

Order on safety when sailing recreational craft and safety requirements for recreational craft over 24 metres in length

Pursuant to Sections 1(2), 3(1), 4(1) and 32(10) of the Act on Safety at Sea, cf. Consolidated Act no. 221 of 11 February 2022, as amended by Act no. 1773 of 28 December 2023, and Section 1(2), Section 3(1), Section 4(1) and Section 32(2) of the Order on the entry into force for Greenland of the Act on Safety at Sea, cf. Order No. 1674 of 16 December 2015, is laid down by authorisation pursuant to Section 1(1)(3) of Executive Order no. 261 of 23 March 2020 on the delegation of certain powers to the Danish Maritime Authority and on the right of appeal, etc., and Section 1(1)(2) of Executive Order no. 279 of 23 March 2020 for Greenland on the delegation of certain powers to the Danish Maritime Authority and on the right of appeal, etc.:

Scope of application and definitions

Section 1. Unless expressly provided otherwise, this Executive Order shall apply to both new and existing recreational craft with a length L of less than 24 metres.

Subsection 2. The Executive Order also applies to recreational craft with a length L of 24 metres and over built before 1 January 2004.

Section 2. For the purposes of this Executive Order:

- 1) Recreational craft: A vessel used for sport or leisure purposes, regardless of the means of propulsion, and which is not used for commercial purposes. In case of doubt, the Danish Maritime Authority decides whether a vessel can be considered a recreational craft.
- 2) New vessels: Recreational craft placed on the market or put into service on or after 16 June 1998.
- 3) Existing vessels: Recreational vessels that are not new vessels.
- 4) Recreational Craft Directive: Directive 2013/53/EU of the European Parliament and of the Council of 20 November 2013 on recreational craft and personal craft and repealing Directive 94/25/EC, as amended.
- 5) The length L: Must be calculated as 96% of the total length of a waterline at 85% of the minimum depth (moulded) measured from the keel line, or as the length from the bowsprit to the axis of the rudder stock calculated on that waterline, whichever is greater. In vessels with steering speed, the waterline on which the length is measured shall be parallel to the drawn waterline.
- 6) Recognised organisation: An organisation authorised by the Danish Maritime Authority which, in accordance with the provisions of the Danish Maritime Authority's Executive Order on recognition and authorisation of organisations performing inspection and survey of ships, performs tasks on behalf of the Danish Maritime Authority.

Construction, equipment, inspection, registration and certification requirements for large recreational craft

Section 3. Recreational craft of 24 metres in length L and over, laid down before 1 January 2004 and not designed exclusively for competition, shall be subject to the construction, equipment, inspection, registration and certification requirements laid down in Annex I.

Requirements for safety equipment, etc.

Section 4. Every recreational craft must be fitted with safety equipment as required taking into account the seasonal weather conditions, the type, size, layout and use of the vessel, and the length and duration of the trip.

Section 5. All recreational vessels that are not moored in port must carry life jackets or buoyancy vests of the correct size for all persons on board, cf. subject to Subsection 3 and 4. Life jackets and buoyancy vest must be SOLAS or EU type-approved and labelled with either the Council mark²⁾ or CE mark.

Subsection 2. It is the responsibility of the master of the vessel to ensure that for each person there is an approved life jacket or buoyancy vest of the correct size on board.

Subsection 3. For competitive, sea and water sports, the vessel's driver may choose to follow the prescribed

safety regulations of the relevant marine and water sports federation, instead of following the provision in Subsection 1, if they provide equivalent safety to that intended under Subsection 1.

Subsection 4. Divers transported in vessels covered by this Executive Order may use the ascent vests used with diving equipment instead of life jackets or buoyancy vest.

Subsection 5. Vessels used under supervision in shallow water areas in amusement parks and the like may, after authorisation from the Danish Maritime Authority, be exempted from complying with this Executive Order.

Subsection 6. It is the responsibility of the vessel's captain to ensure that the instructions for use and weight limits, etc., of each life jacket or buoyancy vest are followed at all times.

