



# VESSEL REPORTS

DNV Id No:  
**19744**  
Date of issue:  
**10.30.2023**

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## Particulars of ship

Name of Ship: ERIK BYE

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## List of documents

This PDF is a merge of the 2 documents listed below. Click on a specific document to go to the beginning of that document.

- 1) 19744 - Classification Certificate - 2022-10-31.pdf
- 2) 19744 - Appendix to Classification Certificate - 2022-10-31.pdf



# CLASSIFICATION CERTIFICATE

DNV Id No:  
**19744**  
Date of issue:  
**2022-10-31**

Issued under the provisions of the Rules of DNV

## Particulars of ship

Name of Ship:	<b>ERIK BYE</b>
Builder:	<b>Båttrustning A/S</b>
Yard No/Hull No:	<b>103</b>
Owner:	<b>Redningsselskapet - Norsk Selskab til Skibbrudnes Redning</b>
IMO Number:	-

## This is to certify:

that the above-mentioned ship has been surveyed by DNV according to the Rules and that, upon completion of survey the administration of the Society is satisfied that the condition of the hull, machinery and equipment was in compliance with the applicable Rule requirements for the following class notation:

**⊠ 1A1 HSLC Patrol E0 R0**

Important assumptions and conditions related to maintenance and handling of the ship are found in the ship's Appendix to the Classification Certificate. Current status of surveys and conditions of class is given in the Class status issued by the Society.

This Certificate is valid until **2027-10-31** provided the requirements for the retention of class in the Rules will be complied with, and unless the class has been suspended or withdrawn.  
Completion date of survey on which this Certificate is based: **2022-10-31**<sup>1</sup>

Issued at **Aukra, Norway** on **2022-10-31**



for **DNV**

*This document is signed electronically in accordance with IMO FAL.5/Circ.39/Rev.2. Validation and authentication can be obtained from [trust.dnv.com](http://trust.dnv.com) by using the Unique Tracking Number (UTN):*

**n1792386-udq and ID: 19744**

**Alf Roger Strand Antonsen**

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<sup>1</sup> Date of survey for the current period of the certificate, performed by DNV or a possible previous class society.



Form code: CSHIP

Revision: 2022-09

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UTN: n1792386-udq



Name of Ship: "ERIK BYE"

**Endorsement for annual and intermediate surveys**

S

THIS IS TO CERTIFY:  
that, at a survey required by DNV Rules, the ship was found to comply with the relevant requirements of the Rules.

Annual survey: Place: ..... Date: .....

Signature: .....

Stamp

Annual/Intermediate<sup>2</sup> survey: Place: ..... Date: .....

Signature: .....

Stamp

Annual/Intermediate<sup>2</sup> survey: Place: ..... Date: .....

Signature: .....

Stamp

Annual survey: Place: ..... Date: .....

Signature: .....

Stamp

**Endorsement for advancement of anniversary date**

EAA

In accordance with DNV Rules, the new anniversary date is .....

Place: ..... Date: .....

Signature: .....

Stamp

**Endorsement to extend the validity of the Certificate until reaching the port of survey**

EEV

This Certificate shall, in accordance with DNV Rules, be accepted as valid until .....

Place: ..... Date: .....

Signature: .....

Stamp

<sup>2</sup> Delete as appropriate.



Name of Ship: "ERIK BYE"

**Endorsement where the renewal survey has been completed**

ERC

THIS IS TO CERTIFY that, at a survey required by DNV Rules, the ship was found to comply with the relevant requirements of the Rules.

This Certificate shall be accepted valid until .....

Place: ..... Date: .....

Signature: .....

Stamp

**IMPORTANT!**

The ship's class will be automatically suspended if the renewal survey is not completed or under completion before the expiry date of the Classification Certificate, unless the survey has been accepted postponed prior to the Certificate's expiry date. Furthermore, the ship's class will also be automatically suspended if the annual/intermediate surveys, required for retention of this Certificate, are not carried out within 3 months after the anniversary date of the Classification Certificate, unless the vessel is under completion of the survey.



# APPENDIX TO CLASSIFICATION CERTIFICATE

DNV Id No:  
**19744**  
Date of issue:  
**2022-10-31**

The contents of this Appendix are applicable to the vessel with DNV Id. No.:

**19744**

Built by:

**Båtutrustning A/S**

as Yard No.:

**103**

The Appendix is to be kept on board the vessel and should upon request be made available to surveyors of DNV.

It is important that the responsible officers on board are informed about the contents of this Appendix.

