

**Order on safety when operating recreational craft as well
as safety requirements for recreational craft above 24 metres in length¹**

In pursuance of section 1(2) and (3), section 3(1), section 4(1) and (4), section 5(1) and (2), section 17(5), section 28 and section 32(8) of the act on safety at sea (*lov om sikkerhed til søs*), cf. consolidated act no. 72 of 17 January 2014, as enacted for Greenland by decree no. 71 of 29 January 2013, whereby section 32(8) is however enacted as section 32(6), the following provisions are laid down.

Part 1

Application and definitions

Section 1. Unless expressly provided otherwise, the provisions of this order shall apply to both new and existing recreational craft with a length L below 24 m.

Subsection 2. The order shall also apply to recreational craft with a length L of or above 24 m built before 1 January 2004.

Section 2. For the purposes of this order, the following definitions shall apply:

- 1 "Recreational craft". Any vessel used for sports or leisure purposes, regardless of the means of propulsion, and not used for commercial purposes. In case of doubt, the Danish Maritime Authority shall decide whether a vessel may be considered a recreational craft.
- 2 "New vessels". Recreational craft marketed or put into service on or after 16 June 1998.
- 3 "Existing vessels". Recreational craft that are not new vessels.
- 4 "The recreational craft Directive". Directive 2013/53/EU of the European Parliament and of the Council of 20 November 2013 on recreational craft and personal watercraft and amending directive 94/25/EC, as amended.
- 5 "The length (L)" shall be taken as 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the keel line, or as the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.
- 6 "Classification society". An organisation recognized by the Danish Maritime Authority which, in accordance with the provisions of the order on the recognition and authorisation of organisations carrying out inspections and surveys of ships issued by the Danish Maritime Authority performs tasks in connection with the assessment of ships' safety on behalf of the Danish Maritime Authority.

¹ This order has been notified in draft in accordance with Directive 2015/1535/EU of the European Parliament and the Council laying down a procedure for the provision of information in the field of technical regulations and of rules on information society services (codification). The order contains provisions implementing parts of directive 2003/44/EC of the European Parliament and of the Council of 16 June 2003 amending directive 94/25/EC of 16 June 1994 on the approximation of the laws, regulations and administrative provisions of the Member States relating to recreational craft, Official Journal 2003, L 214, page 18.

Part 2

Requirements for the construction, equipment, surveys, registration and certificates of large recreational craft

Section 3. Recreational craft with a length L of or above 24 m the keels of which are laid before 1 January 2004 and that have not been designed exclusively for competitive sailing shall be covered by the requirements for the construction, equipment, surveys, registration and certificates stipulated in annex I.

Part 3

Requirements for safety equipment, etc.

Section 4. Any recreational craft shall be provided with safety equipment to the extent necessary in consideration of the season's weather conditions, the type, size, arrangement and use of the vessel as well as the length and duration of the voyage.

Section 5. All recreational craft that are not moored in a harbour shall carry lifejackets or swim jackets of a correct size that are approved in accordance with recognized norms for all those on board.

Subsection 2. The master of the vessel shall be responsible that an approved lifejacket or swim jacket of the correct size is available for everyone on board.

Subsection 3. Rowing racing boats and training rowing boats may, instead of observing this provision, observe the safety requirements of the Danish Rowing Federation or of the Danish Canoeing and Kayaking Association.

Subsection 4. Divers who are carried on board vessels covered by this order may use the buoyancy jackets used together with the diving equipment instead of lifejackets.

Subsection 5. Vessels that are used under surveillance in shallow areas in amusement parks and the like may be exempted from compliance with this regulation by the Danish Maritime Authority.

Subsection 6. Lifejackets and swim jackets shall be SOLAS or EU type-approved and conformity-marked with either a wheel-mark² or a CE-mark.

Subsection 7. Instructions for the use and weight limits, etc. of each individual lifejacket of swim jacket shall be observed.

Section 6. All recreational craft that are not covered by the recreational craft directive, but which are fitted with an LPG installation for cooking food, heating or refrigeration as well as cooking appliances using spirits or kerosene shall be covered by the requirements for LPG installations stipulated in annex II.

Section 7. The Danish Maritime Authority may exempt a recreational craft in full or partly from complying with the safety requirements of this order. However, any such recreational craft shall meet the safety requirements that would, following a specific assessment by the Danish Maritime Authority, be sufficient for the trade for which the vessel is intended and which can guarantee the general safety of the vessel.