Section 6. All recreational craft not covered by Executive Order no. 1689 of 15 December 2015 on recreational craft and personal craft, but fitted with a gas system for cooking, heating or cooling or cooking appliances for alcohol or kerosene, are subject to the requirements for gas systems set out in Annex II.

Section 7. Upon application, the Danish Maritime Authority may exempt a recreational craft in whole or in part from the requirements of this Executive Order. However, any such recreational craft must fulfil the safety requirements which, after a specific assessment made by the Danish Maritime Authority, are sufficient for the speed for which the vessel is intended and which can guarantee the general safety of the vessel.

Equivalent protection level and testing regulations

Section 8. If the provisions of this Executive Order require that a specific accessory, equipment, device or apparatus, or type thereof, must be fitted or present on a vessel or that a certain measure must be taken, the Danish Maritime Authority may, upon application, authorise the fitting or presence of another accessory, equipment, measure is taken on the vessel if it is satisfied by testing or otherwise that such

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accessory, equipment, device or apparatus, or type thereof, or measure ensures a level of protection equivalent to that sought to be achieved under these provisions.

Subsection 2. The Danish Maritime Authority accepts tests carried out by recognised testing institutes, including notified bodies and testing institutes in other EU Member States and in countries covered by the EEA Agreement or Turkey, which provide adequate and satisfactory guarantees of a technical, professional and independent nature.

Section 9. Authorisations issued under Sections 5(4), 7 and 8 must be presented to the police or other relevant authorities on request. The authorisation may be revoked by the Danish Maritime Authority if circumstances give cause to do so.

Penalties

Section 10. Violation of Sections 3-8 of this Executive Order is punishable by a fine or imprisonment for up to 1 year.

Subsection 2. The penalty can increase to imprisonment for up to 2 years if:

- 1) The violation has caused harm to life or health or caused danger thereof,
- 2) A prohibition or an order has previously been issued in respect of the same or a similar matter; or
- 3) The violation has resulted in or is intended to result in a financial benefit for the person concerned or others.

Subsection 3. It shall be regarded as a particularly aggravating circumstance that, in the case of a young person under 18 years of age, harm to life or health has occurred or danger thereof has been caused, cf. Subsection 2(1).

Subsection 4. Where no confiscation of the proceeds of the infringement is ordered, the amount of any financial advantage obtained or intended shall be taken into account, in particular, in the assessment of any fine, including any additional fine.

Subsection 5. Criminal liability may be imposed on companies or other legal persons in accordance with the rules laid down in Chapter 5 of the Criminal Code.

Section 11. If the matter is covered by an order on the entry into force for Greenland of the Act on Safety at Sea, measures may be taken in accordance with the Criminal Code for Greenland.

Subsection 2. The circumstances mentioned in Section 10(2) and (3) shall be regarded as aggravating circumstances.

Subsection 3. There is no confiscation of proceeds, cf. Chapter 3 of the Criminal Code, which have been obtained upon violation, special consideration shall be given to the amount of any financial advantage gained or intended when imposing a fine, including additional fines.

Subsection 4. If the violation is committed by the state, the Government of Greenland, a municipality, a municipal community covered by Section 64 of the Act on municipal councils and settlement councils, etc., or a settlement council, a fine may be imposed on the public authority as such.

Subsection 5. If the person in question is not resident in Greenland or the person's connection to

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Greenlandic society in general is of such a looser nature that the prerequisites for the use of measures are not present, the case may be brought or referred for prosecution in Denmark, cf. Section 7 of the Criminal Code for Greenland.

Entry into force

Section 12. The Executive Order will enter into force on 1 July 2024.

Subsection 2. Executive Order no. 1687 of 12 December 2016 on safety when sailing recreational craft and safety requirements for recreational craft over 24 metres in length is repealed.

Danish Maritime Authority, 20 June 2024

Martin Hvid John

/ Malene Loftager Mundt

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Annex 1

Design, construction and equipment, etc., of certain large recreational craft

Section A General

Rule 1 Scope of application

1 The provisions of this Chapter apply to recreational craft with a length L of 24 metres and above, laid down before 1 January 2003 and not designed exclusively for competitive sailing.

