



Generic equivalent solution (GES)

GES 2025/01- NSCV Part C3 Construction – Use of ISO 12215 for scantling determination of vessels up to 24 m measured length

This equivalent means of compliance is approved by the National Regulator in accordance with section 17 of Marine Order 503 (Certificates of survey - national law) 2018.

Application

This equivalent solution applies to domestic commercial vessels (DCV) that:

- are required to comply with the National Standard for Commercial Vessels - Part C - Design and construction - Section 3 (NSCV C3), and
- have a measured length less than or equal to 24 m, and
- operate within C, D or E operational area limits.

Exclusions

Vessels subject to frequent side impact loading are excluded from this equivalent solution. This includes, but it is not limited to, the following vessels:

- pilot boats
- tugs
- trawlers
- line handling boats.

Current requirement

Under the current standard, vessels must comply with clause 3.2.2 of NSCV C3 when determining structural scantlings. For vessels longer than 13 m, this clause requires the application of the relevant Lloyd's Register rules.

Equivalent solution

A vessel that has a measured length of not more than 24 m and is permitted to operate in operational area category C, D or E is taken to meet the required outcomes in Chapter 2 of NSCV Part C3 if the vessel complies with ISO 12215, as in force from time to time, subject to any conditions specified in this GES.



Notes

This GES applies only to the use of ISO 12215 for determining scantlings. All other aspects of the vessel—including items such as fuel tanks—must comply with the applicable NSCV requirements. Where the NSCV permits compliance by reference to ISO standards, those provisions continue to apply.

Conditions

The surveyor must choose one of the following options to demonstrate compliance with this GES.

Option A

The vessel must:

- be designed to comply with ISO 12215 part 5, applying the ISO design category specified in Table 5 of NSCV Part C, Section 3 (Construction); and
- comply with the additional technical requirements for heavy duty workboats listed in Annex J of ISO 12215 Part 5.

The surveyor must consider, assess, and make recommendations for any additional loadings and operating conditions that fall outside the scope of ISO 12215, on a case-by-case basis.

Note: Specific local loads due to cargo or machinery support, towing etc are not considered and need specific consideration using direct calculations.

Lloyd's Register Guidance Notes for Classification of Special Service Craft (LR-GN-008) should be followed for guidance on fatigue control in design and construction.

Option B

The vessel must be designed in accordance with ISO 12215 Part 5, using the ISO design category that corresponds to the vessel's assigned NSCV operational area category, as set out in the table below:

NSCV Operational Area	C	D	E
ISO Design Category to be applied	A	B	C

The vessel must comply with the owner's manual and speed reduction table requirements set out in Annex J of ISO 12215 Part 5, as a heavy workboat.

The surveyor must consider, assess, and make recommendations for any additional loadings and operating conditions that fall outside the scope of ISO 12215, on a case-by-case basis.

Note: Specific local loads due to cargo or machinery support, towing etc are not considered and need specific consideration using direct calculations.

Lloyd's Register Guidance Notes for Classification of Special Service Craft (LR-GN-008) should be followed for guidance on fatigue control in design and construction.