² Order no. 422 of 17 May 2016 on marine equipment.

Part 4

Equivalent level of protection and test provisions

Section 8. Where the provisions of this order require that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a vessel, or that any particular provision shall be made, the Danish Maritime Authority shall allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that vessel, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, will ensure a level of protection at least as effective as that sought by these regulations.

Subsection 2. The Danish Maritime Authority shall accept tests carried out by recognised test institutes, including authorised organisations and test institutes in other EU member states as well as in countries covered by the EEA agreement or Turkey, providing appropriate and satisfactory guarantees of a technical, professional and impartial nature.

Part 5

Penalty provisions

Section 9. Punishment by fine or imprisonment for a term not exceeding 1 year shall be imposed upon anyone who

- 1) violates sections 3-8,
- 2) disregards conditions related to a permit, exemption or approval under this regulation, or
- 3) does not observe orders or prohibitions given in pursuance of this regulation.

Subsection 2. The penalty may increase to imprisonment for up to 2 years, if

- 1) the contravention has caused harm to life or health or a risk thereof,
- 2) a prohibition or order has previously been issued regarding the same or equivalent circumstances, or
- 3) the contravention resulted in, or was intended to result in, financial gain for the party concerned or for others.

Subsection 3. It shall be considered particularly aggravating circumstances if young people under the age of 18 have suffered harm to life or health or a risk thereof, cf. subsection 2(i).

Subsection 4. If the profits gained through the contravention are not confiscated, particular consideration shall be given to the size of the financial gain or intended financial gain when meting out any fine, including any supplementary fine.

Subsection 5. Criminal liability may be incurred by companies, etc. (legal entities) in accordance with the provisions of part 5 of the penal code (*straffeloven*).

Section 10. If the circumstance is covered by the decree concerning the entry into force for Greenland of the act on safety at sea, measures may be prescribed pursuant to the criminal code for Greenland.

Subsection 2. The circumstances referred to in section 9(2) and (3) shall be considered aggravating circumstances.

Subsection 3. If the profits gained through the contravention are not confiscated, cf. part 3 of the penal code (*kriminalloven*), particular consideration shall be given to the size of the financial gain or intended financial gain when meting out the fine, including supplementary fines.

Subsection 4. If the contravention has been committed by the State, the Government of Greenland, a municipality, a municipal cooperative covered by section 64 of the Landsting act on municipal councils and local authorities, etc. or a local authority, liability to pay a fine may be incurred by the relevant public authority as such.

Subsection 5. If the relevant party is not resident in Greenland, or his connection to Greenland society is otherwise so remote that the prerequisites for the application of the measures do not exist, proceedings may be instigated or the case sent for trial in Denmark.

Part 6

Entry into force

Section 11. This order shall enter into force on 1 January 2017.

Subsection 2. The following orders shall be repealed:

- 1) Order no. 10157 of 22 September 2006 on Notice L from the Danish Maritime Authority, the construction and equipment, etc. of recreational craft, introductory regulation of 1 October 2006, shall be repealed.
- 2) Order no. 10161 of 22 September 2006 on Notice L from the Danish Maritime Authority, the construction and equipment, etc. of recreational craft, chapter I, general regulations of 1 October 2006, shall be repealed.
- 3) Order no. 10162 of 22 September 2006 on Notice L from the Danish Maritime Authority, the construction and equipment, etc. on recreational craft, chapter III, permanent F gas installations and cookers using spirits or kerosene of 1 October 2006, shall be repealed.
- 4) Order no. 10164 of 22 September 2006 on Notice L from the Danish Maritime Authority, the construction and equipment, etc. on recreational craft, chapter IV, equipment of 1 October 2006, shall be repealed.
- 5) Order no. 10165 of 22 September 2006 on Notice L from the Danish Maritime Authority, the construction and equipment, etc. on recreational craft, chapter V, environmental protection of 1 October 2006, shall be repealed.
- 6) Order no. 10167 of 22 September 2006 on Notice L from the Danish Maritime Authority, the construction and equipment, etc. on recreational craft, chapter VI, additional requirements for vessels for hiring out of 1 October 2006, shall be repealed.
- 7) Order no. 10166 of 22 September 2006 on Notice L from the Danish Maritime Authority, the construction and equipment, etc. on recreational craft, chapter VIII, the design, construction and equipment, etc. for certain large recreational craft of 1 October 2006, shall be repealed.
- 8) Order no. 10168 of 22 September 2006 on Notice L from the Danish Maritime Authority, the construction and equipment, etc. on recreational craft, chapter IX, safe operation of certain large recreational craft of 1 October 2006, shall be repealed.