Issued at **Aukra, Norway** on **2022-10-31**



for **DNV**

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**n1792386-gvb and ID: 19744**

**Alf Roger Strand Antonsen**



## INTRODUCTION

Classification of a vessel is based on certain assumptions regarding operation of the vessel. This Appendix outlines such assumptions. Assumptions associated with specific notations are also included in the Appendix.

In case amendments, additions and/or deletions to the Appendix are required, a new Appendix will be issued by the Society.

The vessel has been assigned the following class:

### **⚡ 1A1 HSLC Patrol E0 R0**

in accordance with DNV (Det Norske Veritas) Rules for Classification of Rules for Classification of High Speed, Light Craft and Naval Surface Craft.

Class definitions, as well as general regulations for the assignment and retention of class, are given in DNV Rules for Classification of High speed and light craft (RU-HSLC).

The DNV Rules are available for downloading from <https://www.dnv.com/rules-standards/>.

A list of required signboards is included at the end of this Appendix.

## BASIC ASSUMPTIONS

### General

It is assumed that the vessel with machinery and equipment will be competently handled and maintained. In particular, this applies to the stowage of cargo, the distribution of ballast and bunkers, and speed and navigation in heavy weather.

It is assumed that the vessel is not used for carriage of hazardous cargoes, unless in compliance with applicable requirements.

### Restriction of Speed

The following restrictions of speed with respect to significant wave height are to be complied with:

Significant Wave Height (m)	Maximum Allowable Speed (knots)
0.0 – 6.0	25
6.0 – 8.0	22
8.0 – 10.0	17
> 10.0	slow speed to shelter

The vessel shall not be operated in excess of these design restrictions. This implies close monitoring of the weather conditions, and further, that the vessel shall not leave port when significant wave heights exceeding the maximum in the table above are expected.

### Stability

An approved Stability Manual is to be available on board.

Classification is based on the assumption that the operational stability requirements are complied with in any actual service condition.

These stability requirements are covered in the above manual or in an attached document/manual approved by DNV.

### Strength in General

DNV has found the local and longitudinal strength of the vessel to be in compliance with the Rule requirements for the loading conditions upon which the scantlings are based.

### Dry Docking

For the docking of the ship, it is assumed that:

- Sufficient support by docking blocks is arranged.

## CLASS NOTATIONS

### Construction Symbol

⊠ This symbol denotes that the vessel has been built under the supervision of DNV.

### Main Character of Class

**1A1 HSLC** Class 1A1 HSLC denotes that the vessel with machinery installations and equipment meets the Tentative Rules for Classification of High speed and light craft requirements for assignment of main class in DNV.

## ASSUMPTIONS REGARDING SPECIFIC NOTATIONS

### Service Restriction Notations

The vessel is assumed to be trading within the area specified in the service restriction notation.

#### **R0**

This notation indicates the service area is restricted to a distance in nautical miles from nearest harbour or safe anchorage in relation to the seasonal zones as given below:

Winter: 300  
Summer: No restrictions  
Tropical: No restrictions

The seasonal zones are as defined in the International Conference on Load Lines, 1966, Annex II.

### Service and Type Notations

#### **Patrol**

This notation implies that the craft is intended to serve as a patrol craft, i.e. pilot, police, rescue, naval services, etc. The craft is built in compliance with relevant Rule requirements for High speed and light craft.

### Equipment and Systems Notations

#### **E0**

This notation implies that the machinery spaces are equipped for unattended operation during normal service at sea, as well as alongside quay.

## SIGNBOARDS

Signboards provide information or certain conditions to be complied with for the safe handling of the vessel. DNV has required the following signboards listed below to be fitted on board this vessel. The wording on signboards does not need to be identical to the wording given in this list.

### Opening and Closing Appliances

#### **“To be kept closed at sea”**

Signboards have been fitted at the forepeak, auxiliary engine and emergency exit.

#### **“To be kept open when the engines are running”**

Signboard has been fitted at fire damper.

#### **“To be closed in case of fire”**

Signboards have been fitted at engine room hatches.

### Diesel Machinery

#### **“Closing ventilation dampers”**

Signboard has been fitted at PS engine room casing.

#### **“Instructions for Inergen release”**

Signboard has been fitted at P.S. engine room casing.

### Fire Protection

#### **“Fire pump shall always have sea valve open and bilge valve closed”**

Signboards have been fitted at the fire pump in the engine room.

### Miscellaneous

#### **“Noise zone. Use protection”**

Signboards have been fitted at engine room hatches.

#### **“Instructions for inflatable rafts”**

Signboards have been fitted at life rafts, forward.

#### **“Sea direct”**

Signboards have been fitted at sea valves below W.L. sea chests.

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