

**Danish Maritime Authority's
authorisation handbook**

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General conditions

The authorisation scheme

An authorisation authorises a company or an individual in Denmark to perform tasks on behalf of the Danish Maritime Authority in a specified area. A condition for being granted an authorisation is that the conditions of the authorisation handbook issued by the Danish Maritime Authority are met.

Companies in the EU can be authorised within an area mentioned in the handbook provided that a similar authorisation has been granted by the company's national authorities.

The following legal basis applies to all areas of authorisation:

- Act on safety at sea, as amended, part 8.
- Authorisation order.

Any supplementary legal basis is mentioned in connection with each individual area of authorisation.

Competence to act

The authorisation does not cover the issuance of certificates or the like in connection with works performed by the authorised company.

Initial certification must be performed by impartial institutions (such as classification societies, relevant test institutes or other authorised companies). Subsequent periodic controls can be performed.

As regards the competence to act, see furthermore the "authorisation order".

General conditions for being authorised by the Danish Maritime Authority

1. The authorised company must have a quality control system that contains procedures ensuring that the work specified is performed in accordance with the guidelines of the Danish Maritime Authority.
2. The authorised company must have wide experience performing the work specified as well as knowledge of the relevant regulations in force.
3. The authorised company must be in possession of the equipment necessary to perform the work specified.
4. The authorised company must ensure that the persons performing the work specified have the relevant education and training and are sufficiently experienced in the area to be able to perform the work specified.
5. The expenses incurred by the authorised company in connection with the work specified are of no relevance to the Danish Maritime Authority and are considered an issue between the one requesting the work and the authorised company.
6. The authorised company must be permanently employed within the area for which the authorisation has been granted.
7. The authorised company is obliged to inform the Danish Maritime Authority about any changes to the contact details, including changes to the company's name, postal address, CVR number, e-mail and telephone numbers.

In addition, the descriptions of the individual authorisation areas list specific requirements for the personnel's competences as well as, inter alia, specific equipment and reporting requirements.

Requirements for the company's quality control system (need not be certified)

The company must have a quality control system that contains the items mentioned below for documenting that the work specified is performed in accordance with this handbook. The quality control system must be accessible to the company's employees and for inspection.

The system must, as a minimum, contain the following:

- Guidelines/procedures for the individual work processes ensuring that the work specified is performed in accordance with the legal basis and regulations in force, the manufacturer's instructions, if relevant, as well as the general conditions of this handbook.
- A description of how the company secures and controls the quality of the work in connection with the authorisation granted.
- An overview of the equipment required to perform the work specified as well as of how to maintain and calibrate it.

- An overview showing how the company's personnel possess the qualifications required under the authorisation area as well as how these qualifications are maintained (courses, etc.).
- A description of how the company secures its competence to act, business secrets, etc. in relation to the customer.
- A description of how documentation is stored.
- A description of the periodic reviewing of guidelines, customer complaints, preventive actions, insurances, etc. in order to ensure updating and accordance with customer- and legislative requirements.

Complaints about refusals

Decisions made by the Danish Maritime Authority in pursuance of the act on safety at sea cannot, in general, be brought before any higher administrative authority.

Reference is also made to order no. 744 of 24 June 2013 on the transfer of certain powers to the Danish Maritime Authority and on the right of appeal, etc. issued by the Danish Maritime Authority.

Inspection and audits of the authorised company

The Danish Maritime Authority performs random inspections and audits of the authorised companies.

An inspection has the form of a technical inspection of the required equipment, the work process as well as the personnel qualifications.

An audit has the form of an audit of the authorised company's quality control system, including procedures and instructions, personnel qualifications and recordings of work performed.

During inspections and audits, the necessary documents pertaining to the authorisation must be available.

An inspection or audit is arranged beforehand with the authorised company.

Control visits

The Danish Maritime Authority can perform a control visit at an authorised company at any time. Control visits can, for example, be made in connection with applications or authorisation renewals.

Authorisation applications

Authorisation applications must contain the following:

1. Name and address of the company.
2. CVR number, telephone and e-mail.
3. Number and description of the authorisation area.
4. A description of how the applicant meets the conditions and requirements stipulated in the section on the general conditions for being granted an authorisation by the Danish Maritime Authority, including any special equipment and personnel requirements within each individual area of authorisation.
5. Documentation in the form of, inter alia, exam certificates and work experience held by the employees involved.
6. A description of the equipment used.
7. Date and signature.

The application form is available from the webpage of the Danish Maritime Authority and can, for example, be filled in and returned by e-mail.

Validity and renewal of valid authorisations

Authorisations remain valid for a maximum of five years after the date of issue. If an authorisation is requested to be renewed, the authorised company must apply for a renewal from the Danish Maritime Authority one month before the expiry of the authorisation.

Applications for renewal of a valid authorisation must contain the number, a description of the area of authorisation requested to be renewed as well as the company's contact details, including the company's name, postal address, name of contact person, e-mail and telephone number.

In addition, the application must contain a brief description of the following:

- How the authorised company remains employed within the areas for which authorisation has been granted.
- How the authorised company maintains knowledge of relevant regulations in force.
- That the authorised company still possesses the equipment necessary to perform the work specified.
- That the persons performing the work specified have the relevant education and are sufficiently experienced within the area.

Authorisations will lapse automatically upon expiry.

New regulations

The authorised company is obliged to keep updated on the legislation in force at any time in the area for which authorisation has been granted.

Publication

The names of those authorised are published on the Danish Maritime Authority's webpage.

Link to an overview of those authorised and the use of logo

Those authorised can link to the overview of those authorised on the webpage of the Danish Maritime Authority. The authorised company cannot use the logo of the Danish Maritime Authority in its own material or write – for example on a webpage or in a brochure – that the company has been approved by the Danish Maritime Authority.

Special conditions

Special conditions may apply when an authorisation is granted. For example, the one authorised can be a company or person that performs tasks within the area concerned only in exceptional cases. In this connection, the authorisation periods may be shorter.

Documentation of work performed

Documentation of the work performed must always be handed over to the one requesting it, and a copy must be kept by the authorised company for at least five years. Only if required under the description of each individual area, documentation must be submitted related to the installation, testing, survey or approval in each individual area of authorisation.

Withdrawal of authorisations

The Danish Maritime Authority can withdraw an authorisation if

- there are inconsistencies in the manner in which the work specified is performed and/or documented,
- persons holding the qualifications required are no longer employed,
- the conditions that formed the basis of the authorisation are not met.