Danish Maritime Authority, 12 December 2016

Martin John / Jesper Jarl Fanø-Fredeløkke

The design, construction and equipment, etc. of certain large recreational craft**Part A – General****Regulation 1 – Application**

- 1 The provisions of this annex shall apply to recreational craft with a length L of or above 24 m the keels of which are laid before 1 January 2004 and which are not solely designed for racing.

Regulation 2 – Definitions

For the purposes of this annex, the following definitions shall apply:

- 1 “Tonnes”: Gross tonnage (GT) measured in accordance with the provisions in force on the measurements of ship’s tonnage; for vessels with a length of or above 24 m in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969. For vessels constructed before 18 July 1994 that are measured in accordance with the regulations on tonnage measurement of ships in force before the entry into force of the International Convention on Tonnage Measurement of Ships, 1969, and where this tonnage is recorded on the International Tonnage Certificate (1969), this gross tonnage shall be applied in connection with these regulations. For vessels with a length of less than 24 m, only measured in accordance with the previous regulations on tonnage measurement of ships (1947) the gross register tonnage (GRT) shall be used. For vessels equipped with a tonnage certificate with two sets of tonnages, the term shall mean the greatest gross tonnage given on the tonnage certificate.
- 2 “Classed” used in connection with ships, machinery, etc.: A vessel or system, etc. holding a valid certificate from a classification society recognised by the Danish Maritime Authority.
- 3 “Freeboard deck” as defined in the International Load Line Convention in force at any time.
- 4 “Steel or other equivalent material”: “Equivalent material” means any material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of an appropriate fire test (such as aluminium with appropriate insulation).
- 5 “Non-combustible materials” are materials which neither burn nor give off flammable vapours in sufficient quantity for self-ignition when heated to approximately 750 C. All other materials shall be considered “combustible materials”.
- 6 “Public spaces” are those portions of the accommodation which are used for halls, dining rooms, lounges and similar permanently enclosed spaces.
- 7 “Accommodation spaces” are those spaces used for public spaces, corridors, lavatories, cabins, offices, crew accommodation, isolated pantries and linen storage spaces as well as similar spaces.
- 8 “Machinery spaces” are all spaces containing propelling machinery, auxiliary machinery or refrigerating machinery, boilers, pumps, workshops, generators, ventilation and air conditioning machinery, oil filling stations and similar spaces, and trunks to such spaces.
- 9 “Accommodation” shall mean spaces arranged for the use and convenience of those on board, except for luggage, stores and provisions.

Part B – Surveys and certificates

Regulation 3 – Inspection and survey

- 1 Inspections and surveys shall be carried out by the Danish Maritime Authority. The Danish Maritime Authority may, however, entrust the inspections and surveys either to surveyors nominated for the purpose or to organizations recognized by it.
- 2 Any recreational craft covered by the provisions of this annex shall, before being put in service, be approved by the Danish Maritime Authority at an initial survey. For vessels purchased from abroad, the Danish Maritime Authority may lay down more detailed guidelines.
- 3 A vessel may not proceed to sea if the validity of a trade permit issued by or on behalf of the Danish Maritime Authority has expired or if a prescribed survey has not been held.

Regulation 4 – Special surveys and survey intervals

- 1 The Danish Maritime Authority may, at any time, determine that a vessel shall be subjected to an extra-ordinary survey and may, in special conditions, lay down survey intervals deviating from those stipulated in regulation 5.
- 2 For vessels that have been laid up, the Danish Maritime Authority may permit that prescribed renewal surveys be omitted, wholly or in part, for as long as the vessel remains laid up.
- 3 An additional survey, either a renewal survey or a partial survey according to the circumstances, shall be made after major repairs, rebuildings, alterations or renewals.
- 4 Vessels that are rebuilt, re-rigged or in any other way altered to an extent that may, in the opinion of the Danish Maritime Authority, reduce the strength or stability of the vessel shall be subjected to a more detailed assessment of its conditions of stability and strength. Such an assessment shall include measurement and actual calculations if the Danish Maritime Authority considers it necessary.

