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Notice B from the Danish Maritime Authority – The Construction and Equipment, etc. of Ships

Chapter II-3 Accommodation etc.¹

Part I – Definitions, etc.

Regulation 1 – Definitions

Unless provided otherwise in specific provisions, the following definitions shall apply for the purposes of this chapter:

- 1 *“New ship” means a ship the keel of which is laid or which is at a similar stage of construction on or after the entry into force of the Maritime Labour Convention, 2006, on 20 August 2013.*
- 2 *“Existing ship” means a ship which is not a new ship.*
- 3 *“Ship” means a ship other than one which navigates exclusively in inland waters or waters within, or closely adjacent to, sheltered waters or areas where port regulations apply.*
- 4 *“Seagoing ship” means a ship the trade area of which is not limited to port areas.*
- 5 *“Seafarer” means, for the purposes of this chapter, any person, including the master, who is employed or engaged or works in any capacity on board a ship.*
- 6 *“Officer” means any crewmember, apart from the master, who is appointed for this function under national legislation or national regulations or who, if such appointment has not occurred, has been appointed for this function in accordance with a collective agreement or custom.*
- 7 *“Adult” means a person who has turned 18 years of age.*
- 8 *“Accommodation” means such sleeping rooms, dining rooms, toilet rooms and bathrooms, sickbays (hospital), recreational spaces, offices, etc. and corridors in the crew accommodation as are provided for the use of the seafarers and passengers.*
- 9 *“Bathrooms” means spaces in which toilet facilities are not included, but where bathing facilities are available.*
- 10 *“Toilet rooms” means spaces in which bathing facilities are not included, but where a toilet has been fitted.*
- 11 *“Tropical climate” means the areas between 30°N and 30 °S.*
- 12 *“Port area” means an area other than a sea area extending to the outermost permanent port works forming an integral part of the port system, or to the limits defined by natural geographical features protecting a(n) river mouth /estuary or similar sheltered area.*
- 13 *“Special purpose ships” means the IMO Code of Safety for Special Purpose Ships² (SPS Code, MSC.266(84)).*

¹ Parts I and II of this chapter include provisions implementing ILO Convention MLC 2006 of 7 February 2006 on accommodation spaces and recreational facilities.

² Please note that Denmark has not acceded to the IMO Special Purpose Ships Code (SPS Code, MSC.266(84)) (hereinafter referred to as the SPS Code). All regulations referring to the application of the SPS Code shall therefore depend on an assessment by the Danish Maritime Authority.

Regulation 2 – Application

- 1 *The provisions of this chapter shall apply to new cargo ships with a length (L^3) of or above 15 metres or with scantlings (cf. the definition in chapter B I, part A, regulation 2) of or above 100 and to passenger ships engaged on international voyages.*
- 2 *Unless expressly provided otherwise, this chapter shall apply to all ships (cf. paragraph 1), irrespective of whether they are owned by the public or by private persons, normally engaged in commercial activities, except for ships engaged in fishing or the like and ships of traditional build such as dhows and junks. This chapter shall not apply to warships and naval auxiliaries.*
- 3 *Existing ships shall, insofar as is deemed reasonable given their arrangement, be made to meet the provisions of this chapter when they undergo major alterations or when structural alterations are made which lead to material changes in the size of the ship's crew.*

Regulation 3 – Exemptions and equivalents

- 1 *Any exemptions from the requirements of this chapter shall be granted only if expressly permitted in this chapter and only in connection with special circumstances where important conditions justify such exemptions and on the condition that they protect the seafarers' health and safety.*
- 2 *The Danish Maritime Authority may, after having consulted the relevant shipowner and seafarer organisations, exempt ships with a gross tonnage below 200, if reasonable, considering the ship's size and the number of persons on board in relation to the requirements in the provisions below in this chapter.*
 - 2.a *Air conditioning (regulation 6).*
 - 2.b *Special sanitary facilities (regulations 12.2 and 12.3).*
 - 2.c *Laundry facilities (regulation 15).*
 - 2.d *The floor area in seafarers' cabins with a berth (regulation 9.3.1).*
 - 2.e *The following items only concerning the floor area (regulations 9.3.3, 9.3.4, 9.3.5 and 9.3.6).*
- 3 *In ships where it is, without any differential treatment, necessary to take consideration of seafarers with different and specific religious and social customs, the Danish Maritime Authority may, following consultation with the relevant shipowner and seafarer organisations, grant reasonable exemptions from this chapter provided that the results of these exemptions are not general facilities less favourable than would have been the result of the application of this norm.*

Part II – Crew accommodation

Regulation 4 – Location, construction and arrangement of accommodation spaces

- 1 *The location, conditions of access, construction and placing in relation to other spaces shall be such as to provide sufficient safety, protection against weather and sea, insulation from heat, cold and noise pollution and air pollution from other spaces.⁴*
- 2 *Sleeping rooms shall be located amidships or aft above the load line or the upper load waterline on ships not provided with load line marks. In special cases where the size, type or trade area of the ship*

³ "Length (L)" shall be taken as 96% of the total length on a waterline at 85% 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 ships designed with a rake of keel, the waterline on which this length is measured shall be parallel to the designed waterline.

⁴ Reference is made to Notice A from the Danish Maritime Authority, chapter III, part B-1 on noise in ships, which applies to all commercial work on board new and existing ships.

makes any other location impracticable, sleeping rooms may be located in the foremost part of the ship, but in no circumstances fore of the collision bulkhead and not below corridors where work causing annoying noise is frequently carried out.