An authorisation cannot be withdrawn until the authorised company has been consulted and must be motivated and accompanied by complaint guidelines.

Other approvals and inspection of external companies

Service stations – Area 6

Service stations are approved by the Danish Maritime Authority in accordance with Notice B from the Danish Maritime Authority as well as the guidance on the conditions of approval of service stations for inflatable liferafts.

IMO resolution A.761(18) contains the conditions that have to be met before service stations for inflatable liferafts are approved.

After the initial approval, the Danish Maritime Authority will arrange inspections of service stations at least once a year in order to ensure that the manufacturer's deliveries are up-to-date and efficient and that the requirements are met.

Constructions and repairs of GRP hulls – Area 16

Before an authorisation is granted, the foundry shop must be inspected and approved.

Periodic inspections of fishing vessels in accordance with Notice F from the Danish Maritime Authority – Area 17

Before being granted an authorisation, the authorised company must perform an inspection under supervision of a ship surveyor from the Danish Maritime Authority.

Classification societies

Classification societies are approved by the Danish Maritime Authority in accordance with the Danish Class Agreement.

The Danish Maritime Authority has written instructions for the approval and inspection of the classification societies.

Notified bodies

The Danish Maritime Authority appoints notified bodies in accordance with EU directive 2014/90/EU on marine equipment.

At least every second year, each member State must have the authorities or an impartial external body appointed by the authorities control the tasks performed by the notified bodies on its behalf. The control must ensure that the notified body continues to meet the criteria of annex C of the directive.

A member State that has appointed a notified body must cancel this appointment if it finds that the notified body no longer meets the criteria of annex C. It must immediately inform the Commission and the other member States of this.

The list of notified bodies is available here: <http://ec.europa.eu/enterprise/newapproach/nando/>.

Overview of the individual authorisation areas

Area	Description
1	Performance of inclining tests and lightweight calculations as well as the development of stability books
2	Noise measurements
3	Thickness measurements of unclassified ships using ultrasound
4	Survey of outside bottom on laid up fishing vessels
5	LRIT
6	Service stations' arrangement and work procedures
7	Approval and inspection of houseboats and floating structures
8	Inspection of hoisting gear and loading gear, etc. in ships
9	Survey of person carrying lifts in ships
10	Radio survey on fishing vessels and cargo vessels below 300 GT (Danish and Greenland ones)
11	Control pursuant to MARPOL Annex II
12	Measurement of cargo holds in fishing vessels above 17 metres
13	Insulation measurements on electrical installations on unclassified ships
14	Periodic inspection of offshore containers
15	Tonnage measurement of ships
16	Construction and repairs of GRP (glassfibre reinforced polyester) hulls
17	Periodic surveys of fishing vessels pursuant to Notice F from the Danish Maritime Authority
18	Test of packing approved according to the IMDG Code
19	Periodic inspection of launching appliances in ships

Area 1 Performance of inclining tests and lightweight calculations as well as the development of stability books

Inclining tests and lightweight calculations must be made for the following ships:

- New built passenger ships.
- New built cargo ships with a tonnage below 500.
- New built fishing vessels.
- New built commercial vessels between 15 and 24 metres in length.

In addition, inclining tests and lightweight calculations must be made as follows:

- Periodic stability control on passenger ships every five years.
- Periodic stability control on fishing vessels every ten years.
- Periodic stability control on commercial vessels below 15 metres, built in or after 2001, every ten years.
- Periodic stability control on S and V ships holding a passenger license every five years. (This control can be postponed to a maximum of five years on the condition that the ship is not converted and that there is a good stability margin.)
- In case of conversion of all the above-mentioned categories of ships.

Legal basis

Notice B from the Danish Maritime Authority, chapter II-1, regulation 5.

Notice D from the Danish Maritime Authority, chapter II-1B, regulation 18.

International Code of Safety for High Speed Craft (HSC Code), regulation 2.

Notices E and F from the Danish Maritime Authority, chapter III, regulation 9.

Technical regulation no. 15 of 1 December 2000 on traditional ships, regulation 2.

Qualification requirements of persons performing inclining tests and lightweight calculations and developing stability books

The company must have personnel who

- have an education as an engineer with ship building expertise or another relevant education,
- have knowledge about the applicable regulations,
- have the necessary experience within the area to ensure that the work is performed in accordance with the relevant regulations and with the guidelines given by the Danish Maritime Authority.

It must be possible to prove that the company's personnel have wide experience performing inclining tests and lightweight calculations as well as developing stability booklets and have knowledge about the legislation in force.

IMO guidelines on the performance of lightweight calculations and inclining tests as well as on ship stability calculations

- Code on Intact Stability.
- Model Loading and Stability Manual.
- International Code for the Safe Carriage of Grain in Bulk.
- Guidelines for Damage Control Plans.
- Guidelines for Shipboard Loading and Stability Computer Program.

Especially on inclining tests

Inclining tests must be performed in accordance with the guidelines in the "Code on Intact Stability" for ships above 24 metres. For ships with a length below 24 metres, it is possible to use the standard forms of the Danish Maritime Authority.

1. A ship must be as finalised as possible. Temporary equipment, tool boxes, scaffolds, garbage, etc. must be reduced to an absolute minimum.
2. The test must be made under sound and safe conditions as regards wind, sea, current, slack mooring lines and the accuracy of the inclining measurements.
3. The water density must be measured by means of a calibrated hydrometer.
4. The draught must be read fore and aft and, on ships with load line marks, also the freeboard amidships. If the draught marks have not yet been controlled, the freeboard must be measured fore and aft, and a lines drawing must be enclosed to the report.

5. The calculation of the ship's displacement during the inclining test must be based on hydrostatics calculated by means of a recognised computer program.
6. Calibrated inclining weights must be used. Inclining weights capable of absorbing considerable quantities of moisture must be used only if they have been weighed immediately prior to the test. In large ships, inclining tanks can be used whose sounding is accurate.
7. Two sounding lines of suitable length must be used, capable of a reaction of approximately 15 cm. The sounding lines are located as far apart as practicable. One of the pendulums can be replaced by an inclinometer or any other measuring method.
8. Tank soundings must be monitored. The weight and centre of gravity of the content must be checked according to a sounding table. Completely empty service tanks can be required to be inspected by removing the tank cover. Please be aware that minor residues at the bottom of wide tanks may lead to great inaccuracy. In completely filled tanks, the level of liquid in the sounding pipe must be above the tank top; so it may be recommendable to perform a control sounding after the inclining test. As regards completely filled ballast tanks, the water is to run into air pipes. The number of slack tanks must, insofar as possible, be limited so as to constitute a maximum of one for each type of tank content.
9. Empty cargo tanks must be inspected for any residues, if necessary.