Regulation 5 – Surveys of structure, machinery, equipment and life-saving appliances

- 1 The structure, machinery, equipment and life-saving appliances of recreational craft as referred to in regulation 1 shall be subject to the surveys and inspections specified below:
 - 1.1 An initial survey including an inspection of the outside of the vessel's bottom before the vessel is put in service.
 - 1.2 A renewal survey at intervals not exceeding 5 years.
 - 1.3 A minimum of two inspections of the outside of the vessel's bottom during any five year period. In all cases the interval between any two such inspections shall not exceed 36 months.
- 2 The surveys and inspections referred to in paragraph 1 shall be carried out as follows:
 - 2.1 The initial survey shall include a complete inspection of the structure, machinery and equipment, including the outside of the vessel's bottom. This survey shall be such as to ensure that the arrangements, materials, scantlings and workmanship of the structure, boilers and other pressure vessels, their appurtenances, main and auxiliary machinery including steering gear and associated control systems, electrical installation and other equipment comply with the requirements of the present regulations, are in satisfactory condition and are fit for the service for which the vessel is intended. In addition, a complete inspection of fire-safety systems and fire-extinguishing systems, life-saving appliances and measures shall be carried out. Nautical publications, lights, shapes and sound signalling devices and distress signals shall also be subjected to the above-mentioned surveys to ensure that they comply with the requirements of these regulations and those of the International Regulations for Preventing Collisions at Sea where they apply.

- 2.2 The renewal survey shall include an inspection of the structure, including the outside of the vessel's bottom, machinery and equipment as referred to in paragraph 2.1 to ensure that they comply with the relevant requirements of the present regulations and the International Regulations for Preventing Collisions at Sea, are in satisfactory condition and are fit for the service for which the vessel is intended.
- 2.3 The inspection of the outside of the vessel's bottom and the survey of related items inspected at the same time shall be such as to ensure that they remain satisfactory for the service for which the vessel is intended. The survey shall also include an examination of the rudder, propeller shaft³ and all sea connections below the deepest waterline.
- 3 Inspections of the outside of the vessel's bottom shall be endorsed on the trade permit of the vessel.

Regulation 6 – Maintenance of conditions after survey

- 1 The condition of the vessel and its equipment shall be maintained to conform with the provisions of the regulations in force to ensure that the vessel in all respects will remain fit to proceed to sea without danger to the ship or persons on board.
- 2 After any survey of the vessel under regulation 5 has been completed, no change shall be made in the structural arrangements, machinery, equipment and other items covered by the survey, without the sanction of the Danish Maritime Authority.

Regulation 7 – Trade permit and survey book

- 1 After the completion of an initial survey or every renewal survey, a trade permit shall be issued stating the duration, trade area and maximum number of persons permitted on board.
- 2 A trade permit shall remain valid for as long as the conditions of the vessel's application and the survey intervals are observed.

Part C – Hull, rigging and fittings

Regulation 8 – General structural regulations

- 1 Every vessel shall, as regards its entire general arrangement, possess the integrity necessary for the intended purpose.
- 2 For unclassified vessels, unless otherwise provided, in general regulations equivalent to those used by a recognized classification society shall be used as regards design, construction, integrity and scantlings as a condition for the vessel being classed in consideration of its type and application.
- 3 For classed vessels or vessels constructed with the purpose of being classed, the rules of the class as regards design, construction, integrity and scantlings shall be recognised as satisfactory in the areas covered by these regulations.

Regulation 9 – Openings in the vessel's side

- 1 Openings in the vessel's side below deck shall be fitted with weathertight doors or weathertight covers of sufficient integrity.
- 2 Sidescuttles in spaces below the freeboard deck or in superstructures immediately above this shall be fitted with internal, unremovable deadlights capable of being closed watertight easily and effectively. However, in cabins in superstructures removable deadlights may be used.
- 3 Discharges through the vessel's side.

³ However, the rudder stock and propeller shaft are normally examined only in connection with surveys carried out together with renewal surveys.