- 3 *Accommodation spaces shall be located as far as seems reasonable from spaces in which substantial noise occurs, such as spaces for propulsion machinery, auxiliary machinery, steering machinery and deck machinery, and from spaces in which strong heat or cold may occur; neither shall they be located directly above the propeller.*
- 4 *In passenger ships and special purpose ships constructed in accordance with the SPS Code, as amended, the Danish Maritime Authority may, if satisfactory measures are taken as regards lighting and ventilation, permit sleeping rooms to be partly located below the load line, but they shall not in any circumstances be located immediately below work passages. In new ro-ro passenger ships, passenger cabins shall not be located below the ro-ro deck (bulkhead deck). Reference is also made to the requirements on evacuation in Notice B from the Danish Maritime Authority, chapter II-2, regulation 13 (escape routes/exits).*
- 5 *Direct openings to sleeping rooms shall not be provided from cargo and machinery spaces and from spaces in which strong heat or cold may occur or from galleys, store rooms, drying rooms, chain locker, lamp rooms, rooms for storing paint, stores rooms, laundry rooms and sanitary common spaces (toilet rooms and bathrooms) intended for more than two persons. The part of a bulkhead separating such rooms from sleeping rooms as well as external bulkheads shall be effectively made of steel or another approved material and shall be watertight and airtight; furthermore, they shall be adequately insulated both against noise and heat and cold.*
- 6 *Direct access shall not be provided from galleys and dining rooms to toilet rooms and bathrooms.*
- 7 *Main steam pipes and return steam pipes for winches and similar machinery shall not be carried through accommodation spaces or through corridors leading to accommodation spaces.*

Regulation 5 – Regulations on accommodation spaces

Regulation 5.1 – Headroom in accommodation spaces

- 1 *There shall be adequate headroom in all seafarer accommodation spaces and corridors. The minimum permitted headroom in all seafarer accommodation spaces where full and free movement is necessary shall be not less than 203 centimetres.*
- 2 *The Danish Maritime Authority may permit some limited reduction in headroom in any space, or part of any space, in such accommodation spaces where it is satisfied that such reduction:*
 - 2.a *is reasonable;*
 - 2.b *will not result in discomfort to the seafarers.*

Regulation 5.2 – Insulation of accommodation spaces

- 1 *Accommodation spaces shall be adequately insulated to prevent condensed water or overheating.*
- 2 *Accommodation spaces and corridors leading to accommodation spaces shall be insulated against heat transmission from machinery casings, the galley and other spaces in which heat may occur as well as against heat transmission from steam pipes and hot-water pipes and against the effects from spaces being cooled down.*

Regulation 5.3 – Materials

- 1 *Materials used to construct ceilings, internal bulkheads, panels and plates shall be suitable for the purpose and help ensure a healthy environment, shall be of approved, soundproof material that does not present a risk of vermin and shall have a surface that it is easy to keep clean.*
- 1.a *If they are painted, they shall be in light colours and have a durable surface and shall be renewed or repaired when necessary. Pipes, cables and ducts shall, insofar as possible, be covered in dunnage wood.*
- 2 *Planed and matched boards or any other type of design that may involve a risk of vermin shall not be used.*
- 3 *In all accommodation spaces the floor shall be of an approved material and design and the surface shall be impervious to humidity and easy to keep clean.*
- 4 *Transitions between bulkheads/wall linings and the floor shall be without any cracks.*
- 5 *Correct lighting and sufficient drainage shall be provided for water from both condensate and fire-fighting. In corridors and large spaces, it shall be possible for water from fire-extinguishing to be carried away fast.*

Regulation 5.4 – Corridors, staircases and doors

- 1 *In general, the width of corridors serving as entrances to accommodation spaces shall be at least 90 cm, measured between the divisional bulkheads.*
- 2 *Stairs shall in general have a breadth between the divisional bulkheads of 80 cm, possess a suitable inclination and be provided with handrails on at least one side.*
- 3 *Permission may be granted to place fire hose cabinets, ventilation ducts, cable tracks and the like on the divisional bulkheads in corridors and on staircases when it is considered not to cause inconvenience when passing. However, the room for free passage shall not be less than 60 cm at any point.*
- 4 *In short, enclosed corridors and associated staircases that are normally used by only one or two persons, permission may be granted to reduce the width provided that it is not less than 60 cm.*
- 5 *In general⁵ doors⁶ providing access to shared accommodation, staircases and the like shall have a width that is not less than 90 cm on passenger ships and 80 cm on cargo ships, measured as the internal dimension of the doorframe.*
- 5.a *In general, doors providing access to cabins and the like shall not have a width below 75 m measured as the internal dimension of the doorframe.*
- 5.b *Doors leading to one-man cabins or usually to be used by only one person shall, in general, have a width of 70 cm.*
- 5.c *In general, doors providing access to toilet rooms or bathrooms and the like shall not have a width below 60 cm.*

⁵ *In this connection, the term “in general” shall be interpreted such that a minus deviation may be acceptable on individual doors in the accommodation from the internal dimensions of approximately 5 per cent of the nominally stipulated breadth, except for doors to sickbays and doors for use by disabled persons on board passenger ships.*

⁶ *Reference is also made to the fact that, in pursuance of chapter B II-2, regulation 13, “Means of escape”, mandatory requirements for the minimum size of joint means of access and means of escape apply as from 1 July 2002 in IMO’s “Fire Safety Systems Code” (the FSS Code), chapter 13. This is mandatory for all passenger ships and cargo ships with a gross tonnage of 500 or above, the keels of which are laid on or after 1 July 2002.*

