

DMA RO Circular no. 001

Danish national legislation

1. Rule reference

- Danish RO Agreement.

2. Application

Danish national regulations in addition to the SOLAS Convention, the International Convention on Load Lines and the MARPOL Convention, applicable to cargo ships of or above 500 GT engaged in international trade.

3. Cargo ship safety construction certificate (SAFCON)

3.1 Notice B from the DMA, II-1A (SOLAS, II-1A)

Regulation 3-5 – New installation and repairs of materials containing asbestos

- 2 From 1 January 2011, for all ships, new installation of materials which contain asbestos *as well as repairs carried out using materials containing asbestos*⁶ shall be prohibited.
- 6) Attention is drawn to European Commission Directive 1999/77/EC on restrictions on the marketing and use of certain dangerous substances and preparations (asbestos), according to which the exceptions stipulated will lapse as of 1 January 2005 in the EU member States as well as in countries covered by the EEA agreement.

3.2 Notice B from the DMA, II-1B (SOLAS, II-1B)

Regulation 19-0 – Stability information for [passenger ships and] cargo ships

- 1 *Ships the keels of which are laid or which are at a similar stage of construction on or after 1 April 1976 shall, regardless of their length, comply with the relevant provisions in the Code of Intact Stability, Res. A.749(18), as amended.³¹⁾*
 - 1.1 *The same shall apply to ships that are being altered if the alteration has considerable effect on the conditions of stability and to ships bought abroad if they are registered with the Ships Register or Danish International Ship Register.*
 - 1.2 *Ships the keels of which are laid or which were at a similar stage of construction before 1 July 1998 and all cargo ships with a gross tonnage below 500 shall, however, not be required to meet the weather criteria in regulation 3.2 of the code.*
 - 1.3 *The special stability criteria for container ships with a length of more than 100 m stipulated in regulation 4.9 of the code are not mandatory.*
 - 1.4 *If the existing stability information of the ship must be corrected in order to comply with this regulation, such corrected stability information shall be approved at the next renewal survey, at the latest.*
- 2 *Suction dredgers shall comply with the provisions of the code under general loading conditions and under the following special loading conditions:*
 - .1 *Light ship with stores and 10% bunker.*
 - .2 *100% bunker, no cargo.*
 - .3 *10% bunker, water in cargo hold to the widest level.*

- .4 10% bunker, water to the upper edge of cargo hold.
- .5 10% bunker, 1/3 sand cargo, water to the upper edge of cargo hold.
- .6 10% bunker, 2/3 sand cargo, water to upper edge of cargo hold.
- .7 10% bunker, cargo hold filled with sand.
- .8 70% bunker, cargo hold filled with sand.
- .9 In .3, .4, .5 and .6, correction shall be made for the effect of free surface from water in the cargo hold.

In dredging work where, for example, mud occurs, correction shall be made for the effect of full free surface from the load. The specific gravity for mud, etc. shall be set at 1.5.

The stability information for suction dredgers shall make the master of the ship aware that the sand cargo in rough weather shall be drained from the bottom.

³¹⁾ With regard to passenger ships the keels of which are laid or which are at a similar stage of construction before 1 April 1976, reference is made to technical regulation no. 6 of 3 August 1995 on supplementary requirements for intact stability for existing passenger ships engaged on international voyages issued by the Danish Maritime Authority.

3.3 Notice B from the DMA, II-1C (SOLAS, II-1C)

Regulation 34-1 – Refrigerating plant

Reference is made to the national provisions in chapter B II-1 N(1).

Chapter B II-1 N(1) – Construction – Structure, subdivision and stability, machinery and electrical installations

Additional Danish regulations to regulation 34-1.

Refrigerating plant

1. *Cargo and provision refrigerating plant*
 - 1.1. *Refrigerating plant shall mean any refrigerating plant – except for domestic refrigerators and freezers – containing refrigerating agents in the form of fluids or liquefied gases with a vapour pressure in excess of 0.1 N/mm² at + 30 °C.*
 - 1.2. *Doors to all refrigerated, freezer and blast-freeze rooms in which persons may move about shall open outwards, and the closing and locking mechanisms of such doors shall, irrespective of the temperature and temperature differences, function easily and reliably when operated from the inside, even when locked.*
 - 1.3. *All refrigerated and freezer rooms in which persons may move about shall be provided with permanently installed electric light.*
2. *Provision cold store*
 - 2.1 *It shall be ensured that the light in provision cold stores is not turned off inadvertently when persons are in the room. In addition, an indication located in a suitable place shall show whether the light is switched on in a provision cold store.*
 - 2.2 *In provision cold stores, a means of alarm shall be fitted making it possible to alert help for each individual space.*
 - 3.1 *Pressure-testing of the components forming part of the plant and of the entire plant shall be carried out on the basis of a recognised test standard. Testing of cargo refrigerating plants shall be carried out by a recognised classification society or by re-*

cognised test institutes, including test institutes in other EU member states and in countries covered by the EEA agreement and in Turkey, and which provide suitable and satisfactory guarantees of a technical, professional and independent character. As regards air-conditioned and provision refrigerating plants, workshop certificates shall be accepted. Pressure vessels shall be marked in accordance with recognised test standards.