- 3.1 Discharges led through the vessel's side from spaces below the freeboard deck shall be fitted with effective and accessible means for preventing water from passing in to the vessel. For each individual discharge, either an automatic non-return valve with a positive means of closing it from a position above the freeboard deck or in the machinery space may be used or two automatic non-return valves without such means of closing where the uppermost of these valves shall be located above the deepest waterline so that it is always accessible for inspection during the normal operation of the vessel, which shall be of a type that is normally closed.
- 3.2 Other discharges shall, if they end below the deepest waterline, be fitted with similar means of closing on the vessel's side; if they end above the deepest waterline, they shall be fitted with a normal storm valve. In both cases, the valves may be omitted if pipes of the same thickness as the shell plating are used, however direct outlets from toilets, wash basins and floor drains from washrooms and the like shall always be fitted with deadlights or be secured against water hammering in some other way. However, the thickness of such pipes need not be more than 14 mm.
- 4 If a valve with direct means of closing is fitted, the position from which it is operable shall always be easily accessible and means shall be provided for indicating whether the valve is open or closed. If valves with direct means of closing are located in machinery spaces, it shall suffice if they are operable from the position where they are located provided that this place is easily accessible under all conditions.
- 5 All valves located below the freeboard deck shall be made of steel, bronze or any other approved tough material. Ordinary cast iron or similar shall not be used.

Regulation 10 – Weathertightness above freeboard decks

- 1 The freeboard deck or a deck above this shall be weathertight in the sense that seawater may not flood into the ship under general conditions of operation.
- 2 All openings in the exposed weatherdeck shall have coamings of a sufficient height and integrity and shall be fitted with effective means of closing them weathertight quickly.
- 3 All superstructures, deck houses and other structures as well as air pipes, etc. on exposed decks shall be solidly connected to the vessel and have the necessary integrity.

Regulation 11 – Bilge pumping arrangements

- 1 The vessel shall be fitted with appropriate bilge pumps or other means of pumping from large spaces. If the vessel is above 50 tonnes, at least one independent power-driven pump shall be provided. Where bilge wells are provided for collecting ballast water, at least one suction pipe shall be led to each bilge well if they do not empty into a common well.
- 2 Vessels above 100 tonnes shall be provided with at least two power-driven pumps, one of which shall be driven independently from the main engine.
- 3 All pipes from pumps required for pumping from cargo spaces or machinery spaces shall be kept separate from pipes that may be used for filling or emptying spaces in which water or oil is carried.
- 4 All suction pipes used in or below bunkers or fuel oil tanks or in boiler or machinery spaces, including spaces in which service tanks or fuel oil pumping systems are located, shall be made of steel or any other approved material.
- 5 All suction pipes shall end in strainers.

Regulation 12 – Wheelhouse, rudder, etc.

- 1 From the conning position, sufficient visibility shall be provided in the forward direction.
- 2 The rudder shall have the area necessary to acquire a good steering and turning capability.

Regulation 13 – Rigging and associated fittings

- 1 The rigging and associated fittings shall be sound and secure.
- 2 Yards, booms, etc.
- 2.1 Yards, bowsprits and jib booms with the exception of loose outriggers shall in general be fitted with solid footropes, including the necessary hand ropes and yard ropes.
- 2.2 Footropes of steel shall be overlaid.
- 2.3 As regards any hoisting and unloading gear, reference is made to the provisions in force.

Regulation 14 – Anchors and associated fittings

- 1 All vessels shall be fitted with sound and secure anchors and chains or wires.

Part D – Machinery and electrical installations**Regulation 17 – Machinery**

- 1 Provisions on the construction and arrangement of ship machinery, including boilers with associated steam piping and other fittings, turbine and machinery installations as well as refrigerating systems, shall be laid down by special order.⁴

Regulation 18 – Electrical installations

- 1 Application:
 - 1.1 The regulations in this part cover all electrical installations, however not installations for ship propulsion. For such exempted installations, approval shall be acquired from the Danish Maritime Authority in each individual case.
 - 1.2 Radio installations and other special installations requiring specifically trained operation and not accessible to others than operators shall, however, be covered by the provisions only in so far as regards the installation's source of power and associated wires and installation parts.
- 2 Application of the rules of recognized organizations:
 - 2.1 For unclassified vessels, regulations similar to those used by a classification society recognized by the Danish Maritime Authority shall apply as regards electrical material and the workmanship of the installation, unless otherwise provided.
 - 2.2 For classed vessels the rules of the class shall be recognized as regards the electrical installation and its workmanship in the areas covered by these regulations.

Part E – Fire-detection and fire-extinction**Regulation 19 – Fire-extinguishing equipment in vessels with a gross tonnage of or above 100**

- 1 All vessels shall, in consideration of their arrangement and size, be equipped with the necessary fire-extinguishing systems capable of having a strong effect any place in the vessel.
- 2 Fire pumps

⁴ Order no. 387 of 7 July 1969 on provisions for machinery installations, etc. in ships (the machinery order).