An account of any lacking and superfluous weights as well as their longitudinal and vertical centre of gravity must be enclosed to the inclining report.

Especially about dynamometer tests

In a few cases, the provisions applicable to small vessels make it possible to replace an inclining test by a dynamometer test when a useable measurement of the hull is not available. The test is carried out in accordance with the following guidelines:

1. The test must be carried out for the conditions required by the regulations, which are in general the in practice worst possible operating condition and the lightship condition. In case of doubt as regards the worst possible condition, the test can be carried out for several conditions.
2. The weight displacement of the vessel D (kg) must be determined by means of an authorised bridge weight or by using a crane and a dynamometer with a calibration certificate.
3. A sounding line or a similar instrument is to be erected for determining the inclining angles.
4. A crane wire or the like with an inserted dynamometer with a calibration certificate is to be attached to the vessel so that it is possible to incline it at least 30° . The weight P (kg) used for the inclination is to be read at intervals of 5° to 30° or the angle of ingress if this is below 30° . The test is to be continued for larger inclinations, if practicable.
5. The distance a (m) from the vessel's estimated centre of gravity to the pulling wire is to be measured perpendicularly to this in a cross section. The area below the GZ curve must meet the relevant stability criteria of the regulations in order for the stability to be considered satisfactory.

Especially on stability books

A stability book must be drawn up as regards ships covered by Notice F from the Danish Maritime Authority. The guidelines stipulated in Notices from the Danish Maritime Authority must be observed.

In case of conversions or alterations of the weight distribution on board, a new stability book must be drawn up.

The stability book must, insofar as possible, be drawn up in accordance with the "Guidelines for authorised companies in connection with the drawing up of stability books, etc. for fishing vessels and rather small commercial vessels".

Documentation, etc.

The stability data must be drawn up by a company that has been authorised for this by the Danish Maritime Authority, and a copy of the stability data drawn up must be forwarded to the Danish Maritime Authority.

Area 2 Noise measurements

Legal basis

Notice A from the Danish Maritime Authority, chapter III, regulation 6.4.

Qualification requirements

The company must have personnel who

- are educated as an engineer or have another similar relevant education,
- are sufficiently experienced in the area to be able to perform noise measurements in accordance with the relevant regulations and guidelines,
- can document wide experience with noise measurements and have knowledge about the relevant legislation in the area.

Performance requirements (regulations, standards or guidelines)

Noise measurements must be carried out in accordance with Notice A from the Danish Maritime Authority, chapter III, annex 3, on noise measurements.

Documentation

The measurement results must contain the following:

- A plan of the ship, indicating the values and positions of the measurements made.
- Matters of importance to the evaluation of the noise conditions, including the following:
 1. Ship's name and port of registry, IMO number, distinctive number or letters and control number.
 2. Draught fore and aft.
 3. Wind and sea.
 4. Speed and course.
 5. Load and number of revolutions of main and auxiliary machinery.
 6. Other sources of noise in operation during the measurements, such as machinery, cargo space and accommodation ventilation.
 7. Under-keel clearance.
 8. Manufacture and type of measuring instrument and microphone.
 9. Information about who has carried out the measurement.

The result is to be given as total A-weighted sound pressures in the measuring form of the report. In case of the noise exceeding the maximum noise limit or of annoying low-frequency noise or clearly audible pure tones, a frequency analysis must be carried out in the 1/1 octave frequency band.

In addition, the report must contain the following:

- Name, address and CVR number of the authorised company.
- Place and date of the inspection and the name(s) of the one(s) having performed the inspection.
- Date and signature of the company responsible person or the one having performed the inspection.

A copy of the report must be handed over to the ship/shipowner, and a copy must be kept by the authorised company for at least five years.

Area 3 Thickness measurements of unclassified ships using ultrasound

Legal basis

Notice B from the Danish Maritime Authority, chapter I, regulation 6.

Notice D from the Danish Maritime Authority, chapter I, regulation 9.

Notices E and F from the Danish Maritime Authority, chapter I, regulation 6.

Technical regulation on traditional ships.

Qualification requirements

The company must have personnel

- among whom there is a naval architect, shipbuilder or a person having another similar relevant education,
- who are sufficiently experienced within the area to be able to perform thickness measurements in accordance with relevant legislation and guidelines,
- who can document that the person concerned has wide experience carrying out thickness measurements using ultrasound.

Performance requirements (regulations, standards or guidelines)

Normally, the shell plating and decks are measured in three belts – aft, amidships and fore in a belt around the hull. Any affected stiffenings and decks are included in the measurements.

The one carrying out the measurement must draw up a special report and rough outline showing the results of the measurements.

Thickness measurements must also include a measurement of the shell plating below the main engine and areas from which machinery discharge takes place and where copper alloyed suction pipes are found. Furthermore, the shell plating is measured above the propeller and in the forepeak around the loaded/ballasted waterline.

The average corrosion for a group of comparable items (for example all weather deck plating taken as one) must not exceed 10 per cent for main strength decks and the bottom structure, including any stiffenings. As regards the shell plating and between-decks, including any stiffenings, however a maximum of 15 per cent.

Locally, it is acceptable that up to 25 per cent of the material has corroded, however a minimum of 4.5 mm residual thickness for ships with a length between 15 and 24 metres and 3.5 mm residual thickness for ships with a length between 8 and 15 metres.

When pitting corrosion covers less than 1 per cent of the area under consideration, corrosion of up to 35 per cent is permitted. If pitting corrosion covers up to 50 per cent of the area under consideration, corrosion of up to 20 per cent is permitted. In case of other corrosion degrees, interpolation is made linearly.

In case the above-mentioned corrosion limits are exceeded, renewal must take place.

Anchor chains are permitted to corrode by a maximum of 10 per cent of the original diameters.

In connection with extensions, the corrosion of adjacent deck and shell plating must not exceed 15-20 per cent of the original thicknesses, cf. however above.

Periods and general criteria are shown in the table "Inspection of the outside bottom", which is available from the webpage of the Danish Maritime Authority, or following the instructions of the surveyor.

Documentation

The report must, as a minimum, contain the following information:

1. Name, address and CVR number of the authorised company.
2. Ship's name and port of registry, control number or distinctive number or letters.