- 6 *On ships with a gross tonnage below 500 and special purpose ships, the Danish Maritime Authority may accept deviations from this regulation considering the space available on board; however, normally doorways of less than 60 cm will not be accepted.*
- 7 *The height of the doorway shall be at least 1.88 m above the deck covering.*

Regulation 5.5 – Exits⁷

- 1 *On each deck, there shall be at least two means of exit from each large space or group of spaces, as widely separated from each other as possible. There shall be at least two exits from each section of the accommodation.*
- 2 *Furthermore, exits shall be located so that a fire at one deck level cannot cause persons to be trapped at another deck level.*
- 3 *One of the exits may be an emergency exit through a hatchway/door or a sidescuttle/window, for which the following requirements are laid down:*
 - 3.a *A hatchway or door to open deck shall have a minimum clear opening of 0.60 x 0.60 m.*
 - 3.b *It shall be possible to open the hatchway or door directly from the inside, without using keys or tools. It shall also be possible to open the hatchway or door directly from the outside, although it is permissible for handles or other fittings to be removable and kept in a central place, for example on the bridge. The hatchway or door shall not be provided with padlock fittings.*
 - 3.c *A sidescuttle or window that is used as an emergency exit shall have a minimum clear opening of 0.60 m for sidescuttles and a minimum inside width across of 0.60 m for windows.*
 - 3.d *If the route from the accommodation to the emergency exit is via separate spaces (steering gear room, other cabins, etc.), it shall not be possible to lock doors to such spaces unless they are fitted with kick hatches which can be removed in the direction of escape.*
 - 3.e *Any ladders, steps and handholds/handles necessary to facilitate passage through the emergency exit shall be fitted.*
 - 3.f *Appropriate places, for example doors, kick-out escape panels, windows/sidescuttles, etc., shall be marked with pictograms for emergency exits in accordance with Notice A from the Danish Maritime Authority, chapter 8, part A.*

Regulation 6 – Ventilation, air-conditioning and heating

- 1 *The accommodation and corridors leading to other rooms in the accommodation as well as work-rooms where the crew are to carry out work for longer periods of time, for example radio rooms and engine control rooms, shall be ventilated so that a sufficient exchange of air is ensured under all circumstances when doors, side scuttles, skylights and the like are closed. The same applies to navigation rooms.*
- 2 *If the exchange of air takes place exclusively through natural ventilation, the inlet and outlet openings shall have a clear flow area of at least 30 cm² for every person for which the room is intended.*
- 3 *In ships with a gross tonnage of or above 200, the ventilation shall be mechanical and the exchange of air shall comply with the following requirements:*
 - 3.a *The ventilation of sleeping rooms, dining rooms, recreation rooms, offices, radio rooms, navigation rooms and equivalent workrooms shall be effected by means of the blowing in of air equivalent to six air changes per hour.*

⁷ Reference is also made to chapter II-2, regulation 13 (Means of escape).

- 3.b *The outlet of air may take place via air gratings in the doors to corridors provided with a return air duct or directly to the open air.*
- 3.c *Recirculation of up to 50 per cent of the air supply may be permitted on the condition that toilet rooms and bathrooms are provided with separate mechanical extraction. The supply of fresh air to sleeping rooms shall, however, be at least 30 m³ per hour for each person for whom the room is intended.*
- 3.d *The inlet openings shall be placed appropriately, relative to the arrangement of the rooms and may not give rise to bothersome draughts over a berth.*
- 4 *In ships with a gross tonnage of or above 200, toilet rooms and bathrooms shall be ventilated by a separate extraction system leading directly to the open air. The extraction system shall be designed for ten air changes per hour. The air supply to toilet rooms and bathrooms with access from adjoining sleeping rooms may take place through the door therefrom.*
- 4.a *A common extraction system from accommodation spaces and toilet rooms where the air is led to the open air through a heat exchanger is acceptable if it can be documented that the ventilation with a common duct and heat exchanger without the reuse of air is equivalent to a separate extraction system.*
- 5 *The galley shall be ventilated by a separate extraction system. An exhaust hood with a vent pipe leading to the open air shall be fitted above the cooking stove.*
- 6 *The ventilation system shall be constantly switched on during the operation of the ship. Maintenance of the mechanical ventilation shall be ensured by means of the necessary spare parts⁸ or in some other satisfactory way.*
- 7 *In sickbays and special changing rooms on board ships carrying dangerous substances, the ventilation shall be constructed so that air from the said rooms cannot penetrate into other parts of the accommodation. Recirculation of air from sickbays shall not be permitted. Doors to corridors leading to other parts of the accommodation shall not be provided with ventilation openings and any ventilation ducts shall be provided with a non-return flap, or another measure shall have been taken to ensure that the air does not penetrate into the rest of the accommodation.*

Regulation 6.2 – Air-conditioning systems

- 1 *Ships regularly engaged in trade between 30° N and 30° S shall be equipped with air conditioning in sleeping rooms, living rooms, sickbays, dining rooms, recreation rooms, offices, radio rooms, navigation rooms, including the wheelhouse, as well as in engine control rooms.*
- 2 *The air-conditioning system may be a central system or consist of separate units and shall be designed so that, at 35° C and 70 per cent relative humidity outside, it can maintain 29° C and about 50 per cent relative humidity inside. No more than 50 per cent return air may be used.*
- 3 *Furthermore, the cooling machinery and air coolers of the system shall be designed so that, at 28° C and 80 per cent relative humidity outside, they can maintain 24° C and about 50 per cent relative humidity inside. It shall be possible to achieve such conditions with the quantities of fresh air mentioned in paragraph 6.1.3.*