- 2.1 All vessels shall be equipped with at least two power-driven pumps, one of which shall be an emergency pump. The emergency pump may be a portable diesel-powered pump. The pumps shall be located so that a fire in one room cannot stop both pumps.
- 2.2 The prescribed non-portable pumps shall have a capacity of at least 24 m³ per hour and shall otherwise be appropriate in relation to the vessel's size and arrangement, however the capacity shall not be less than what is required to maintain a pressure of 1.6 kg/cm² through the two fire hydrants that are most remote from the pumps using two 12 mm nozzles.
- 2.3 Portable pumps shall have a capacity that is appropriate in relation to the vessel's size and arrangement, however the capacity shall not be less than 24 m³ per hour at 2.6 kg/cm², measured at the pump hydrant.
- 3 Fire mains
 - 3.1 The diameter of the fire main and water service pipes shall be sufficient for the effective distribution of the maximum required discharge from the fire pumps.
 - 3.2 Non-portable fire pumps shall be permanently connected to the fire main, and it shall be possible to connect the portable pump, cf. paragraph 2.3.
- 4 Fire hydrants, fire hoses and nozzles
 - 4.1 The number and position of fire hydrants shall be such that at least two jets of water not emanating from the same hydrant, one of which shall be from a single length of hose, may reach any part of the vessel normally accessible to persons on board during navigation.
 - 4.2 In machinery spaces containing propulsion machinery or auxiliary machinery, boilers, incinerators, etc., at least one fire hydrant shall be provided.
 - 4.3 In the accommodation and on deck, the number of fire hoses with their associated couplings, combined dual-purpose nozzles and coupling tools shall be at least three.
 - 4.4 All fire hydrants in machinery spaces, cf. paragraph 4.2, shall be fitted with hoses with dual-purpose nozzles.
 - 4.5 Fire hoses shall be stored in a protected and easily accessible place as close to the fire hydrants as possible.
- 5 Fixed fire-extinguishing systems
 - 5.1 For use in spaces containing propulsion machinery, auxiliary machinery, boilers, incinerators, etc., one of the following fixed, approved fire-extinguishing systems shall be provided, operable from outside the relevant space:
 - either a pressure water-spraying installation,
 - or a fire-smothering gas installation,
 - or a fire-extinguishing installation using vapours from evaporating liquids of low toxicity,
 - or a fire-extinguishing installation using high-expansion foam.
 - 5.2 New installations of halogenated hydrocarbon systems used as fire-extinguishing media shall be prohibited on vessels.
- 6 Portable fire-extinguishers in accommodation and machinery spaces.
 - 6.1 For use in accommodation, service and machinery spaces, the number of portable fire-extinguishers approved for the specific purpose shall be provided necessary for the size and arrangement of the relevant space.
 - 6.2 For use in machinery spaces containing either propulsion machinery or auxiliary machinery with a total output of or above 375 kW, a portable fire-extinguisher shall be provided for each 750 kW or part hereof, however at least two.

- 6.3 If oil-burning auxiliary or heating boilers are fitted in the machinery spaces mentioned in paragraph 6.2, one additional portable fire-extinguisher shall be located in the vicinity.
- 6.4 If oil-burning auxiliary or heating boilers are fitted outside the machinery spaces mentioned in paragraph 6.2, a portable fire-extinguisher shall be located in the vicinity.
- 6.5 For use in spaces with gas installations for cooking, heating or refrigerating, a suitable manual fire-extinguisher of at least 2 kg shall be available, and at cooking installations there shall furthermore be a suitable fire blanket.
- 7 Fixed fire-detection systems
 - 7.1 In machinery spaces, an automatic fire-detection system shall be installed.
 - 7.2 Detectors shall be of a type approved according to recognized standards.

Regulation 20 – Fire-extinguishing equipment in vessels with a gross tonnage below 100

