



APPENDIX TO CLASSIFICATION CERTIFICATE

DNV Id No:
19745
Date of issue:
2022-12-08

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

19745

Built by:

Båttrustning A/S

as Yard No.:

104

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 **Langevåg, Hordaland, Norway** on **2022-12-08**



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 by using the Unique Tracking Number (UTN):
n1807728-gvb and ID: 19745

Frode Grindhaug Olsen



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 to 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.

~~~ψψψ~~~