⁸ *The following spare parts shall be considered necessary as a minimum:*

- 1) *One spare motor for each type of motor in the ventilation systems.*
- 2) *One set of extra bearings for each type of motor both in the ventilation and the air-conditioning systems.*
- 3) *One set of extra bearings for the ventilator, where this is driven by a belt drive from a motor.*
- 4) *100 per cent spare stock of air filters.*
- 5) *One set of V-belts of each type.*
- 6) *One spares box containing special tools, small spare parts and O-rings.*

- 4 *Ventilation and air-conditioning systems shall be provided with appropriate filters at air inlets and shall be designed for the special conditions characteristic of operation at sea and shall not cause annoying noise or vibrations.*
- 5 *Continued operation of the air-conditioning shall be ensured through the necessary spare parts⁹ or in any other satisfactory way.*

Regulation 6.3 – Heating

- 1 *Adequate heat in the accommodation through an appropriate heating system shall be provided in all ships, except in ships exclusively engaged on voyages in tropical climates.*
- 2 *The system of heating the seafarer accommodation shall be in operation at all times when seafarers are living or working on board and conditions require its use. The capacity shall be sufficient to maintain a room temperature of at least 20° C under all circumstances.*
- 3 *In all ships in which a heating system is required, the heating shall be by means of hot water, hot air, electricity, steam or equivalent. However, within the accommodation area, steam should not be used as a medium for heat transmission.*
- 4 *Radiators and other heating apparatuses shall be placed and, where necessary, shielded so as to avoid risk of fire or danger or discomfort to the occupants.*
- 5 *Electric heaters and gas heaters shall be of an approved type.¹⁰*

Regulation 7 – Mosquito nets

- 1 *On ships regularly calling at mosquito-infested ports, measures shall be taken to protect the accommodation spaces against the penetration of mosquitoes by placing suitable nets in front of side scuttles, ventilators and doors to the open air.*
- 2 *Ships provided with air-conditioning systems meeting the requirements for such systems shall be exempted from meeting the requirement for mosquito nets.*

Regulation 8 – Lighting

- 1 *The accommodation shall be properly lit.*
- 2 *Sleeping rooms, living rooms, dining rooms, recreation rooms and sickbays shall be lit by daylight. This shall not, however, apply to hobby rooms and similar rooms. The supply of daylight shall be sufficient to read ordinary newsprint in clear weather anywhere in the room where persons may normally be. On passenger ships, however, special arrangements may be permitted.*
- 3 *In all ships, electric light shall be provided in the accommodation, arranged so that it offers the greatest possible benefit to the persons in the room.*
- 4 *In sleeping rooms an electric reading lamp shall be installed at the head of each berth.*
- 5 *The following guidelines are laid down as to the luminous power that shall be considered suitable for artificial lighting:*
 - 5.a *Sleeping rooms and separate day rooms:*
 - 5.a.1 *General lighting 50 lux*
 - 5.a.2 *Lighting at tables where reading and writing take place 200 lux*
 - 5.b *Dining rooms and recreation rooms:*

⁹ *As footnote 8.*

¹⁰ *Reference is also made to Notice B from the Danish Maritime Authority, chapter II-1, regulation 45 – Precautions against shock, fire and other hazards of electrical origin.*

- 5.b.1 General lighting 50 lux
- 5.b.2 Lighting on dining tables 150 lux
- 5.b.3 Lighting on tables where reading writing and game-playing etc. take place 200 lux
- 5.c Bathrooms and toilet rooms:
 - 5.c.1 General lighting 50 lux
 - 5.c.2 At mirrors 200 lux
- 5.d Corridors and staircases:
 - 5.d.1 General lighting 50 lux

In other rooms not mentioned here and as equivalence to the luminous powers mentioned above, the luminous powers recommended by the Danish Standards Association¹¹ may be used.
- 5.e The general lighting shall be measured at a horizontal plane 0.85 m above floor level.

Regulation 9 – The arrangement, etc. of sleeping rooms

Regulation 9.1 – Sleeping rooms

- 1 When sleeping accommodation on board ships is required, the following requirements for sleeping rooms shall apply:
 - 1.a In ships other than passenger ships, an individual sleeping room shall be provided for each adult seafarer.
 - 1.a.1 In the case of special purpose ships, the Danish Maritime Authority may, after consultation with the shipowner and seafarer organizations concerned, permit two persons in each sleeping room, considering the ship's size and the number of persons on board.
 - 1.b Each officer shall have his or her own sleeping room.
 - 1.c Separate sleeping rooms shall be provided for men and for women.
 - 1.d In cargo ships, the number of persons in one sleeping room shall not exceed two, and in passenger ships this number shall not exceed three.
 - 1.e Sleeping rooms shall be of adequate size and properly equipped so as to ensure reasonable comfort and to facilitate tidiness.
 - 1.f If there is more than one person in a sleeping room, seafarers' sleeping rooms shall, insofar as possible, be arranged so that watches are separated and so that a seafarer working during the day-time shall not share a room with persons with watchkeeping duties beyond normal day shift (to avoid sleeping together).
 - 1.g Exits to open deck shall be well protected, and in ships with a gross tonnage of or above 100, exits shall not be provided solely to open deck from sleeping rooms.
 - 1.h All sleeping rooms shall externally at the door be clearly marked with:
 - 1.h.1 the number of persons for whom the room is intended and approved; and
 - 1.h.2 for whom the room is intended.