Rule 2 Definitions

In this Chapter, the following definitions apply:

1 Tonnes: The gross tonnage (GT) measured according to the applicable regulations on the measurement of ships; for ships with a length of 24 metres and over according to the provisions of the International Convention on Tonnage Measurement of Ships, 1969. For ships built before 18 July 1994 which have been measured according to the tonnage measurement rules in force before the entry into force of the International Convention on Tonnage Measurement of Ships, 1969, and where this tonnage is endorsed on the International Tonnage Certificate (1969), this gross tonnage shall be used for the purposes of these regulations. For ships with a length of less than 24 metres, measured solely according to the previously applicable measurement rules (1947), the gross registered tonnage (GRT) is used. For ships with a tonnage certificate containing two sets of tonnages, the term shall be understood as the largest gross tonnage stated on the tonnage certificate.

2 Class applied to a ship, machinery, etc.: A ship or plant, etc., that has a valid certificate from an organisation recognised by the Danish Maritime Authority.

3 Freeboard deck shall be understood as defined in the convention on load lines for ships in force at anytime.

4 Steel or other equivalent material: 'Equivalent material' means any material which, by itself or with the use of insulation, has the same mechanical resistance as steel after being subjected to the relevant fire test (e.g. aluminium with appropriate insulation).

5 Non-combustible materials are materials that can neither burn nor give off flamma vapours in such a quantity that, when heated to approximately 750°C, they are ignited by a pilot flame. All other materials are "combustible materials".

6 Publicly accessible spaces are the part of the accommodation used as halls, dining rooms, lounges and similar permanently enclosed rooms.

7 Accommodation is generally accessible rooms, corridors, cloakrooms, chambers, offices, crew rooms, isolated pantries and linen rooms and similar rooms.

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8 Engine rooms include all rooms used for propulsion, auxiliary or refrigeration machinery, boilers, pumps, workshops, generators, ventilation and air-conditioning machinery, oil filling and similar rooms and trunks for such rooms.

9 Living quarters Those spaces arranged for the use and convenience of the persons on board, excluding baggage, stores and provisions.

Section B Inspection and certification

Rule 3 Inspection and survey

1 Inspections and surveys are carried out by the Danish Maritime Authority. However, the Danish Maritime Authority may assign inspection and surveys to appointed surveyors or recognised classification companies.

2 Any recreational craft covered by the provisions of this Chapter must be approved by the Danish Maritime Authority after a first inspection has been carried out before it is put into service. For ships purchased from abroad, the Danish Maritime Authority may lay down more detailed guidelines.

3 Sailing may not take place if the validity of a trading permit issued by or on behalf of the Danish Maritime Authority has expired or if a prescribed inspection has not been carried out.

Rule 4 Special inspections and inspection intervals

1 The Danish Maritime Authority may at any time order a vessel to be subjected to an extraordinary inspection and in special circumstances set inspection intervals deviating from the dates laid down in Rule 5.

2 For laid-up vessels, the Danish Maritime Authority may allow the prescribed renewal inspections to be omitted in whole or in part as long as the vessel remains laid up.

3 An additional inspection, either a renewal inspection or a partial inspection as appropriate, must be carried out after major repairs, conversions, modifications or renewals.

4 Vessels that are converted, refitted or otherwise altered to such an extent that, according to the Danish Maritime Authority's judgement, may reduce the strength or stability of the vessel must be subject to further assessment of stability and strength conditions. This assessment may include surveying and actual calculations if the Danish Maritime Authority deems it necessary.

Rule 5 Inspection of structure, machinery, equipment and life-saving devices

1 The construction, machinery, equipment and life-saving devices of recreational craft as specified in Rule 1 shall be subject to the following inspections:

1.1 An initial pre-launch inspection, including an inspection of the exterior bottom.

1.2 A renewal inspection at least every 5 years.

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1.3 A minimum of two inspections of the vessel's external bottom within a 5-year period. In no case shall the interval between two such inspections exceed 36 months.

