possibility of kinking, must be fitted so that no hose leads upward from it.

A suitable hose rack or other device must be provided for each fire hose. Each rack on a weather deck must be placed so as to protect its hose from heavy weather.

Cite: 46 CFR 133.70 Personal lifesaving appliances

Lifebuoys for vessels over 100 meters in length--the number of life buoys shall be twelve.

Cite: 46 CFR 133.140 Rescue boat

Each rescue boat must be provided a means for recharging the rescue boat batteries from the OSV's power supply at a supply voltage not exceeding 50 volts.