Regulation 9.2 – Berths

- 1 A separate berth for each seafarer shall in all circumstances be provided.
- 2 The minimum inside dimensions of a berth shall be at least 198 centimetres by 80 centimetres.
- 3 Berths shall not be placed immediately next to each other.

¹¹ Reference is made to DS 700, "Artificial lighting in work premises".

- 4 *More than two berths shall not be placed on top of each other. The distance between the bottoms of the berths as well as between the bottom of the top berth and the underside of the ceiling panelling shall be at least 0.75 m. The bottom of the berth shall be at least 0.30 m above the floor.*
- 5 *As far as possible, berths shall not be located along the side of the ship. Where necessary in exceptional cases, there may only be a single berth if there is a sidescuttle above the berth.*
- 6 *Berths shall be made of wood or another material that is hard, smooth, corrosion-free and does not represent a risk of vermin. If tubes are used, they shall be completely sealed so that they cannot provide living space for vermin.*
- 7 *Berths shall be provided with spring mattresses or a spring bottom and mattresses of a generally recognized type. Mattresses shall not contain material in which vermin could live.*
- 8 *Top berths shall be provided with a base of dust-tight material or springs.*

Regulation 9.3 – Floor area

Single berth sleeping room

- 1 *In single berth seafarers' sleeping rooms the floor area shall not be less than:*
 - 1.a *4.5 square metres in ships of less than 3,000 gross tonnage;*
 - 1.b *5.5 square metres in ships of or above 3,000 gross tonnage but less than 10,000 gross tonnage;*
 - 1.c *7 square metres in ships of or above 10,000 gross tonnage.*
- 2 *However, in order to provide single berth sleeping rooms on ships of less than 3,000 gross tonnage, passenger ships and special purpose ships, the Danish Maritime Authority may allow a reduced floor area.*
- 3 *In ships of less than 3,000 gross tonnage other than passenger ships and special purpose ships, sleeping rooms may be occupied by a maximum of two seafarers; the floor area of such sleeping rooms shall not be less than 7 square metres; however, reference is made to regulation 9.1.1(a).*

Sleeping rooms for seafarers not performing the duties of ships' officers

- 4 *On passenger ships and special purpose ships the floor area of sleeping rooms for seafarers not performing the duties of ships' officers shall not be less than:*
 - 4.a *7.5 square metres in rooms accommodating two persons;*
 - 4.b *11.5 square metres in rooms accommodating three persons.*

Sleeping rooms without private sitting rooms for seafarers performing the duties of ships' officers

- 5 *On ships (other than passenger ships and special purpose ships), sleeping rooms for seafarers who perform the duties of ships' officers, where no private sitting room or day room is provided, the floor area per person shall not be less than:*
 - 5.a *7.5 square metres in ships of less than 3,000 gross tonnage;*
 - 5.b *8.5 square metres in ships of or above 3,000 gross tonnage but less than 10,000 gross tonnage;*
 - 5.c *10 square metres in ships of or above 10,000 gross tonnage.*
- 6 *On passenger ships and special purpose ships the floor area for seafarers performing the duties of ships' officers where no private sitting room or day room is provided, the floor area per person for officers shall not be less than 7.5 square metres.*
- 7 *The master, the chief engineer and the chief navigating officer shall have, in addition to their sleeping rooms, an adjoining sitting room, day room or equivalent additional space. Ships of less than 3,000*

gross tonnage may be exempted by the Danish Maritime Authority from this requirement after consultation with the shipowner and seafarer organizations concerned.

- 8 The floor area taken up by fixed furniture such as berths, lockers, chests of drawers, tables and benches shall be included in the floor area mentioned above. Small¹² or inappropriate areas that are not available for free movement and that cannot be used for placing furniture shall not be included.

Regulation 9.4 – Furniture

- 1 For each occupant, the furniture shall include a clothes locker with a shelf and hanging rail of minimum 1.5 m free height with sufficient room (minimum 475 litres) and a drawer or equivalent space of not less than 56 litres. If the drawer is incorporated in the clothes locker, then the combined minimum volume of the clothes locker shall be 500 litres. The clothes locker shall be fitted with a shelf and it shall be possible for the occupant to lock it with a separate key so as to ensure privacy.
- 2 The furniture shall consist of at least:
- 2.a A table or desk and comfortable seating accommodation for the number of persons for whom the room is intended.
- 2.b A mirror, small lockers for toiletries, a bookshelf and a suitable coat-hook arrangement.
- 2.c Sidescuttles/windows in sleeping rooms shall be provided with curtains.
- 2.d At least one locker or drawer for each person shall be lockable with an individual key.

Regulation 9.5 – Lockers for work clothes

Ships with a gross tonnage of or above 75 shall provide one or more well-ventilated lockers of a suitable size and arrangement for work clothes, rain clothes, sea boots and the like, outside the sleeping rooms.