2 The inspections mentioned in Section 1 must be carried out as follows:

2.1 The first inspection shall include a complete inspection of the structure, machinery and equipment, including the external bottom of the vessel. The inspection must be carried out so as to ensure that the arrangements, materials, material dimensions and workmanship of the structure, boilers and other pressure vessels with accessories, main and auxiliary machinery, including steering gear and associated control systems, electrical installations and other equipment fulfil the requirements of the applicable regulations, are in satisfactory condition and are suitable for the speed for which the vessel is intended. Furthermore, a complete inspection of fire safety systems and extinguishing systems, rescue equipment and measures is carried out. Nautical publications, lanterns, signal figures and means for sounding signals and distress signals shall be similarly subjected to the above mentioned inspections to ensure that they fulfil the requirements of these Rules and of the applicable international navigation rules where these are applied.

2.2 The renewal inspection shall include inspection of the structure, including the external bottom, machinery, appliances and equipment of the vessel as specified in Section 2.1 to ensure that it fulfils the relevant requirements of these rules and the International Rules of the Sea, is in satisfactory condition and fit for the vessel's intended service.

2.3 The inspection of the external bottom of the vessel and of associated conditions inspected at the same time shall be carried out so as to ensure that they remain satisfactory for the speed for which the vessel is intended. The inspection also includes an examination of the rudder, propeller shaft³⁾ and all sea connections below the deepest waterline.

3 However, inspection of the rudder stock and propeller shaft, respectively, is usually only carried out in conjunction with a renewal inspection.

The external bottom inspection shall be endorsed on the vessel's trading permit.

Rule 6 Maintaining the condition after inspection

1 To ensure that the vessel will remain fit in all respects to proceed to sea without danger to the vessel or persons on board, the vessel and its equipment shall be maintained at all times so as to comply with the provisions of these regulations.

2 After completion of an inspection in accordance with regulation 5, no change shall be made in the structural conditions, machinery, equipment or other matters covered by the inspection without the permission of the Danish Maritime Authority.

Regulation 7 Trading permit and logbook

1 After an initial inspection or after each renewal inspection, a trading permit shall be issued stating the duration of the trading permit, the vessel's trade area and the maximum number of persons on board.

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2 A trading permit is valid as long as the conditions of use of the vessel and the survey deadlines are respected.

Section C Hull, rigging and accessories

Rule 8 General rules of construction

1 Every ship must have the strength required for the purpose in its entire layout.

2 Unless otherwise provided, unclassified ships shall, with regard to construction, strength and material dimensions, be subject to general rules corresponding to those applied by a recognised classification company as a condition for the ship to be accepted in a class having regard to its type and use.

3 For classed ships or ships being built for admission to class, the rules of the class as regards construction, strength and material dimensions are recognised as satisfactory in the areas covered by those rules.

Rule 9 Ship side openings

1 Ship side openings below deck must be fitted with watertight doors or watertight covers of adequate strength.

2 Portholes in rooms below the freeboard deck or in superstructures immediately above it must be fitted with internal, non-removable storm flaps that can be easily and effectively closed watertight. However, removable storm flaps can be used in chambers in the superstructures.

3 Drain pipe in the ship side.

3.1 The drain pipes leading through the ship's side from rooms below the freeboard deck shall be fitted with effective and accessible means to prevent water from entering the ship. Either one automatic non-return valve fitted with a safe closing mechanism operable from a position above the freeboard deck or in the engine room, or two automatic non-return valves without such a closing mechanism may be used for each discharge pipe, the upper of which shall be located above the deepest waterline so as to be accessible for inspection at all times during normal operation of the ship. The upper of these valves shall be located above the deepest waterline so that it is always accessible for examination during normal operation of the ship and shall be of a type which is normally closed.

3.2 Other drainage pipes shall, if they discharge below the deepest waterline, be fitted with a similar barrier on the ship's side; if they discharge above the deepest waterline, they shall be fitted with an ordinary storm valve. In both cases, the valves can be omitted if pipes of the same thickness as the cladding are used, as direct drains from toilets, sinks and floor drains from wash rooms and similar must always be fitted with a storm flap or otherwise protected against water hammer. However, the wall thickness of such pipes does not need to be more than 14 mm.

