

Order No. 307 of 1st May 1997 on the Approval of the Safe Navigation of High speed Ferries

01.03.1999

Translation: Only the Danish version is authentic

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In pursuance of § 5, subsection (4), and § 6, subsection (3), of the Safety of Navigation Act, cf. the Consolidated Act No. 587 of 29. September 1988, and by authority pursuant to Order No. 694 of 17 August 1995, the following rules are laid down:

Definitions

§ 1. For the purposes of this Order:

- 1) "High speed ferry": A high-speed craft capable of a maximum speed in metres per second (m/s) equal to or exceeding: $3,7 \times V^{0,1667}$, where V is the displacement corresponding to the design waterline (m^3) corresponding to the definition in the International "High Speed Craft Code" (IMO Resolution MSC.36(63)).
- 2) "Coastal areas": Waters the depth of which do not exceed 3 metres.
- 3) " H_h ": The maximum wave height in metres of the generated long periodic waves, measured in water 3 metres deep and in calm water.
- 4) " T_h ": The average generated wave period of the long periodic waves, measured in seconds.

The Danish Maritime Authority's Approval

§ 2. The Danish Maritime Authority's approval shall be obtained before a shipping company establishes a high speed ferry route operating on a Danish port, or puts a new high speed ferry into service on an existing route.

Routes and Navigational Conditions

§ 3. For use in connection with the approval, information on the frequency of crossings, a description of the route together with voyage planning, including the

expected speeds within the various sections of the route, shall be enclosed with the shipowner's application.

(2) In connection with the approval and in accordance with the circumstances, the Danish Maritime Authority can at a later stage lay down further provisions for the navigation along the route, courses and speeds within the individual sections of the route.

Wave Characteristics etc.

§ 4. With a view to reducing the inconveniences generated by the navigation of a high speed ferry, the shipping company shall present documentation to the fact that the waves generated by the high speed ferry do not constitute an unnecessary risk to navigation safety and to leisure activities in coastal areas based on the following criteria:

$$H_h = 0,5 \times \sqrt{4,5/Th} \quad 1)$$

(2) The shipping company shall present documentation to the effect that the limit value mentioned in subsection (1) of this section is not exceeded on the route in question, illustrated for example by results of model tests, full-scale measurements, or numerical simulation. The documentation shall be prepared by recognised institutes, including an institute in other EU Member States and in countries which are covered by the EEA agreement, and which gives appropriate and satisfactory guarantees of a technical, professional and independent nature. However, the documentation may be based on other information representing at least the same degree of accuracy.

(3) Before approval is granted the Danish Maritime Authority may require additional documentation about the conditions stated in subsection (2) of this section. Where a sister ship is put into service documentation previously submitted may form the basis of an approval.

1) The height of a long periodic wave with an average wave frequency of 9 seconds may therefore not exceed 0.35 metres when measured in water 3 metres deep and in calm water.

Documentation Costs

§ 5. Costs in connection with investigations and documentation shall be paid by the shipping company.

Penalties, coming into Force

§ 6. Any person who

1) violates section 2 of this Order; or

2) disregards conditions laid down in pursuance of section 3, subsection (2), of this Order shall be punishable by a fine.

§ 7. The Order shall enter into force on 17 May 1997.

The Danish Maritime Authority, 1 May 1997

NIELS J. BAGGE

/K. Matthiesen