Regulation 10 – Dining rooms

- 1 Dining rooms shall be conveniently located in relation to sleeping rooms and galleys.
- 2 Dining rooms shall be of adequate size and comfort and properly furnished and equipped (including ongoing facilities for refreshments), taking account of the number of seafarers likely to use them at any one time. Provision shall be made for separate or common dining room facilities as appropriate.
- 3 The floor area in dining rooms shall be at least 1.0 m² for each person who is to use the room. When the floor area is calculated, the space taken up by dining tables, benches and chairs may be included.
- 4 The dining room facilities may be either joint or separate. Decisions hereon shall be taken following consultation with the seafarer and shipowner representatives and subject to the Danish Maritime Authority's approval. Consideration should be taken of factors such as the ship's size and the seafarers' special cultural, religious and social needs.
- 5 If the seafarers are to have separate dining room facilities, separate dining rooms should be available for:
- 5.a The master and officers; and
- 5.b junior officers and other seafarers.
- 6 In ships with a gross tonnage below 250, the galley may be used as a dining room for the crew.
- 7 In ships with a gross tonnage of or above 3000, separate dining rooms shall also be available for the catering and serving staff if their number exceeds four.

¹² Of less than 0.6 x 0.6 m.

- 7.a *The provisions of paragraphs 4 and 7 may be departed from if negotiations with the relevant shipowner and crew organisations have concluded that other arrangements are preferable. An agreement has been reached with the said organisations on a practice and a system of equivalents as regards the use of joint dining rooms on board cargo ships.¹³*
- 8 *In ships where no separate dining room is required, tables and seats shall be located in the galley or in another suitable place where the crew can eat, and suitable storage arrangements shall be available for provisions and eating utensils.*
- 9 *Dining rooms shall be equipped with tables and approved fixed or loose seats in such a number that the crew members for whom the room is intended can eat their meals at the same time. On ships carrying special personnel for repairs and the like, it may be accepted that they do not eat at the same time as the crew.*
- 10 *There shall be at least 0.6 m of table space for each seat at the tables.*
- 11 *The necessary lockers for the storage of tableware shall be provided, and such facilities as are required to clean the tableware shall be provided outside the dining room(s).*
- 12 *The surfaces of tables and seats shall be easy to clean and resistant to cracks and damp.*
- 13 *On ships with a gross tonnage of or above 250, there shall at all times be:*
- 13.a *Access to appropriately placed cooling arrangements with a capacity corresponding to the number of persons using the dining room(s). The capacity shall be at least 10 l per person for up to ten persons, and 5 l per person for each additional person;*
- 13.b *facilities for getting hot drinks and facilities for getting chilled drinking water.*
- 14 *The Danish Maritime Authority may allow such deviations from the provisions of paragraphs 1, 3, 8 and 9 on dining rooms as are necessary with regard to the particular conditions on board passenger ships.*

Regulation 11 – Galleys and provision stores

- 1 *In all ships, the cooking stove shall be located in a separate room, which may, however, also be used as a crew dining room in ships with a gross tonnage below 250.*
- 2 *The room shall have a suitable size and be well lit and ventilated. A hood with a vent pipe leading to the open air shall be fitted above the cooking stove.*
- 3 *The cooking stove shall be properly set up and secured. Any woodwork shall be protected against catching fire. The use of wood should, insofar as possible, be avoided for reasons of hygiene.*
- 4 *In the galley, drinking water shall be supplied by means of a pipe system. No seawater tap shall be located in this room.*
- 5 *The galley shall be provided with the necessary sinks with drainage, and there shall also be drainage in the floor. The bulkheads and the floor shall be made of a material that is impervious to water and easy to keep clean. Furniture, lockers, tables and drawers shall be made of materials that are easy to clean and that are hygienic. Ordinary, joined wood of dressed and matched boards shall not be used.*

¹³ *If a joint dining room (mess room) is provided on board cargo ships with a gross tonnage of or above 500 for officers, deck and engine staff as well as catering and serving staff, at least one joint “duty mess” shall also be provided, and in ships with a gross tonnage of 3000 or more a smoking room shall also be provided. (Reference is made to act no. 512 of 6 June 2007, act on smoke-free environments, as amended by act no. 607 of 18 June 2012). For the time being, such arrangements shall, for each cargo ship or the first ship in a series of sister ships aiming to have a joint dining room, be forwarded for consultation with the relevant organisations. For the time being, details of equivalent arrangements on passenger ships shall be forwarded for consultation with all the relevant shipowner and crew organisations.*

- 6 *Suitable and adequate facilities shall be provided for the storage of provisions as well as for the refrigeration and freezing of perishable foods.*