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4 Where a valve with a direct closing mechanism is located, the point from which it can be operated must always be easily accessible and means must be provided to indicate whether the valve is open or closed. When direct closing valves are located in engine rooms, it is sufficient that they can be operated from the place where they are located, provided that the place is easily accessible under all conditions.

5 All valves located below the freeboard deck must be made of steel, bronze or other approved tough material. Ordinary cast iron or similar materials must not be used.

Rule 10 Weather tightness above the freeboard deck

1 The freeboard deck or a deck above it must be weathertight in the sense that seawater cannot penetrate the ship under normal travelling conditions.

2 All openings in the exposed weather deck must have frames of appropriate height and strength and must be provided with effective means to quickly close them weathertight.

3 All superstructures, deckhouses and other structures, as well as air pipes, etc., on exposed decks must be firmly connected to the ship and have the necessary strength.

Rule 11 Bilge devices

1 The ship must be fitted with suitable bilge pumps or other means for draining larger rooms. If the ship is over 50 tonnes, there must be at least one independent engine-driven pump. Where there are gutters for collecting load water, if these do not drain to a common well, at least one suction line must be led to each gutter.

2 Ships over 100 tonnes must have at least two engine-driven pumps, one of which must be operated independently of the main engine.

3 All piping from pumps required to drain holds or engine rooms shall be kept separate from piping which may be used for filling or emptying rooms in which water or oil is carried.

4 All drainage pipes used in or under coal bunkers or fuel oil tanks or in boiler or engine rooms, including rooms in which service tanks or fuel oil pumping systems are located, shall be of steel or other approved material.

5 All suction lines must end in suction baskets.

Rule 12 Wheelhouse, rudder, etc.

1 From the helmsman's seat, there must be adequate visibility at the front.

2 The rudder must have the necessary area for good steering and turning performance

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. Rule 13 Travelling with accessories

1 Travelling with accessories must be safe.

2 Yards, booms, etc.

2.1 Yards, bowsprit and jib booms, with the exception of loose outriggers, shall in general be fitted with fixed cleats, including the necessary hand and cam cleats.

2.2 Steel foot cleats must be covered.

3 For any hoisting and unloading equipment, please refer to applicable regulations.

Rule 14 Anchors with accessories

1 Every ship must be equipped with proper anchors and chains or wires.

Section D Machinery and electrical installations

Rule 15 Machinery

1 Regulations concerning the construction and layout of ship machinery, including boilers with associated steam pipes and other accessories, turbine and engine installations, as well as cooling systems, shall be laid down by special Executive Order.⁴⁾

4 Executive Order no. 387 of 7 July 1969 on regulations for machinery, etc., on ships.

Rule 16 Electrical installations

1 Scope of application:

1.1 The rules in this section apply to all electrical installations, except ship propulsion installations. For such exempted installations, authorisation must be obtained from the Danish Maritime Authority in each individual case.

1.2 However, radio systems and other specialised installations that require specially trained operators and are not accessible to anyone other than the operator are only covered by the regulations as far as the installation's power sources and associated cables and installation parts are concerned.

2 Application of classification company rules:

2.1 Unless otherwise stipulated, unclassified ships are subject to rules corresponding to those applied by one of the classification companies recognised by the Danish Maritime Authority with regard to the electrical equipment and the design of the system.

2.2 For classed ships, the class rules are recognised with regard to the electrical system and the execution of the installation in the areas covered by these rules.

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Section E Fire detection and extinguishing

Rule 17 Extinguishing equipment on vessels of 100 gross tonnage or more

1 Every ship must be fitted with the necessary extinguishing equipment, taking into account its layout and size, which must be able to act powerfully at any point in the ship.

2 Fire pumps.

2.1 Every ship must be fitted with at least two engine-driven pumps, one of which must be an emergency pump. The emergency pump can be a portable diesel driven pump. The pumps must be positioned so that a fire in any room cannot disable both pumps.

