

Advisory Circular

ISSUE NO 24E-3, MAY 2015

Part 24 E Carriage of cargoes – offshore containers

1.1 General advice on purpose of advisory circular

Maritime New Zealand advisory circulars are designed to give assistance and explanations about the standards and requirements set out in the rules. However, the notes contained in advisory circulars should not be treated as a substitute for the rules themselves, which are the law.

If advisory circular material advises how a rule requirement can be satisfied then compliance with that advice ensures compliance with the rule. Other methods of complying with the rule may be possible; however Maritime New Zealand would require satisfying that those alternative means of compliance were to an equivalent standard to the advice in the advisory circular. The advisory circular would then be amended to include those equivalents.

This AC 24E supports Maritime Rules Part 24E.

1.2 Transitional arrangements

Rule 24E.19(3) states that any existing offshore container that would not have been approved but for subrule (2) may remain in service for a period of 10 years after this Part comes into force. Subrule (2) refers to existing offshore containers that do not comply with the design and testing requirements of the rule. The rule first came into force on 30 June 2005.

From 30 June 2015, offshore containers that had been approved under general harbour regulations can no longer be used unless evidence is provided that they have been design approved and tested and certified in accordance with Appendices 1 and 2 of Maritime Rules Part 24E.

1.3 Clarification of the definition

Offshore containers are divided into three types:

a. Offshore freight containers

Offshore containers built for the transport of goods. Examples of offshore freight containers:

- general cargo containers: closed containers with doors
- cargo basket; open top container for general or special cargo (e.g. pipes, risers)

- tank containers; for the transport of dangerous or non-dangerous fluids
- bulk containers; containers for the transport of solids in bulk
- special containers; containers for the transport of special cargo (e.g. garbage compactors, equipment boxes, bottle racks, cable racks).

b. Offshore service containers

Offshore containers built and equipped for a special service task, mainly as temporary installations (e.g. laboratories, workshops, stores, power plants, control stations, wire line equipment). This equipment will have load carrying and supporting framework.

This equipment if already in service may not be able to meet the requirements of 24E appendix 2 vertical impact test without damage to the equipment. An exemption pursuant to Section 47 of the Maritime Transport Act may be applied for in this case. Supporting documentation as to previous testing may be required.

c. Waste skips

Open or closed offshore container used for the storage and removal of waste.

d. Clarification of the term *repeated use*

For items of equipment that are portable units (e.g. Offshore service containers) used in the offshore industry

‘A portable unit that has been manufactured for the purpose of being a temporary component of an offshore installation and will be taken off that offshore installation and used, or has been used, at any other offshore installation whether in New Zealand waters or outside New Zealand waters’.

This type of equipment must comply with Maritime Rule Part 24E.

‘A portable unit that has been manufactured for the sole purpose of a single use at one specific offshore installation’.

This type of equipment is not required to comply with Maritime Rule Part 24E.

1.4 Clarification of markings and certification bodies

Rule 24E.17 Unauthorised inspection date or mark

An inspector of an Approving Authority or a surveyor of an Authorised Organisation may mark and date an inspection data plate as set out in 24E appendix 3.

A surveyor of an Approving Competent Authority may mark and date an inspection plate as set out in MSC/Circ.860.

For compliance with Part 24E

Approving Authority

SGS New Zealand Ltd

Authorised Organisations	American Bureau of Shipping (ABS) Bureau Veritas (BV) Det Norske Veritas (DNV) Germanischer Lloyd (GL) Lloyds Register of Shipping (LR)
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For compliance with MSC/Circ.860

Approving Competent Authority	American Bureau of Shipping (ABS) Bureau Veritas (BV) Det Norske Veritas (DNV) Germanischer Lloyd (GL) Lloyds Register of Shipping (LR)
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1.5 Mousing of lifting shackles

Rule 24E.10 Maintenance and Inspection - Mousing of shackles on lifting gear

All practicable steps must be taken to remove the risk of shackle pins becoming unscrewed during transportation.

- Steel mousing wire correctly fitted to a two-piece shackle will minimise the risk.
- A four-piece shackle correctly fitted will eliminate the risk.

1.6 Standards, rules and guidelines

The following standards, rules and guidelines on offshore containers should be consulted as appropriate:

Det Norske Veritas (DNV): Certification Note 2.7-1, Offshore Containers;

Det Norske Veritas (DNV): Certification Note 2.7-2, Offshore Service Containers;

EN 12079 Offshore containers and associated lifting sets;

UKOOA Guidelines for the Safe Packing and Handling of Cargo to and from Offshore Locations.

Design temperature

Clause 3 of the Annex 3 of the DNV Note 2.7-1 can be applied to offshore containers used in New Zealand waters. The data plate must be marked 'Design Temperature: 0° C' accordingly.

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