- 1 All vessels shall, in consideration of their arrangement, size and trade area, be equipped with the necessary fire-extinguishing systems capable of having a strong effect any place in the vessel if used together.
- 2 Fire pumps, etc.
 - 2.1 All vessels shall be equipped with one power-driven pump as well as the necessary fire mains, fire hoses and nozzles. The pump shall have a capacity that is appropriate in relation to the vessel's size and arrangement, however the capacity shall not normally be less than 15 m³ per hour at 2.5 kg/cm².
 - 2.2 Fire hoses shall be stored in a protected and easily accessible place as close to the fire hydrants as possible.
- 3 Fixed fire-extinguishing systems
 - 3.1 In all vessels with a gross tonnage of or above 20, for use in the machinery space, one of the following fixed, approved fire-extinguishing systems shall be provided, operable from outside the relevant space and of as simple a design as possible:
 - either a pressure water-spraying installation,
 - or a fire-smothering gas installation,
 - or a fire-extinguishing installation using vapours from evaporating liquids of low toxicity,
 - or a fire-extinguishing installation using high-expansion foam.
 - 3.2 New installations of halogenated hydrocarbon systems used as fire-extinguishing media shall be prohibited on vessels.
- 4 Fixed fire-detection systems
 - 4.1 On vessels with a gross tonnage of or above 20, for use in the machinery space, an automatic fire-detection system shall be installed, of as simple a design as possible.
 - 4.2 Detectors shall be of a type approved according to recognized standards.
- 5 Portable fire-extinguishers
 - 5.1 For use in machinery and accommodation spaces, etc., on all vessels with a gross tonnage of or above 20, fire-extinguishers approved for the specific purpose shall be provided.
 - 5.2 For use in the machinery space, at least one portable fire-extinguisher shall be provided. In addition, a similar fire-extinguisher shall be provided outside the machinery space, but in its vicinity.
 - 5.3 If auxiliary machinery or oil burners are fitted outside the machinery space, a portable fire-extinguisher shall be located in the vicinity.
 - 5.4 For use in the accommodation, a number of portable fire-extinguishers necessary for the size and arrangement of the accommodation shall be provided.

- 5.5 For use in spaces with gas installations for cooking, heating or refrigerating, a suitable manual fire-extinguisher of at least 2 kg shall be available, and at cooking installations there shall furthermore be a suitable fire blanket.

Part F – Life-saving appliances

Regulation 21 – Lifejackets

- 1 Lifejackets approved according to recognized standards shall be provided for everyone on board as well as additional lifejackets corresponding to 5% of the persons on board.
- 2 If children are on board the vessel, children's lifejackets shall be provided, in addition, in a quantity corresponding to at least the actual number of children on board. Children shall mean persons with a mass of up to 32 kg.
- 3 Lifejackets shall be fitted with approved lights.
- 4 Lifejackets shall be stored on deck in boxes or lockers clearly marked "LIFEJACKETS" (in Danish: "REDNINGSVESTE") or with an approved pictogram. At suitable places, approved guidelines for donning lifejackets shall be affixed.

Regulation 22 – Immersion suits

- 1 Vessels equipped with a rescue boat shall for each person designated to man the boat carry one approved immersion suit or anti-exposure suit.

Regulation 23 – Thermal protective aids

- 1 Vessels navigating during the period from 30 September to 1 May shall carry thermal protective aids in a number corresponding to either 10% of the number of persons for which the liferaft is approved or two, whichever is the greatest.

Regulation 24 – Lifebuoys

- 1 At least two approved lifebuoys shall be carried on board. In vessels with a gross tonnage above 150 four such lifebuoys shall, however, be carried. The lifebuoys shall be located in an appropriate place in the vessel. One lifebuoy shall be fitted with a 30 metre buoyant line. The other lifebuoys shall be fitted with self-igniting lights.

Regulation 25 – Embarkation arrangement

- 1 The embarkation arrangement shall be such that it is possible to evacuate all those on board within a period of ten minutes.
- 2 It shall be possible to secure liferafts and rescue boats at the embarkation area until the total number of persons on board have embarked.
- 3 In vessels where the height from the surface of the sea to the embarkation deck exceeds 1.5 metres, an embarkation ladder shall be provided at each embarkation station of the same design as a pilot ladder.
- 4 In vessels where the height from the surface of the sea to the embarkation station on the vessel exceeds 4.5 metres, it shall be possible to lower the liferafts with their complement of persons by means of a davit or crane.

Regulation 26 – Liferafts

- 1 Vessels shall be provided with liferafts for all those on board. If the number of persons on board is greater than 12, there shall be at least two liferafts.
- 2 In vessels equipped with two liferafts, each of these shall be capable of carrying at least half of those on board. In vessels equipped with more than two liferafts, the size and location of the liferafts shall be approved by the Danish Maritime Authority.
- 3 The liferafts shall be equipped in accordance with the provisions on the equipment of liferafts in cargo ships engaged in domestic voyages.
- 4 Liferafts shall be stowed so that two persons can launch the liferaft in maximum one minute without using any considerable physical power and without using any means other than those forming an integral part of the launching arrangement.
- 5 Liferaft lashings shall be fitted with a hydrostatic release device approved by the Danish Maritime Authority so that the liferaft floats freely to the surface of the sea and is automatically inflated if the vessel sinks.
- 6 Liferafts and hydrostatic release devices shall be inspected by an approved service station at intervals not exceeding the recommendations of the manufacturer.
- 7 Liferafts may be fully or partly replaced by lifeboats located below davits. In such cases, the lifeboats shall comply with the provisions for lifeboats, arrangements and launching arrangements stipulated in “Notice B from the Danish Maritime Authority”.