2.1 The required non-portable pumps shall have a minimum capacity of 24 m³ per hour and shall be proportionate to the size and arrangement of the ship, but shall not be less than such capacity that a pressure of 1.6 kg/cm² can be maintained through the two fire hydrants furthest from the pumps using two 12 mm nozzles.

2.3 Portable pumps shall have a performance commensurate with the size and layout of the ship, but shall not be less than 24 m³ per hour at 2.6 kg/cm² measured at the pump nozzle.

3 Fire lines.

3.1 The diameter of the main fire line and associated branch lines must be sufficient to efficiently distribute the maximum amount of water that the specified fire pumps can deliver.

3.2 Non-portable fire pumps must be permanently connected to the main fire line and it must be possible to connect the portable pump, cf. Section 2.3.

4 Fire hydrants, fire hoses and nozzles.

4.1 The number and arrangement of hydrants shall permit at least two jets of water not emanating from the same hydrant, one of which shall be from a single hose length, to reach any part of the ship normally accessible to persons on board during sailing.

4.2 In engine rooms containing propulsion or auxiliary machinery, boilers, incinerators etc., there must be at least one hydrant.

4.3 There must be at least three fire hoses in the accommodation and on deck, with associated couplings, combined mist nozzles and coupling tools.

4.4 All hydrants in engine rooms, cf. Section 4.2, must be fitted with hoses with combined mist jet pipes.

4.5 Fire hoses should be stored protected and easily accessible as close to the hydrants as possible.

5 Fixed fire extinguishing systems

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5.1 For use in rooms containing propulsion machinery, auxiliary machinery, boiler plant, incinerators, etc., one of the following approved fixed fire extinguishing systems shall be provided and shall be operable from outside the room concerned:

- Either a fine atomisation system,
- or a system with fire extinguishing gases,
- or a fire extinguishing system using vapours from low toxicity evaporating liquids,
- or a fire extinguishing system that uses high-expansion foam.

5.2 New installations with halogenated hydrocarbons used as fire extinguishing media are prohibited on ships.

6 Portable fire extinguishers in accommodation and engine rooms.

6.1 For use in accommodation, service rooms and engine rooms, the necessary number of portable fire extinguishers approved for the specific purpose shall be provided according to the size and layout of the rooms concerned.

6.2 For use in engine rooms containing either propulsion machinery or auxiliary machinery with a total power of 375 kW or more, there shall be one portable fire extinguisher for every 750 kW or part thereof, but not less than two extinguishers.

6.3 If there is an oil-fired auxiliary or heating boiler in the engine rooms mentioned in Section 6.2, an additional portable fire extinguisher must be located nearby.

6.4 If there is an oil-fired auxiliary or heating boiler outside the engine rooms mentioned in Section 6.2, there must be a portable fire extinguisher nearby.

6.5 A suitable hand-held fire extinguisher weighing at least 2 kg must be available for use in rooms with gas systems for cooking, heating or cooling, and a suitable fire blanket must also be provided for cooking installations.

7 Permanently installed fire alarm systems.

7.1 An automatic fire alarm system must be installed in engine rooms.

7.2 Detectors must be of a type approved according to recognised standards.

Rule 18 Extinguishing equipment on vessels of less than 100 gross tonnage

1 Every vessel shall be equipped with the necessary extinguishing equipment, taking into account its layout, size and trading area, which together shall be capable of exerting a powerful effect on any part of the vessel.

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2 Fire pumps, etc.

2.1 All vessels must be fitted with an engine-driven pump, as well as the necessary fire lines, fire hoses and nozzles. The pump must have a performance that is proportionate to the size and layout of the ship, but normally not less than 15 cubic metres per hour at 2.5 kg/cm².

2.2 Fire hoses should be stored protected and easily accessible as close to the hydrants as possible.

3 Fixed fire extinguishing systems.

3.1 In every vessel of 20 gross tonnage or more there shall be provided for use in the engine room one of the following fixed approved fire-extinguishing systems which shall be capable of being operated from outside that room and shall be as simple as possible:

Either a fine atomisation system, or a system with fire extinguishing gases,

or a fire extinguishing system using vapours from low toxicity evaporating liquids,

or a fire extinguishing system that uses high-expansion foam.