3.4 Notice B from the DMA, II-2D (SOLAS, II-2D)

Regulation 13 – Means of escape.

4.2.1.2 Machinery control and operation spaces as well as workshop spaces located within a machinery space shall be provided with at least two means of escape, one of which shall be independent of the machinery space and shall allow access to the open deck.

Ladders in machinery spaces shall be made of steel and be shielded on the lower side

4. Cargo ship safety equipment certificate (SAFEQ)

4.1 Notice B from the DMA, II-2C (SOLAS, II-2C)

Regulation 10 – Fire fighting

3.1 Portable fire extinguishers shall comply with the requirements of the Fire Safety Systems Code *and be subject to inspection in pursuance of the provisions of annex N(3) to this chapter.*

4.1.1.1 A fixed gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code. *CO₂ fire-extinguishing systems shall, further-more, meet the provisions of annex N(1) of this chapter, and furthermore, fire-extinguishing systems using mixed atmospheric gases in machinery spaces in ships shall meet the provisions of the order on the installation and testing of fire-extinguishing systems using mixed atmospheric gases in machinery spaces in ships issued by the Danish Maritime Authority*

10.2.5 At least two spare charges shall be provided for each required breathing apparatus *containing at least 3,600 l of air.* Passenger ships carrying not more than 36 passengers and cargo ships that are equipped with suitably located means for fully recharging the air cylinders free from contamination need carry only one spare charge for each required apparatus. *Such suitable located means for fully recharging the air cylinders free from contamination shall consist of at least one air compressor connected to the emergency source of power and with a capacity of 3,600 l times the number of fire-fighter's outfits required; however, the capacity need not exceed 25,000 l.* In passenger ships carrying more than 36 passengers, at least two spare charges for each breathing apparatus shall be provided in addition to the air compressor mentioned above.

4.2 Notice B from the DMA, II-2, annex N(1)

Additions to the provisions of the "Fire Safety Systems Code" (FSS Code), chapter 5, paragraphs 2.1 and 2.2

2 General provisions for CO2 fire-extinguishing systems

2.1 CO2 systems shall, insofar as possible, be protected against incorrect operation.

2.2 It shall be possible for the ship's crew to check the condition of CO2 systems in a safe manner. It shall not be possible to release the systems inadvertently in connection with control, maintenance, etc. Maintenance and inspection shall be carried out in accordance with the IMO guidance for the maintenance and inspection of fixed carbon dioxide fire-extinguishing systems⁶⁹.

2.3 It shall be possible to secure CO2 systems against release during yard work in machinery spaces.

2.4 In case of new-buildings/flagging-in, it shall be possible to prove that CO2 systems will work as intended in all conditions in case of a fire.

⁶⁹) Refer to IMO circular MSC.1/Circ.1318, "Guidance for the maintenance and inspection of fixed carbon dioxide fire-extinguishing systems".

4.3 Notice B from the DMA, II-2, annex N(3)

Additional Danish regulations Supplement to the provisions of the Fire Safety Systems Code (FSS Code), chapter 4

1. General

1.1. Fire-extinguishers and spare charges shall be ready for use at any time and be subjected to routine checks.

1.2. The functioning of a suitable number of the ship's portable fire-extinguishers from both accommodation and engine spaces shall be systematically tested in connection with fire drills.

1.3. Portable fire-extinguishers shall be checked in accordance with the guidelines stipulated in the IMO guidance on portable fire-extinguishers⁷⁰. The inspections prescribed by this regulation may be carried out on board on the responsibility of the ship's master, chief engineer or first mate on the condition that the service instructions of the manufacturer for each individual type of fire-extinguisher available on board is observed. The pressure-tests mentioned under paragraph 2 may be carried out on board by the relevant ship's chief engineer on the condition that he has acquired a certificate as a chief engineer in accordance with the STCW Convention, chapter III, regulation III-2. If the inspections and pressure-tests mentioned are not made on board, they shall be carried out in this country by approved companies, persons or test institutes. Abroad, inspections and tests may be carried out by locally recognized companies.

2. Periodical pressure tests, etc.

2.1 Pressurized portable fire-extinguishers

2.1.1 Containers for pressurized fire-extinguishers shall be cleaned and inspected internally as well as pressure-tested every ten years. The test pressure shall be that stamped on the container.

- 2.1.2 *If more than five years have passed since the latest pressure test, a discharged fire-extinguisher shall not be recharged until a new pressure test has been carried out with a satisfactory result.*
- 2.2 *Cartridge-driven portable fire-extinguishers*
- 2.2.1 *Containers for cartridge-driven fire-extinguishers shall be cleaned and inspected internally as well as pressure-tested every ten years. The test pressure shall be that stamped on the container.*
- 2.3 *The month and year of the pressure test shall be stamped on the container in a durable manner.*

⁷⁰⁾ Refer to IMO resolution A.951(23), "Improved guidelines for marine portable fire-extinguishers".

