

OCS NCOE's "OSV 101"

Definition of an OSV



An **Offshore Supply Vessel (OSV)** is a vessel that:

- Is propelled by machinery other than steam,
- Is not a Passenger Vessel,
- Is of more than fifteen gross tons, and
- Regularly carries goods, supplies, individuals in addition to the crew, or equipment in support of exploration, exploitation, or production of offshore mineral or energy resources.

Regulatory History

Public Law 96-378 "Small Vessel Inspection and Manning Act"

- Signed on Oct. 6, 1980.
- Defined and required the inspection of OSVs.

NVIC 8-81 (cancelled by NVIC 8-81 Ch.1)

- Provided guidance for initial and subsequent procedures for inspection of uncertificated "*existing*" vessels.

NVIC 8-81 Ch.1 (cancelled by NVIC 8-91)

- Added lift-boats to the inspections of OSVs including guidance for inspections of particular items and areas.

NVIC 8-91

- NVIC 8-91 provided *subsequent* inspection requirements for OSVs that have been inspected under *NVIC 8-81 or 8-81 Ch.1*.
- Included provisions for *existing lift-boats* that operate within the Boundary Line (12NM) to be inspected under this NVIC.
- Grandfathered provisions for existing OSVs still in service after January 1998 (20yrs) must now meet current standards.

Interim Rule Subchapter "L"

- On Nov. 16, 1995 the Coast Guard published an Interim Rule introducing "*46 CFR Subchapter "L"*" Regulations for OSVs with a keel laid date on or after March 15, 1996 and completed after March 16, 1998, including Lift-boats. These regulations came into effect on March 15, 1996.

CG-543 Policy Letter 07-02

- On March 4, 2008 CG 543 published a policy letter which provided "Guidance on the Inspection, Repair and Maintenance of Liftboats".

Public Law 111-81 "USCG Authorization Act 2010" (P.L. 111-281),

- P.L. 111-281 removed statutory tonnage limitations placed upon Offshore Supply Vessels by P.L. 96-378. Which allowed OSVs > 6000 GT to be inspected under *46CFR Subchapter "L"*.

Large OSVs Interim Rule

- On August 18, 2014, the Coast Guard published an Interim Rule in the Federal Register regarding Large OSVs which was put into regulations immediately.

Applicable Subchapters

OSVs may be inspected and certificated in a few different or multiple subchapters.

***Subchapter "T"**

- Subchapter "T" applies to OSVs <100 tons carrying persons in addition to the crew with a keel laid date before March 15, 1996.

***Subchapter "I"**

- Subchapter "I" applies to OSVs transporting cargo or freight with a keel laid date before March 15, 1996.
- This subchapter applies to OSVs ≥100 GRT with a keel laid date before March 15, 1996.
- OSVs of at least 6000 GT ITC with a keel laid date before August 18, 2014 and completed by August 18, 2016.

***Note:** Prior to Subchapter "L", OSVs <100 GRT had the option of inspection under *Subchapters "T" or "I"* depending on type of service. A vessel constructed and certificated as **Subchapter "I"** today is not an OSV unless it is multi-certificated. See **Multi-Certificated** below.

Subchapter "L"

- Applies to *all OSVs* with a keel laid date on or after March 15, 1996.
- Also, OSVs of at least 6000 GT ITC with a keel laid date after August 18, 2014.

Multi-Certificated are OSVs that have *Plans Reviewed* and pre-*Approved* by MSC or ACS, and have been *inspected* and *certificated* to conduct *multiple services* without having to be re-inspected when changing service.

Some of the factors related to Multi-certifications, includes;

- Only one COI issued and endorsed with the types services allowed.
- Master is to make a notation in the ship's logs when the service of the vessel is changed.
- A change in service may affect the service and cargo carriage allowances.
- A change in service may affect vessel's manning requirements.

Note: Currently there are **NO** national policies or regulatory guidance regarding Multi-Certification of Offshore Supply Vessels.