3.2 New installations with halogenated hydrocarbons used as fire extinguishing media are prohibited on ships

4 Permanently installed fire alarm systems.

4.1 In all vessels of 20 gross tonnage and above, there must be an automatic fire alarm system for use in the engine room and shall be as simple as possible.

4.2 Detectors must be of a type approved according to recognised standards.

5 Portable fire extinguishers.

5.1 In all vessels with a gross tonnage of 20 or more, for use in the engine room, accommodation, etc., there are fire extinguishers that are approved for the special purpose.

5.2 At least one portable fire extinguisher must be available for use in the engine room. In addition, a corresponding fire extinguisher must be installed outside the engine room but nearby.

5.3 If there is auxiliary machinery or oil heating equipment outside the engine room, a portable fire extinguisher must be located nearby.

5.4 The necessary number of portable fire extinguishers must be available for use in the accommodation according to its size and layout.

5.5 A suitable hand-held fire extinguisher weighing at least 2 kg must be available for use in rooms with gas systems for cooking, heating or cooling, and a suitable fire blanket must also be provided for cooking installations.

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Section F Life-saving appliances

Regulation 19 Life jackets

1 Life jackets approved to recognised standards shall be provided for all persons on board and additional life jackets corresponding to 5% of the persons on board.

2 If children are taken on board, child life jackets must also be provided in a number at least equal to the actual number of children on board. Children are defined as persons weighing up to 32 kg.

3 Life jackets must be fitted with an approved light.

4 Life jackets must be stored on deck in boxes or lockers clearly labelled "LIFE JACKETS" or approved pictogram. Approved instructions must be placed in appropriate places in the life jacket endorsement.

Rule 20 Floatation suits

1 Vessels fitted with a man-overboard boat shall carry an approved life jacket or protective suit for each person assigned to man the boat.

Rule 21 Thermal protection equipment

1 Vessels operating from 30 September to 1 May shall carry thermal protective equipment in a number which is the greater of either 10% of the number for which the life raft is approved, or 2.

Rule 22 Lifebuoys

1 There shall be at least 2 approved lifebuoys on board. However, in vessels over 150 gross tonnage, 4 such lifebuoys. Lifebuoys are positioned appropriately on the vessel. One lifebuoy must have 30 metres of line that can float on water. Other lifebuoys must have self-igniting lights.

Rule 23 Embarkation arrangement

1 The embarkation arrangement must be such that all persons on board can be evacuated within 10 minutes.

2 Life rafts and man-overboard boats must be able to be retained at the point of embarkation until the total number of people are on board.

3 In vessels where the height from the sea surface to the embarkation deck exceeds 1.5 metres, an embarkation ladder of pilot ladder construction shall be provided at each embarkation point.

4 In vessels where the height from the sea surface to the point of embarkation on the ship exceeds 4.5 metres, the life rafts with the total number of persons must be deployable by davit or crane.

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Rule 24 Life rafts

1 Vessels must have life rafts for all persons on board. If the number of persons on board exceeds 12, there must be at least two rafts.

2 In vessels with two life rafts, each shall be capable of accommodating at least half of all persons on board. In ships with more than two rafts, the size and arrangement of the rafts must be approved by the Danish Maritime Authority.

3 Life rafts must be equipped in accordance with the regulations for equipping fleets of cargo ships in domestic shipping.

4 Life rafts must be positioned so that 2 persons can deploy the raft in a maximum of 1 minute without the use of significant physical force and without the use of aids other than those that form an integral part of the launching arrangement.

5 Life raft lashings must have a hydrostatic release device approved by the Danish Maritime Authority so that the life raft floats freely and inflates automatically if the vessel sinks.

6 Life rafts and hydrostatic releases must be inspected at an authorised service station at intervals not exceeding the manufacturer's recommendations.

7 Life rafts can be fully or partially replaced by lifeboats placed under davits. In this case, the lifeboats must fulfil the regulations for lifeboats, lifeboat arrangements and launching equipment in "Notices from the Danish Maritime Authority B".