3. Results of the thickness measurements (marked on the hull drawing).
4. Place and date of the measurement and name(s) of the one(s) having performed the measurements.
5. Date and signature of the company responsible person or the one having performed the measurements.

A copy of the report must be handed over to the ship/shipowner, and a copy must be kept by the authorised company for at least five years.

Area 4 Survey of outside bottom on laid up fishing vessels

Legal basis

Notices E and F from the Danish Maritime Authority, chapter I, regulation 6.

Qualification requirements

The company must have personnel who

- are educated as a naval architect,
- have sound experience from the shipping industry and are able to perform bottom surveys and to subsequently draw up documentation,
- have knowledge about the regulations applicable to fishing vessels.

Performance requirements (regulations, standards or guidelines)

The survey of the outside bottom must be carried out in accordance with Notices E and F from the Danish Maritime Authority, chapter I, regulation 6, and the person concerned must do the following:

- Go through the ship's outside hull according to the survey form "Inspection of the outside bottom".
- Note the defects and non-conformities identified in "Documentation of installations, tests or surveys performed on behalf of the Danish Maritime Authority".

If any defects or non-conformities are identified during the survey, the one requesting the survey must be informed about this. At the same time, the one requesting the survey must be made aware that a new survey must be held to check the ship's outside bottom, including for example whether the plate thickness meets the regulations in force.

Both forms are available from the webpage of the Danish Maritime Authority under authorisations or by contacting Ship Survey and Certification.

Documentation of inspection, etc.

The one performing the inspection of the outside ship's bottom on laid up fishing vessels must draw up the specified documentation hereof, from which the following information must also be evident:

1. Name, address and CVR number of the authorised company.
2. Ship's name and port of registry, control number and distinctive number or letters.
3. Place and date of the inspection and the name(s) of the one(s) having performed the inspection.
4. Date and signature by the company responsible person or the one having performed the inspection.

When the survey has been finalised (and any defects and non-conformities have been remedied), a copy of the survey form and the documentation must be handed over to the ship, proving that the ship meets the given regulations.

A copy of the documentation must be handed over to the ship/shipowner, and a copy must be kept by the authorised company for at least five years.

Legal basis

Notice B from the Danish Maritime Authority, chapter V, regulation 19-1 (Long-Range Identification and Tracking of ships (LRIT)).

Company requirements

1. Companies in the manufacturing industry must be manufacturers of the relevant equipment (Inmarsat C) and must be able to document the quality of the equipment.
2. Companies in the service industry must be able to document that they are engaged within this area.
3. In both cases, the companies must – through the application – convince the Administration that they are capable of performing the task by:
 - Having the necessary experience and competence.
 - Giving the name of the company's contact person.

Qualification requirements

The company must have personnel who:

- have the relevant technical education in the radio/electronics area,
- have knowledge about the regulations applicable to such systems, and
- have sound experience from the shipping industry.

Performance requirements (regulations, standards or guidelines)

The authorised company must perform tests in accordance with the IMO Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information.

Documentation of approval, inspection, etc.

Submission of control forms, digitalised information etc.:

1. The authorised company must, following a satisfactory test and approval, hand over a conformance test report to the ship.
2. A copy must be forwarded digitally to csf@dma.dk in the Danish Maritime Authority.
3. A copy of the conformance test report must be kept by the authorised company for at least five years on the ship's file.

The following information must be evident from the documentation forwarded to the Danish Maritime Authority:

1. Name, address and CVR number of the authorised company.
2. Ship's name and port of registry, IMO number, control number and distinctive number or letters.
3. Place and date of the approval/survey and name(s) of the one(s) having performed the approval and/or survey.

Area 6 Service stations' arrangement and work procedures

Legal basis

Pursuant to Notice B from the Danish Maritime Authority, chapter III, all inflatable liferafts must be inspected at intervals of not more than 12 months at an approved service stations.

IMO Resolution A.761(18) with updates contains the conditions that are required to be met before service stations for inflatable liferafts can be approved.

Company requirements

The company must have personnel who have demonstrated competence inspecting and re-packing liferafts and who are sufficiently educated and trained.

The requirements are described in the guidance on the conditions of service stations, which is available from the webpage of the Danish Maritime Authority.

After the initial approval, the Danish Maritime Authority will arrange frequent inspections of service stations at least once a year in order to ensure that the manufacturer's supplies are up-to-date and efficient and that the current requirements are met. In this connection, the checklist for service stations is used, which is available from the webpage of the Danish Maritime Authority.

Performance requirements (regulations, standards or guidelines)

These are also described in the guidance on the conditions of service stations, which is available from the webpage of the Danish Maritime Authority.

Documentation of approval, inspection, etc.

Where required, marking must be updated and checked.

Documentation of approval and inspection must be kept by the company for at least five years after the date of the liferaft inspection.

Statistical reports must be made on all liferafts inspected. The report must especially show any defects found, the repairs carried out and discarded units. Such statistics must be available to the Danish Maritime Authority.

After the initial approval, the Danish Maritime Authority will arrange inspections of service stations at least once a year in order to ensure that the manufacturer's deliveries are up-to-date and efficient and that the requirements are met.

Area 7 Approval and inspection of houseboats and floating structures (the floating elements)

Legal basis

Technical regulation on the stability, buoyancy, etc. of houseboats and floating structures issued by the Danish Maritime Authority.

The building act.

Qualification requirements

The company must have personnel who

- have an education as an engineer specialised in ship construction,
- have sufficient experience within the area to perform the work in accordance with relevant regulations and guidelines.

Performance requirements (regulations, standards or guidelines)

- Guidance on equivalents to the watertight subdivision of hulls.
- Guidance on basic requirements in connection with the approval of concrete hulls.
- Guidance on the consideration of building cases related to floating houses (the Business and Building Authority).

The guidances mentioned above are available from the webpage of the Danish Maritime Authority.

The authorised company must verify the stability of the overall design of the floating house by means of a recognised method and draw up documentation hereon, i.e.:

1. approve strength calculations of the floating part,
2. perform an ordinary inclining test or a dynamometer test,
3. assess the freeboard conditions, drainage from deck, water level alarms and mooring conditions,
4. make a stability calculation and draw up stability documentation,
5. carry out thickness measurements in steel and aluminium structures,
6. approve steel and aluminium weldings,
7. assess steel hulls and concrete hulls as well as wooden hulls as regards wear and tear and the general state of the structure, including tanks,
8. approve the pressure testing of tanks,
9. calculate freeing systems.