4.4 Notice B from the DMA, III (SOLAS, III)

Regulation 3 – Definitions

In Danish ships immersion suits shall be in accordance with 2.3.2.2 of the Code.

4.5 Notice B from the DMA, III (SOLAS, III)

Regulation 31 – Survival craft and rescue boats

- 1.4 *The life raft shall be so stowed that it may be transferred to either side of the ship. Such arrangements shall be made that the raft may be launched without the necessity of lifting it over rails or bulwarks. There shall also be emergency lighting at the place where the raft is stowed. A portable safety lamp of an approved type may be used for this purpose. The release line – the painter – shall be secured to the place where the raft is stowed in such a way that it may be easily released for attachment to the place where the raft may be launched.*

4.6 Notice B from the DMA, V (SOLAS, V)

Regulation 19 – Carriage requirements for ship borne navigational systems and equipment

- 1.2.4 *be fitted with a bridge navigation watch alarm in accordance with paragraphs 2.2.3 and 2.2.4.*
- 2.2.3. *Ships with a wheelhouse shall be fitted with a bridge navigational watch alarm system (BNWAS), which shall be in operation whenever the ship is underway at sea.*
- 2.2.3.1. *The Convention requirement for a bridge navigational watch alarm system shall apply to cargo ships of 150 gross tonnage and upwards and passenger ships irrespective of size implemented from 1 July 2011 until 1 July 2014. Nationally, the equipment requirement has applied from 1 March 2006 to cargo ships with a length (L) of or above 15 metres, respectively²⁶ of 100 and above as well as to passenger ships irrespective of size when engaged on international voyages.*
- 2.2.4. *The bridge navigational watch alarm system shall comply with the technical and operational requirements of the IMO functional standards²⁷ for bridge navigational watch alarm systems (BNWAS).*

²⁶ Cf. the definition in chapter I, regulation I/2.

²⁷ Refer to resolution MSC.128(75), "Performance standards for a Bridge Navigation Watch Alarm System (BNWAS)" (printed in Danish in Notices from the Danish Maritime Authority 5/2002).

4.7 Notice B from the DMA, V (SOLAS, V)

Regulation 36 – Navigation lights, shapes and sound signals

- 1 *On all ships, navigation lights shall meet functional requirements not inferior to those adopted by the Organization.⁶⁵*
- 2 *Ships with a length below 50 metres shall be provided with a set of fixed spare navigation lights for the top, side and stern lights prescribed for the relevant type of ship by the international regulations for preventing collisions at sea.*

⁶⁵⁾ Refer to resolution MSC.253(83), Performance standards for navigation lights, navigation light controllers and associated equipment.

5 International load line certificate (ILLC)

5.1 Notice B from the DMA, II-5N

Regulation 1 – Application

- 1 *This chapter contains regulations implementing, expanding or deviating from the provisions of the Convention on Load Lines.*
- 2 *Unless expressly provided otherwise, this chapter shall apply to ships of a length of or above 24 m and to ships below 24 m the keels of which are laid on or after 1 January 2001.*

5.2 Notice B from the DMA, II-5N

Regulation 5 – Protection of the crew

Arrangements for the protection of the crew, as stipulated in regulation 25(4) and in regulation 26(2) and (3) of the Convention on Load Lines and in chapter II-1, regulation 3-3 of these regulations for tankers, shall be carried out in accordance with the rules of a recognized classification society.

5.3 Notice B from the DMA, II-5N, part A

Regulation 7 – Application

- 1 *This section shall apply to ships of a length of 24 m or more.*
- 2 *Ships the keels of which are laid before 1 January 2002 and only engaged in domestic trade shall comply with the regulations in force until then. For ships with a gross tonnage below 500, the provisions on surveys and certificates in regulation 13 shall apply, and for ships with a gross tonnage of 500 or more, surveys of the freeboard-related conditions shall be carried out in connection with the surveys stipulated in chapter I, regulation 10(a)(ii).*

5.4 Notice B from the DMA, II-5N, part A

Regulation 8 – Structure and freeboard-related conditions

Unless expressly provided otherwise in this section, ships engaged on both domestic and international voyages shall comply with the provisions of the Convention on Load Lines.

5.5 *Notice B from the DMA, II-5N, part A*

Regulation 9 – Marking⁶

- 1 Load line marks shall be marked D-L as regards ships where the load line certificate is issued by the Danish Maritime Authority.
- 2 For ships changing their classification society, it may be accepted that the existing letters intended to indicate the previous classification society are maintained.
- 3 The stem and stern post shall be provided with draught marks in decimetres on both sides. Such marks shall be placed as close to the perpendiculars as possible.

⁶ Refer also to chapter II-1, regulation 13, on sub-division load lines in passenger ships.

5.6 *Notice B from the DMA, II-5N, part A*

Regulation 10 – Surveys and Certificates

- 1 Freeboard-related conditions shall be surveyed in accordance with the provisions of article 14 of the Convention on Load Lines.
- 2 An international load line certificate shall be issued to ships that have been surveyed and marked in accordance with the Convention on Load Lines and that comply with these regulations.
- 3 The validity and duration of certificates have been laid down in article 19 of the Convention on Load Lines.