Regulation 12 – Sanitary installations – toilet rooms and bathrooms

- 1 *All seafarers shall have convenient access on the ship to sanitary facilities meeting minimum standards of health and hygiene and reasonable standards of comfort, with separate sanitary facilities being provided for men and for women;*
- 2 *In ships with a gross tonnage of or above 250, a separate toilet with a washbasin with running hot and cold fresh water shall be provided conveniently close to the navigation bridge.*
- 3 *In ships with a gross tonnage of or above 1000, a toilet with a washbasin with running hot and cold fresh water shall be provided conveniently close to the engine room if one has not been installed close to the engine control room.*
- 4 *In all ships, there shall be at least one toilet and one bathtub or shower or both for every six persons or fewer in a convenient place as well as a washbasin for every three persons or fewer who do not have personal facilities (disregarding persons who have their own combined bathroom/toilet room with a washbasin, shower and toilet). Washbasins shall be of suitable size and made of stainless steel, porcelain or other approved material.*
- 5 *Except for passenger ships, all sleeping rooms shall be fitted with a washbasin with running hot and cold fresh water unless such a washbasin is located in the private bathroom available.*
- 6 *On passenger ships normally engaged on voyages of no more than four hours' duration, the Danish Maritime Authority may permit special arrangements or a reduction of the number of facilities required, however in consideration of the requirements of regulation 12.1.*
- 7 *Running hot and cold fresh water shall be supplied in all wash places.*
- 8 *Regardless of the stipulations of regulation 12.4, there shall be at least the following number of separate toilets, including the separate toilets required under regulations 12.2 and 12.3:*
- 8.a *In ships with a gross tonnage of or above 500, but below 800: three.*
- 8.b *In ships with a gross tonnage of or above 800, but below 3000: four.*
- 8.c *In ships of or above 3000 gross tonnage: six.*
- 9 *All toilets should be of an approved type and provided with ample water for flushing or with any other suitable flushing method such as air that is available at any time and can be checked on its own. All toilet rooms shall be provided with a washbasin with running hot and cold fresh water.*
- 10 *In ships with a gross tonnage of or above 5000, each officer shall have a separate bathroom provided with toilet, shower and washbasin with running hot and cold fresh water adjoining his or her sleeping room.*
- 11 *In ships with a gross tonnage of or above 25000, except for passenger ships, at least one bathroom shall be provided for every two members of the rest of the crew. The bathroom shall be located either opposite the entrance to the rooms to which the bathroom belongs or in some other convenient location.*
- 12 *Washbasins, bathtubs and showers should be of adequate size and constructed of approved material with a smooth surface not liable to crack, flake or corrode. They should also have ample supply of hot and cold fresh water.*
- 13 *Toilet rooms and bathrooms shall otherwise meet the following requirements:*
- 13.a *Floors shall be of approved durable material that is easy to keep clean, impervious to water, non-skid and properly drained; however, floor drainage shall not be required in separate toilet rooms.*

- 13.b Bulkheads shall be tight and made of steel or other approved material and shall be impervious to water.
- 13.c The spaces shall be sufficiently lit and heated. Bathrooms shall have separate heating if they are not surrounded by heated spaces on all sides or if sufficient heating is not ensured in any other way.
- 13.d Joint toilet rooms shall, if intended for more than two persons, be separated from sleeping rooms and bathrooms.
- 13.e Direct access shall not be provided from sleeping rooms to toilet rooms or bathrooms intended for more than two persons.
- 13.f Toilets shall be sufficiently screened from each other.
- 14 In ships with a gross tonnage of or above 1000, except for ships where one-man or two-man bathrooms are provided for the crew in the engine section, changing rooms for the crew employed in the engine room shall be provided outside the engine room but with easy access and provided with lockers for each crew member and with washbasins and showers with running hot and cold fresh water.

Regulation 13 – Changing rooms in ships carrying dangerous substances

- 1 In all new ships approved to carry carcinogens in bulk (e.g. crude oil, petrol, benzene, vinyl chloride, butadiene, etc.), separate bathrooms and changing rooms shall be provided if it is assessed, cf. regulation 6 of Notice A from the Danish Maritime Authority, chapter A II C, that there is a risk of work clothes being contaminated. Carcinogens and carcinogenic materials shall mean those mentioned in Notice A from the Danish Maritime Authority, chapter A II C, Annex 1. Furthermore, it shall be possible, in a reasonable manner, either to collect and pack work clothes in containers for laundry ashore or else laundry facilities shall be provided on board for work clothes. If disposable clothes or equipment is used, closed, suitable waste containers shall be available for this purpose.
- 2 Special bathrooms and changing rooms shall be divided into a changing room for work clothes and one for general clothes with bathing facilities between the two rooms.
- 2.a The room for work clothes shall be used as a changing room only by the part of the crew who has been contaminated. The room for general clothes shall be used as a changing room only by the part of the crew who has not been contaminated.
- 3 There shall be direct access from open deck to special bathrooms and changing rooms for contaminated work clothes.
- 4 A toilet with a washbasin shall be provided in connection with the changing room.
- 5 Bathrooms shall be provided with showers and washbasins with hot and cold water and be arranged as stipulated in regulation 12.13.
- 6 Bathrooms and changing rooms for work clothes shall not be intended for use by persons other than those exposed to the contamination in question.
- 7 Changing rooms shall be provided with lockers for everyone who is to use the rooms. The lockers shall be made of a suitable material that is easy to clean and they shall be provided with ventilation apertures, top and bottom.
- 8 When separate laundry facilities are set up for laundering the said work clothes on board, cf. paragraph 13.1, they shall be equipped with a washing machine and a dryer or drying rooms of sufficient capacity. The laundry facilities for such work clothes shall not be used for other clothes.
- 9 In existing ships approved to carry carcinogens in bulk, the requirements for the special bathing and changing facilities shall be met operationally. In most cases, this would be by dividing the changing room into a clean section and a dirty one, such as by means of markings on the floor.

Regulation 14 – Sickbays and hoist stretcher, etc.

Regulation 14.1 – Sickbays, etc.