Documentation of approval, inspection, etc.

The authorised company must, following a satisfactory examination and inspection, draw up a certificate stating that the hull meets the technical regulation in the area issued by the Danish Maritime Authority.

The authorised company or the one performing approval and/or surveys of floating houses must draw up and sign a certificate containing the following information:

1. Name, address and CVR number of the authorised company.
2. Ship's name, port of registry, control number or distinctive number or letters.
3. Which areas have been covered by the survey.
4. Results of the survey.
5. Place and date of the approval/survey and the name(s) of the one(s) having performed the approval.

The certificate must be handed over to the owner of the floating house, and a copy must be kept by the authorised company for at least five years.

Area 8 Inspection of hoisting gear and loading gear, etc. in ships

Legal basis

Technical regulation on hoisting gear and loading gear, etc. in ships.

Qualification requirements

The company must have personnel who

- have an education as a first officer, engineer officer, naval architect, mechanical engineer or similar relevant education,
- have knowledge of the regulations applicable to hoisting and loading gear.

Performance requirements (regulations, standards or guidelines)

The requirements for the performance of the design, calculation, testing and certification of hoisting gear and loading gear or a limited part hereof are stipulated in the technical regulation on hoisting gear and loading gear, etc. in ships.

The authorisation is divided into the following categories:

- **A competent person, category A**, has been approved for initial certification of hoisting and loading gear. In order to acquire such an approval, the person concerned must, in cooperation with a workshop, have performed the design, calculation, control of the workmanship of the task, testing, inspection and certification of a complete rigging arrangement to the satisfaction of the Danish Maritime Authority. Recognised classification societies are considered to be category A.
- **A competent person, category B**, has been approved for periodic certification as well as certification following minor repairs of existing hoisting and loading gear. In order to acquire such an approval, the person concerned must have performed periodic control, testing, inspection and certification of existing hoisting gear to the satisfaction of the Danish Maritime Authority.
- **A competent person, category C**, has been approved for certification in connection with annual inspection as well as certification following minor repairs of existing hoisting and loading gear. The ship's master, chief officer, chief engineer and first mate are considered to be category C.

Documentation of inspection, etc.

Inspection certificate

The authorised company or the one performing the inspection of hoisting and loading gear in ships must draw up and sign a certificate as required by the technical regulation on hoisting gear and loading gear, etc. in ships.

In addition, the certificate must contain the following:

- Name, address and CVR number of the authorised company.
- Ship's name and port of registry, IMO number, distinctive number or letters and control number, if relevant.
- Place and date of the inspection and name(s) of the one(s) having performed the inspection.
- Date of the certificate and signature by the company responsible person or the one having performed the inspection.

A copy of the certificate must be handed over to the ship/shipowner, and a copy must be kept by the authorised company for at least five years.

Area 9 Survey of person carrying lifts in ships

(Pallet trucks, goods lifts for unaccompanied goods, etc. are not covered).

Legal basis

Technical regulation on person carrying lifts in ships.

Company requirements

- The authorised company must be approved to service similar installations ashore.

Qualification requirements

The company must have personnel who

- have an education as a lift fitter or can document any other relevant education,
- have participated in courses at a company offering courses with relevant contents,
- have knowledge about the regulations applicable in this area.

Performance requirements (regulations, standards or guidelines)

The standards DS/EN 81-1, DS/EN 81-2 and ISO 8383 and the manufacturer's instructions.

Documentation of inspection, etc.

The authorised company or the one performing the inspection of person carrying lifts in ships must draw up and sign a certificate (separate for each unit) containing the following information:

1. Name, address and CVR number of the authorised company.
2. Ship's name, port of registry, control number or distinctive number or letters.
3. Manufacture, type and number of lift.
4. Place and date of inspection and name(s) of the one(s) having performed the inspection.
5. Report on the examinations, inspection and maintenance carried out. The report must form part of the ship's documentation on the lift.

Following satisfactory renewal surveys, a certificate of approval must be issued. It must be issued by the one having surveyed the lift and must be affixed in the lift. The certificate of approval must also be kept by the authorised company for at least five years.

Area 10 Radio survey on fishing vessels and cargo vessels below 300 GT (Danish and Greenland ones)

Legal basis

Notice B from the Danish Maritime Authority, chapter I, regulation 9.

Notice E from the Danish Maritime Authority, chapter I, regulation 6.

Qualification requirements

The company must:

1. be in possession of the necessary equipment,
2. be able to prove that it has wide experience with radio communication equipment and radio installations,
3. ensure that the persons performing radio surveys have a technical education within the line of business (radio mechanic, electro mechanic, electro engineer, etc.) and have sufficient experience in the radio field enabling them to perform radio surveys in accordance with the guidelines in force,
4. have at least one person who holds a General Operator's Certificate (the certificate need not be re-acquired. However, it must be possible to document that the person concerned has been working with radio surveys on fishing vessels as well as on cargo ships below 300 GT on an ongoing basis),
5. have persons with a technical education within the line of business (radio mechanic, electro mechanic, electro engineer, etc.) who have sufficient experience in the radio field enabling them to perform radio surveys in accordance with the guidelines in force,
6. have knowledge about the regulations applicable to radio installations in ships.

Performance requirements (regulations, standards or guidelines)

1. Cargo ships and fishing vessels with a length below 15 metres: Notice F from the Danish Maritime Authority, chapter IX (initial survey).
2. Fishing vessels with a length above 15 metres: Notice E from the Danish Maritime Authority, chapter IX (intermediate periodic survey).
3. Cargo ships below 300 GT: Notice B from the Danish Maritime Authority, chapter IV (intermediate periodic survey).

The three sets of regulations are available from the webpage of the Danish Maritime Authority.

Documentation of approval, inspection, etc.

After each radio survey and for each installation following satisfactory testing and inspection, the authorised company must draw up a certificate containing the following information:

- Name, address and CVR number of the authorised company.
- Authorisation number of the authorised company as given on the certificate of authorisation.
- Ship's name, port of registry, IMO number, distinctive number or letters and control number.
- Which type of radio has been covered by the survey.
- Results of survey.
- Place and date of the approval/survey and name(s) of the one(s) having granted the approval and/or performed the survey.

A copy of the certificate must be handed over to the ship, and a copy must be kept by the authorised company for at least five years.

The same is the case with any survey forms.

In connection with installations or surveys, no documents are to be forwarded to the Danish Maritime Authority.

