

Translation. Only the Danish version is authentic.

Danish Maritime Authority Technical Regulation no. 7 of 7 October 1996

Technical Regulation on Pilot Vessels

In pursuance of Section 2 (5), Section 5, Section 6, Section 11 (2), and Section 28 in the Act on Ship Safety, etc., cf. Consolidated Act no. 594 of 26 June 1996, and by authority given in Order no. 694 of 17 August 1995, the following provisions are laid down:

Definitions

Section 1. "Pilot vessel" shall mean a vessel used by a pilot station to transport pilots to and from ships that are to be piloted.

Subsection 2. "New pilot vessel" shall mean a vessel the keel of which is laid on or after 1 November 1996 or a vessel re-constructed into a pilot vessel on or after this date.

Application

Section 2. This technical regulation shall apply to all new and existing pilot vessels with a gross tonnage of or above 5.

Subsection 2. A vessel that is only occasionally used to transport pilots to or from a ship shall not be covered by this technical regulation.

Structure

Section 3. A pilot vessel shall comply with the general provisions on the construction and equipment, etc. of a cargo ship of equivalent size, service area and time of construction as well as the following provisions.

Subsection 2. The safety management system shall be in accordance with the ISM Code.

Section 4. New pilot vessels shall be constructed as fully covered vessels and shall, in addition to the provisions on construction in force, be reinforced in areas where experience has shown that it is necessary, e.g. around fenders, in the bottom around stern tubes and the like.

Surveys

Section 5. A pilot vessel shall be subjected to an initial main survey before it is put into service as a new vessel and subsequently to periodical surveys at intervals of not more than 48 months calculated from the last main survey.

Wheelhouse Design

Section 6. The level of noise in the wheelhouse on a new pilot vessel may not exceed 75 dB(A) measured at 90 per cent of the maximum propulsive power of the main machinery. Sufficient ventilation shall be ensured in the wheelhouse with six to eight changes of air per hour, if necessary by means of mechanical ventilation. Regardless of the outside temperature, it shall be possible to keep the temperature between 18 and 20 °C.

Section 7. A chair shall be fitted for the master with adjustable height, back and seat. Navigational instruments, radar, radio as well as surveillance and operating panels for the machinery and the vessel shall be located so that they are within the master's natural visual field and reach when he is seated in the chair. On pilot vessels constructed before the entry into force of this technical regulation and where the space does not allow room for such a chair, it may be omitted.

Section 8. At the front of the wheelhouse, at least two of the windows shall be provided with panes offering a clear vision or windscreen wipers of an approved and solid make. The master's position shall offer visibility in an upward direction, e.g. by the fitting of windows in both sides of the wheelhouse roof. Dependent on the visibility from the steering position, it shall, as a minimum, be possible to keep the two foremost side windows in both sides as well as any windows in the wheelhouse roof free of dew and ice.

Navigation and radio equipment

Section 9. All pilot vessels shall be equipped with a radar of a suitable size and range as well as a VHF installation for communication with ships, ports, pilot operation control centres, etc.

Machinery, fire-extinction, etc.

Section 10. Tools for minor repairs and adjustments shall be placed in an easily accessible place in the engine space.

Section 11. An approved fire detection system and an approved, permanently installed fire-extinction system shall be installed for the engine room, the capacity and installation of which shall be in accordance with the rules hereon issued by the Danish Maritime Authority. If other spaces adjoin the engine room, e.g. a steering engine room, such spaces shall be included when the dimensions of the system are calculated.

Life-saving appliances, etc.

Section 12. Pilot vessels shall carry a life raft of an approved type. The capacity and location on board of the life raft shall be approved by the Danish Maritime Authority.

Subsection 2. Life buoys shall be placed under deck so that icing is, in as far as possible, avoided. Such location under deck may not obstruct the use of the buoys significantly.

Subsection 3. The access to the wheelhouse in new pilot vessels shall have a breadth and be arranged so that a stretcher can pass.

Subsection 4. Lifejackets, distress signals and the medicine chest shall be stored in a suitable, easily accessible place in the wheelhouse.

Section 13. On board, the following shall be installed:

- 1) a fixed emergency ladder with at least two steps submerged in the water and of such a breadth that two persons may be standing next to each other on the ladder,
- 2) a taking-aboard arrangement ensuring that it is possible to take aboard the pilot vessel from the water a person who has fallen overboard,
- 3) sufficient lighting of the area where a person who has fallen overboard is to be taken aboard, and
- 4) an arrangement ensuring, if necessary by means of safety lines and safety rails, that persons may move about on deck under all conditions without falling overboard.

Section 14. For every person on board, suitable thermally protective suits and a suitable working lifejacket with reflectors, light and a conspicuous colour shall be available.

Drills

Section 15. At intervals not exceeding 1 month, drills shall be carried out with the life-saving equipment that is carried on board the pilot vessel.

Safety officer

Section 16. At each individual pilot station, a "safety officer" shall have been appointed, whose task it is to coordinate the work with the safety conditions at the pilot station in question.

Equivalence and tests

Section 17. The provisions of this technical regulation shall not mean that other equipment, material, fittings, apparatuses, etc. are not used on board or that other precautions are not being taken representing at least the same degree of safety as that of this technical regulation.

Section 18. The Danish Maritime Authority shall accept tests carried out by recognised test institutes, including by test institutes in other EU member states as well as in countries that are parties to the EEA agreement and which provide proper and satisfactory guarantees of a technical, professional and independent character.

Penalty clause

Section 19. Contraventions of this technical regulation shall be punishable by fine, simple detention or imprisonment for a period not exceeding 1 year.

Subsection 2. The penalty may be increased to simple detention or imprisonment for a period not exceeding 2 years if the contravention has been committed intentionally or grossly negligently and if

- 1) the contravention has caused damage to young persons below the age of 18 or risk of such damage, or
- 2) the contravention has produced or has been intended to produce financial benefits to the contravener or others, including through price-cuttings.

Subsection 3. If the financial benefit achieved is not confiscated, special consideration shall be paid to the size of the achieved or intended financial benefit when determining fines, including supplementary fines, cf. paragraph 2 (-2).

Subsection 5. If a contravention has been committed by a company, an association, a private foundation or the like, the juridical person as such is liable to punishment by fine. If the contravention has been committed by the state, a municipality or a cooperation of local authorities, cf. Section 60 in the Act on local government, the state, municipality or the cooperation of local authorities is liable to punishment by fine.

Entry into force, etc.

Section 20. This technical regulation shall enter into force on 1 November 1996.

Subsection 2. Technical regulation of 30 November 1984 on the construction, design and equipment of pilot vessels of or above 5 GRT shall be repealed.

The Danish Maritime Authority, 7 October 1996

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