Regulation 27 – Rescue arrangement

- 1 Vessels which the Danish Maritime Authority finds suitable for manoeuvring to and retrieving a person from the sea may be exempted from being fitted with a rescue boat. Such boats shall be equipped with an arrangement suitable for retrieving persons from the surface of the sea.
- 2 Vessels with a gross tonnage of or above 150 that are not exempted from being equipped with a rescue boat in accordance with paragraph 1 above shall be equipped with rescue boats approved according to recognized standards.

Regulation 28 – Emergency lighting

- 1 Vessels used during the period from 1800 hours and 0600 hours as well as all vessels with a gross tonnage of or above 150 shall be fitted with emergency lighting capable of illuminating the life-saving appliances while they are being made ready and launched as well as the part of the sea where they are being launched.

Regulation 29 – Distress signals

- 1 The vessel shall carry 12 rocket parachute flares and 2 orange smoke signals. The signals shall be of an approved type and replaced in accordance with the instructions of the manufacturer, however not later than 4 years after the date of manufacture. Vessels that are only engaged on voyages from sunrise to sunset need carry only 6 rocket parachute flares and 2 orange smoke signals.

Fixed LPG installations and cooking appliances using spirits or kerosene

Regulation 1 – Application

- 1 This annex shall apply to all LPG installations for cooking food, heating or refrigeration as well as cooking appliances using spirits or kerosene that have been installed on or after 1 January 2017 on board vessels not covered by the recreational craft directive, cf. however 2.
- 2 Existing LPG installations for cooking food, heating or refrigeration as well as cooking appliances using spirits or kerosene that have been installed before 1 January 2017 and that meet the regulations previously in force may still be used.

Regulation 2 – LPG installations

- 1 LPG installations for domestic use shall be of a type using gas in vaporized form and be constructed and installed so as to avoid leakage and explosion risks and so that it is possible to examine them for leakage. The materials and components used shall be suitable for using the gas used and be designed to resist the external effects that they may be exposed to at sea.
- 2 The gas installation shall meet the applicable harmonised standard for LPG installations on board small vessels.⁵
- 3 All LPG installations intended by the manufacturer for the use for which they are used shall be fitted for the purpose in accordance with the manufacturer's instructions. Each individual gas-consuming apparatus shall be supplied from the distribution system via a separate service pipe and each apparatus shall have its own shut-off cock. The ventilation shall be so good that no risk will arise as a consequence of leakage and combustion products.
- 4 All watercraft with permanently installed LPG installations shall have a compartment for storing the gas cylinders. The compartment shall be separate from the accommodation; it shall be accessible only from the open air, and it shall be ventilated to the open air so that any gas leaks are led overboard.
- 5 All permanent LPG installations shall be installed and tested after having been installed by an authorised heating and sanitary engineer or the like in accordance with the provisions of the Danish Safety Technology Authority on the installation of LPG installations in caravans, etc.
- 6 In spaces with LPG installations for cooking, heating or refrigerating, a suitable manual fire-extinguisher of at least 2 kg shall be available, and at cooking installations a suitable fire blanket shall, furthermore, be available.

Regulation 3 – Cooking appliances using spirits or kerosene

- 1 Appliances using spirits or kerosene shall not be used.
- 2 There shall be a suitable safety distance to combustible material in consideration of the movement of any burner that has been mounted in gimbals.
- 3 The appliances shall be appropriately secured in a liquid-proof tray of non-combustible material with an edge of 25 mm.
- 4 Fuel shall be stored in its original packing and a maximum of 6 litre spirits shall be carried on board.

⁵ EN ISO 10239: Small craft – Liquefied petroleum gas (LPG) systems.

5 A suitable fire blanket shall be located at cooking appliances.

Regulation 4 – Portable equipment

1 Portable equipment using LPG, spirits or kerosene shall not be used on board ships, with the exception of equipment used in connection with maintenance and repair.