Area 11 Control pursuant to MARPOL Annex II

Legal basis

Notice B from the Danish Maritime Authority, chapter XII, regulation 16.1 (MARPOL Annex II, regulation 16.1).

Qualification requirements

The company must have personnel who

- have knowledge about the carriage of chemicals by sea, especially about procedures for loading and subsequent tank cleaning, etc.,
- have completed an approved course on safety on board chemical carriers in accordance with the STCW Convention,
- are navigating officers or engineer officers, educated as engineers with expertise in ship building or have any other relevant education,
- are sufficiently experienced in the area to be able to perform the work in accordance with the relevant regulations and with the guidelines given by the Danish Maritime Authority,
- are in possession of the necessary equipment,
- must be in possession of the MARPOL Convention as well as the IBC and BHC Codes in force.

Performance requirements (regulations, standards or guidelines)

The control must be performed in accordance with the provisions of MARPOL Annex II, chapter 5, regulation 16. The control must verify

- that the ship's P&A manual has been approved,
- that prewashing, etc. is carried out in accordance with the ship's P&A manual, or
- that the ship has been exempted from prewashing by the competent authority.

Subsequently, the ship's cargo record must be endorsed.

If exemptions as mentioned in regulation 16 are granted, the relevant text must be inserted in the cargo record and be endorsed by the authorised company.

Documentation of approval, inspection, etc.

Information that must be available to the Danish Maritime Authority

Following each control, the authorised company must draw up documentation containing the following information:

- Name, address and CVR number of the authorised company.
- Ship's name, port of registry and IMO number.
- Port where the control is carried out.
- Which tanks and their contents have been controlled.
- Results of the control.
- Place and date of the control and name(s) of the one(s) having performed it.

A copy of the documentation must be handed over to the ship, and a copy must be kept by the authorised company for at least five years.

Area 12 Measurement of cargo holds in fishing vessels above 17 metres

Legal basis

Guidance no. 4/10012 of 3 October 1989.

Guidance for Danish fishermen on marking and documentation provisions.

Commission Regulation (EEC) no. 1381/87 of 20 May 1987.

Guidance no. 4 of 3 October 1989 issued by the Danish Maritime Authority.

Company requirements

- Have an education as an engineer with expertise in ship building or another similar relevant education.
- Be able to document knowledge of capacity measurements and the measuring of tanks.

Performance requirements (regulations, standards or guidelines)

Vessels with a length overall of or above 17 metres must carry updated drawings or a description of all the ship's fish cargo holds. The capacity of each individual cargo hold must be given in cubic metres.

All vessels with cooled seawater (CSW/RSW) in tanks for fish for consumption must carry a document giving the calibration of the tanks in cubic metres at 10 cm intervals.

Future changes to the ship's installations or design that will also change conditions related to the above-mentioned drawings, tables and documents must be endorsed and certified by one of the authorised companies.

All the drawings, tables and documents mentioned must be carried on board and presented to the controlling authorities upon request.

Documentation of approval, inspection, etc.

In connection with each certification, a certificate must be drawn up containing the following information:

1. Name and address of the authorised company.
2. CVR number of authorised company.
3. Ship's name and port of registry, distinctive number or letters as well as any control number and IMO number.
4. Which areas have been covered by the survey.
5. Results of survey.
6. Place and date of the certification.
7. Name(s) of the one(s) having performed the certification.
8. Whether there are any remarks to the measuring.
9. Date of certificate and signature by the company responsible person or the one having performed the certification.

A copy of the certificate must be handed over to the ship, and a copy must be kept by the authorised company for at least five years.

Area 13 Insulation measurements on electrical installations on unclassified ships

Legal basis

Notice B from the Danish Maritime Authority, chapter I, regulations 6 and 6.1.
Notice D from the Danish Maritime Authority, chapter I, regulation 9.
Notice E from the Danish Maritime Authority, chapter I, regulation 6.
Notice F from the Danish Maritime Authority, chapter I, regulation 6.
Technical regulation on traditional ships, regulation 1.3.

Qualification requirements

The company must have personnel who

- are qualified to perform the daily quality control,
- have knowledge about electrical installations in ships and can document this.

Performance requirements (regulations, standards or guidelines)

When carrying out insulation measurements on electrical installations on unclassified ships, these measurements must be carried out in accordance with the guidance on the performance of the measurements issued by the Danish Maritime Authority and described below.

Performance of the measurements

The insulation resistance of completed electrical installations (including distribution system) must be performed by means of battery-powered insulation measuring equipment, such as a MEGGER.

The values of the test voltages and insulation resistance must be as given here:

Test voltages and minimum insulation resistance		
Rated voltage U_n (V)	Minimum test voltage (V)	Minimum insulation resistance (M Ω)
$U_n \leq 250$	$2 \times U_n$	1
$250 < U_n \leq 1\,000$	500	1
$1\,000 < U_n \leq 7\,200$	1 000	$(U_n/1\,000) + 1$
$7\,200 < U_n \leq 15\,000$	5 000	$(U_n/1\,000) + 1$

(Ref.: IACS UR E11 7.2.6)

Main switchboards, distributing boards and supplementary switchboards

Before the switchboards mentioned above are put into operation, measurements must be performed. The result of these measurements must not be smaller than given in the table. The measurements must be performed between each pole and earth and between connected poles. The measurement must be performed with all connectors and contacts open and all fuses for indicator lamps, voltmeters, etc. removed.

Motors and generators

The insulation resistance between threads and between each thread and earth must be measured. During the measurement, any temperature sensors in threads must be earthed. The insulation resistance of motors and generators must be measured immediately after an operational period so that the measurement is performed while the motor/generator is warm from the operation. The result of these measurements must not be lower than given in the table. All protective earthing must be thoroughly tested.

Documentation of inspection, etc.

Certificate of insulation measurements

The certificate must, as a minimum, contain the following information:

1. Name and address of authorised company.
2. CVR number of authorised company.
3. Ship's name and port of registry, control number or distinctive number or letters.
4. Which parts of the installation have been covered by the measurement.

5. Results of the measurements.
6. Any necessary supplementary information.
7. Place and date of the measurement and the name(s) of the one(s) having performed the measurements.
8. Date of the certificate and signature by the company responsible person or the one having performed the measurements.

A copy of the certificate must be handed over to the ship, and the authorised company must keep a copy for at least five years.

Certificates issued earlier than three months prior to the date when a renewal survey is initiated cannot normally be expected to be accepted by the Danish Maritime Authority in connection with the performance of a mandatory renewal survey.