Rule 25 Man-overboard arrangement

1 Vessels deemed suitable by the Danish Maritime Authority to manoeuvre to and pick up a person from the water may be exempted from being equipped with a boat. Such vessels shall be equipped with an arrangement suitable for picking up persons from the sea surface.

2 Vessels with a gross tonnage of 150 or more, which are not exempted from boats according to the provisions in point 1 above, must be equipped with a man-overboard boat approved according to recognised standards.

Rule 26 Emergency lighting

1 Vessels operating between the hours of 18.00 and 06.00 and all vessels of 150 gross tonnage and above shall be fitted with emergency lighting capable of effectively illuminating the life-saving devices during preparation and launching, as well as the part of the sea in which they are launched.

Rule 27 Emergency signals

1 The vessel must carry 12 parachute signals and 2 orange smoke signals. Signals must be of an approved type and renewed according to the manufacturer's instructions, but no later than 4 years after the production date. Vessels travelling alone between sunrise and sunset only need to carry 6 parachute signals and 2 orange smoke signals.

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Annex 2

Permanently installed gas appliances and cooking appliances for spirits or kerosene Rule 1 Scope of application

1 This Chapter applies to all gas installations for cooking, heating or cooling and cooking appliances for alcohol or kerosene installed on or after 1 January 2017 on vessels not covered by the Recreational Craft Directive, cf. subject to Subsection 2.

2 Existing gas appliances for cooking, heating or cooling, as well as cooking appliances for alcohol or kerosene that were installed before 1 January 2017 and that comply with the previous regulations may still be used.

Rule 2 Gas appliances

1 Domestic gas appliances shall be of a type that uses gas in vaporised form and shall be designed and installed so as to avoid leakage and explosion hazards and be capable of being tested for leaks. The materials and components used must be suitable for the gas used and be designed to withstand the external influences they may be exposed to at sea.

2 The gas appliance shall comply with the applicable harmonised standard for gas systems for small craft. 5 5 EN/ISO 10239: Small craft - Liquefied petroleum gas (LPG) systems.

3 All gas appliances intended by the manufacturer for the application for which they are used shall be installed in accordance with the manufacturer's instructions. Each gas-consuming appliance must be supplied from the distribution system via a separate branch line and each appliance must have its own shut-off valve. Ventilation must be good enough to prevent hazards from leaks and combustion products.

4 All recreational craft with permanently installed gas systems must have a compartment for storing gas cylinders. The compartment must be separate from the living area; it must be accessible only from the outside and must be ventilated to the outside so that any gas leaks are directed outboard.

5 All permanently installed gas appliances must be installed and tested after installation by an authorised plumber or equivalent according to the Danish Safety Technology Authority's rules for the installation of gas appliances in caravans, etc.

6 In rooms with gas appliances for cooking, heating or cooling, there must be a suitable hand-held fire extinguisher weighing at least 2 kg, and a suitable fire blanket must also be provided for cooking installations.

Rule 3 Cooking appliances for alcohol or kerosene

1 Pressurised alcohol appliances must not be used.

2 Appropriate safety distances to combustible material must be observed, taking into account the movement of any gimbal-mounted torch.

3 Appliances must be securely fastened in a liquid-tight tray made of non-combustible

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material with a 25 mm rim.

4 Fuel must be stored in original containers and no more than 6 litres of alcohol is allowed on board.

5 For cooking installations, a suitable fire blanket must be installed

Rule 4 Portable equipment

1 Portable equipment using gas, alcohol or kerosene shall not be used on board ships, with the exception of equipment used for maintenance and repair.

¹⁾ Executive Order no. 1687 of 12/12/2016, which this Executive Order replaces, has been notified in draft form in accordance with Directive EU 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of regulations on information society services (codification).

²⁾ Executive Order no. 422 of 17 May 2016 on equipment on ships

³⁾ However, inspection of the rudder stock and propeller shaft, respectively, is normally only carried out in connection with a renewal inspection.

⁴⁾ Executive Order no. 387 of 7 July 1969 on regulations for machinery, etc., on ships.