Area 14 Periodic inspection of offshore containers

Introduction

Offshore containers are containers approved for the carriage of goods and for being handled on the open sea, where significantly stricter design requirements apply than those imposed by the International Convention for Safe Containers (CSC). Thus, they are not covered by the said convention. In Denmark, the approval of offshore containers is performed by the recognised classification societies.

Legal basis

Technical regulation no. 1 of 11 January 2000 on the approval of offshore containers for being handled on the open sea issued by the Danish Maritime Authority.

Company requirements

The authorised company must have been authorised by the classification society responsible for the approval of the offshore container.

Legal basis

(Regulation no. 1 of 1 November 2000 on the approval of offshore containers for being handled on the open sea).

Qualification requirements of the company

- There must be an engineer or another employee with a similar relevant education.
- It must be in possession of EN ISO/IEC 17020 or similar.
- It must be in possession of DS/EN 12079.
- It must meet the qualification requirements of EN ISO/IEC 17020, Annexes A and B, and have the necessary experience in the area mentioned in Annexes A and B.

Performance requirements (regulations, standards or guidelines)

Periodic inspections of offshore containers and lifting gear must be performed in accordance with the requirements of DS/EN 12079.

Information that must be available to the Danish Maritime Authority

Following each inspection of offshore containers, the authorised company must draw up and sign a certificate containing the following information:

1. Name of the owner of the container.
2. Number of the container.
3. Authorisation number (given on the authorisation certificate).
4. Result of the inspection.
5. Place and date of the inspection.
6. Name and address of authorised company.

A copy of the certificate must be handed over to the company, and a copy must be kept by the authorised company for at least five years.

Area 15 Tonnage measurement of ships

Introduction

Measurements that are not to be performed by a recognised organisation (classification society) and that are not performed by the Danish Maritime Authority can be performed by a company authorised for this purpose.

The authorisation area is subdivided into four areas:

- Ships of or above 24 metres.
- Ships below 24 metres.
- Fishing vessels below 24 metres (EU tonnage measurements).
- Ships below 15 metres.

Legal basis

Consolidated act on the tonnage measurement of ships.

Ships of or above 24 metres:

The International Convention (London Convention) for the Tonnage Measurement of Ships (1969).

Ships below 24 metres, except fishing vessels:

Order on the tonnage measurement of small ships.

Fishing vessels below 24 metres (EU tonnage measurements):

Order on the tonnage measurement of small fishing vessels (not applicable to Greenland).

International tonnage certificates:

Order on fees in accordance with the act on the tonnage measurement of ships.

Especially fishing vessels:

Council regulation (EEC) no. 2930/86 of 22 September 1986 defining characteristics for fishing vessels, as amended by regulation (EC) no. 3259/94.

Personnel qualification requirements

General

The applicant must document having personnel with wide experience performing tonnage measurements of ships as well as knowledge about relevant applicable regulations in the area, including the above-mentioned orders, conventions and regulations.

Supplementary documentation to be enclosed with the application

Before the Danish Maritime Authority can authorise the applicant for tonnage measurements of ships on behalf of the Danish Maritime Authority, a tonnage measurement case, including all relevant documentation of calculations, etc., must be forwarded to the Danish Maritime Authority for approval. The application must state which area of authorisation the applicant would like to be authorised for. In addition, the applicant must forward a copy of the tonnage certificate(s) with the authorised company's address which the applicant intends to use when issuing tonnage certificates. The templates needed are available from the Danish Maritime Authority.

Attention is drawn to the fact that the national coat of arms must not be used by those authorised.

Ships of or above 24 metres

The applicant must:

- have an education as an engineer specialised in ship building,
- be sufficiently experienced in the area to be able to perform the work in accordance with the relevant regulations and guidelines.

Ships below 24 metres and fishing vessels below 24 metres (EU tonnage measurements)

The applicant must:

- have an education as an engineer specialised in ship building,
- have another relevant education, for example as a ship builder,
- be sufficiently experienced in the area (such as a consulting engineer, a surveyor for banks or insurance companies or the like) to be able to perform the work in accordance with the relevant regulations and guidelines.

Ships below 15 metres

The applicant must:

- have an education as a ship builder or another relevant education,
- be sufficiently experienced in the area (such as a surveyor for banks or insurance companies or the like) to be able to perform the work in accordance with the relevant regulations and with the guidelines stated by the Danish Maritime Authority.

Performance requirements (regulations, standards or guidelines)

Tonnage measurements must be performed in accordance with the provisions of the relevant conventions, regulations, acts and orders, etc. These are available from the webpage of the Danish Maritime Authority.

Documentation of approval, inspection, etc.

On the basis of the tonnage measurement, a tonnage certificate is issued on a form approved by the Danish Maritime Authority. The tonnage certificate must be handed over to the ship, and a copy must be forwarded to the Danish Maritime Authority (cfs@dma.dk) containing a reason for the issuance.

The authorised company must also maintain records of the tonnage certificates, from which information about the ship's type and use is evident.

In connection with ships transferred to the flag of another State, the authorised company is obliged, upon request, to supply the Administration of the new State with a copy of the tonnage certificate that is on board the ship at the time of the transfer as well as the basis of the calculation.

In January each year, the authorised company must inform the Danish Maritime Authority about the tonnage measurements made and the tonnage certificates issued during the previous year. If no reporting is made, the authorisation lapses.

Area 16 Construction and repairs of GRP (glassfibre reinforced polyester) hulls

Legal basis

Notice F from the Danish Maritime Authority, chapter II.

Qualification requirements

The company:

- The company must be in possession of the facilities and the equipment necessary to perform the task.
- The buildings must be such that rain cannot penetrate into the foundry shop.
- The foundry shop must be insulated so that it is not affected by the outdoor temperature/sun heating.
- The foundry shop must be clean and dust-free.
- The foundry shop must be draught-free and it must be possible to maintain a homogeneous and correct temperature.
- It must be possible to maintain a correct atmospheric humidity.
- There must be calibrated measuring equipment for verifying the temperature and atmospheric humidity of the foundry shop during the founding and tempering process.
- There must be a storage room where it is possible to store the materials in a dry and correct manner.

(A checklist is available from the webpage of the Danish Maritime Authority).

Personnel:

- Persons who are educated as ship builders or ship carpenters.
- Persons who are educated as plastic and accommodation boat builders.
- Persons who can document having another similar relevant education.
- Persons who have knowledge about various work with GRP. It must be possible to document this.
- The personnel must have and be able to document knowledge about founding and tempering processes.
- Among the personnel there must be employees who are qualified to do glass-fibre work.
- Among the personnel there must be employees who have knowledge about the regulations applicable in this area.

Performance requirements (regulations, standards or guidelines)

GRP vessels must be designed and repaired as stated in Notice F from the Danish Maritime Authority, chapter II.

Documentation of inspection, etc.

Certificate of each individual structure and repairs of vessels with GRP hulls

Following each construction and hull repair of a GRP vessel, a certificate must be issued containing the following information:

1. Name, address and CVR number of the manufacturer.
2. Vessel's manufacture, type and hull number (in connection with repairs, it is possible to use the vessel's name and port of registry).
3. Place and date of the construction/repair of the GRP hull.

A copy of the certificate must be stored by the company.

Miscellaneous

The above-mentioned conditions constitute the Danish Maritime Authority's requirements of the company for ensuring the required hull design. In addition, other authorities stipulate requirements for occupational health, the storage and handling of materials, etc.

Before an authorisation is granted, the company workshops must be inspected and approved by the Danish Maritime Authority. Checklists are used for the inspection, which must be forwarded to the Danish Maritime Authority and be filed on the case.

Legal basis

Notice F from the Danish Maritime Authority, chapter I, regulation 6.

Qualification requirements

The applicant must document having the following qualifications:

- Must have been educated as a naval architect, ship carpenter, engineer officer, master of a fishing vessel, navigating officer or have another relevant marine engineering/maritime education.
- Must have knowledge about the regulations applicable to fishing vessels.
- Must otherwise have good experience from the shipping industry and be able to perform surveys as prescribed as well as subsequently draw up the necessary documentation.

Performance requirements (regulations, standards or guidelines)

- The survey must be performed in accordance with Notice F from the Danish Maritime Authority, chapter I, regulation 6.5.2.2.
- The ship and its equipment must be checked according to the survey form of the Danish Maritime Authority (the form is available for downloading from the webpage of the Danish Maritime Authority).
- In case any defects or non-conformities are identified during the survey, the requesting person (ship owner) must be informed about these. At the same time, the requesting person must be made aware that a new survey must be held in order to check whether they have been correctly remedied before it is possible to endorse/renew the trade permit, whichever must be relevant.
- When there are no outstanding requirements, the trade permit of the ship must be endorsed/renewed by the one having performed the survey. The endorsement must contain the date of the endorsement, the surveying person's name and signature as well as the stamp of the authorised company or person.

Documentation of inspection, etc.

The company must draw up specified documentation containing the following information:

1. Name, address and CVR number of the company.
2. Ship's name, port of registry, control number or distinctive number or letters.
3. The survey form duly filled in and signed.
4. Overview of the defects and non-conformities identified and their rectification.
5. Place and date of the survey and the name(s) of the one(s) having performed the inspection.
6. The survey form and any other documentation must be signed by the one having performed the survey.
7. When the survey has been finalised (or when any defects and non-conformities have been remedied), a copy of the survey form and the documentation must be handed over to the ship.
8. If no requirements for remedying defects and non-conformities remain, the trade permit must be endorsed or a new one must be issued, depending on the circumstances.
9. The survey must be reported electronically by means of a scanned copy of the signed trade permit or by means of a fully digitalised trade permit with a facsimile signature to cfs@dma.dk in order to be filed on the ship's case.

Survey forms, examples of survey reports, trade permits and guidance are available from the webpage of the Danish Maritime Authority.

A copy of the documentation must be handed over to the ship, and a copy must be kept by the authorised company for at least five years.

Before being granted an authorisation, the authorised company must perform a survey under the supervision of a ship surveyor from the Danish Maritime Authority.

Area 18 Test of packing approved according to the IMDG Code

Legal basis

IMDG Code.

Qualification requirements

- The applicant must be an engineer or have another similar relevant education.
- The applicant must be in possession of the IMDG Code.
- The applicant must be in possession of EN 15507.

Performance requirements (regulations, standards or guidelines)

Periodic inspections must be performed in accordance with the requirements of paragraphs 6.1.1.2.1 and 6.1.5.1.5 of the IMDG Code as well as in EN 15507.

Information that must be available to the Danish Maritime Authority

After each test of packing approved in accordance with the IMDG Code, the authorised company must draw up and sign a certificate containing the following information:

1. Authorisation number (given on the authorisation certificate).
2. Test result.
3. Place and date of test.
4. Name and address of the authorised company.

A copy of the certificate must be handed over to the ship/shipowner, and a copy must be kept by the authorised company for at least five years.

Area 19 Periodic inspection of launching appliances in ships

Legal basis

Notice B from the Danish Maritime Authority, chapter III, regulation 20, "Operational readiness, maintenance and inspections".
MSC Circ.1206/Rev.1.pdf (describing inspection requirements).
MSC Circ.1277.pdf (describing authorisation requirements).

Qualification requirements

The company must have personnel who

- have an education as a mate, engineer officer, naval architect, mechanical engineer or similar relevant education,
- have knowledge about the legal basis applicable to the launching appliances,
- have competence in the area and are educated or trained in accordance with the relevant manufacturer's instructions or have taken part in relevant courses.

Performance requirements (regulations, standards or guidelines)

- The requirements for the inspection of launching appliances are described in Notice B from the Danish Maritime Authority and Circ.1206 (see "Legal basis").
- The tools necessary for performing the work must be available.
- The company must have a quality management system which, as a minimum, contains what is stated under the general conditions (need not be certified).

The authorisation

In Denmark, it is not a requirement that the inspections mentioned in chapter III, regulation 20, are performed by an authorised company, but the stricter requirements for the inspections stipulated in MSC Circ.1206/Rev.1 must be met.

In certain countries, it is a requirement that the inspections are performed by an authorised company or person.

Documentation of inspection, etc.

Inspection certificate

The authorised company or the one performing the inspection of launching appliances in ships must draw up and sign a certificate, containing the following information:

- Name, address and CVR number of the authorised company.
- Ship's name and port of registry, IMO number, distinctive number or letters and any control number.
- The work performed.
- Place and date of the inspection and the name(s) of the one(s) having performed the inspection.
- Date of certificate and signature by the company responsible person or the one having performed the inspection.

The certificate must be handed over to the ship/shipowner, and a copy must be kept by the authorised company for at least five years.

Application for and maintenance of authorisations