- 1 *In any ship holding a trade permit for voyages beyond GMDSS sea area 1 and where the number of seafarers¹⁴ exceeds 12, a separate sickbay shall be set up. The sickbay shall contain at least one bed when the number of seafarers is 15 or less and otherwise two beds.*
- 2 *In ships where each seafarer has his or her own sleeping cabin with toilet and bath, a treatment room (casualty room) may be set up instead of the sickbay required under paragraph 1, such treatment room to be appropriately fitted out, including a washbasin and an emergency treatment area. One bed/examination couch in the treatment room shall suffice, irrespective of the size of the ship.*
- 3 *Sickbays and treatment rooms shall be located in a suitable place where the inconvenience caused by noise and vibrations is as little as possible so that the patients may be given good conditions and be properly looked after in all kinds of weather.*
- 3.a *It shall be possible to enter the rooms in a convenient way with a person lying on a stretcher; the doorway shall be at least 75 cm wide; however, so that free access is provided in and out of the room with a person lying on the stretcher.*
- 3.b *The ventilation of the sickbay/treatment room shall be designed so that dissemination to the rest of the ship shall not occur.*
- 4 *The bed(s) shall be spaced out to provide accessibility from at least three sides. Bunk beds shall not be permitted.*
- 4.a *Next to each bed, there shall be a pushbutton with a wire connection ringing a bell located at a suitable place (a place that is normally manned) or another facility for calling help, such as an internal telephone.*
- 5 *A washroom with a toilet, washbasin and shower shall be located immediately next to the sickbay/treatment room with direct access therefrom. The washbasin and shower shall be supplied with hot and cold fresh water. The shower may be fitted on the washbasin.*
- 6 *In ships with a gross tonnage below 3000, the floor area in the sickbay/treatment room shall be at least 6.50 m² for every bed in the room, and in ships with a gross tonnage of or above 3000, it shall be at least 7.50 m² for every bed.*
- 7 *The lighting in the sickbay/treatment room shall be variable, possibly through the installation of several fixed sources of light. The lighting at the beds shall, however, as a minimum, meet the standards for work lighting set out in regulation 8; in addition, a reading light shall be fitted at the bed(s) and a night light in the room.*
- 8 *There shall be an emergency treatment area in connection with sickbays/treatment rooms. This shall comprise a floor area of a minimum of 2.0 x 2.0 metres with drainage and an anti-skid floor covering corresponding to the requirements for bathrooms. The area may be arranged in, for example, a changing room or a corridor area or similar with minor traffic. It shall not be permitted to establish an emergency treatment area outdoors or in the engine room.*
- 8.a *Access to the emergency treatment area shall satisfy the requirements in paragraph 3(a).*
- 8.b *The area shall be well lit as a work station with the facility to switch the light on/off locally.*
- 8.c *The following shall be within reach of the person providing treatment who is kneeling next to a patient situated roughly in the middle of the floor:*

¹⁴ *For the purposes of this regulation, the seafarers shall mean the number of persons stated in the safe manning document.*

- 8.c.1 *Hand showers with individual cubicle and holder. The water supply (fresh hot and cold water) shall be thermostatically controlled.*
- 8.c.2 *Telephone connected to the ship's internal telephone system with hands-free operation and, where appropriate, a head set, allowing the medical practitioner to be put through to the ship's communications system enabling direct communication with Radio Medical.*
- 8.c.3 *A thin, water-repellent rubber mattress.*
- 8.d *For existing ships built before 1 August 2007, a bath tub may be equivalent to the stated emergency treatment area.*
- 9 *Sickbays/treatment rooms shall be marked as such and shall not be used for other purposes.*
- 10 *As to the ship's supply of medicaments, the existing provisions shall apply.*
- 11 *In accordance with order no. 102 of 16 February 1998, a doctor shall also be on board ships with more than 100 seafarers on board engaged on voyages of more than three days' duration.*

Regulation 14.2 – Hoist stretcher

Ships with a gross tonnage of or above 150 and with a crossing time of more than half an hour shall carry a hoist stretcher of a suitable type¹⁵ located in a suitable place.

Regulation 15 – Laundry facilities

- 1 *In ships with a gross tonnage of or above 200, rooms shall be provided for laundry of clothes with ample supply of hot and cold fresh water and with a possibility of drying and ironing clothes to the extent appropriate for the size of the crew and the normal duration of voyages.*
- 2 *The equipment shall include:*
 - 2.a *Washing machines.*
 - 2.b *Dryers or appropriately heated and ventilated drying rooms.*
 - 2.c *Irons and ironing boards or the like.*
- 3 *Laundry and drying rooms shall be situated conveniently in relation to the accommodation.*

Regulation 16 – Outdoor area/recreational area

- 1 *On all ships, one or more places shall be set up on open deck to which the crew has access in their spare-time. Such space(s) shall be of a suitable size in consideration of the size of the ship and the number of seafarers on board.*
- 2 *On ships regularly engaged on voyages between 30° northern latitude and 30° southern latitude and in the Persian Gulf, the spaces shall be provided with awnings or other cover.*
- 3 *In ships with a gross tonnage of or above 8000, a swimming pool shall be provided if the Danish Maritime Authority considers that it would be reasonable and possible.*

Regulation 17 – Offices

- 1 *In all ships, separate offices or a joint ship's office shall be arranged for use by the crew in the deck and engine sections. Ships with a gross tonnage below 3,000 may be exempted from this requirement by the Danish Maritime Authority following consultation of the relevant shipowner and seafarer organisations.*

¹⁵ *Cf. the requirements for hoist stretchers in the Annex to Notices A from the Danish Maritime Authority, Chapter IX, Part B, Medical treatment and medicine on board ships.*

- 2 *The rooms shall have a floor area of at least 6 m², and shall, as far as possible, be supplied with daylight and shall be equipped with the necessary furniture and fittings for office use.*

Regulation 18 – Recreational rooms

- 1 *In ships with a gross tonnage of or above 250, but below 8000, appropriately located and suitably equipped rooms intended for the crew to spend their spare time in shall be provided. The furniture in such rooms shall include a bookcase as well as furniture providing the opportunity to read, write and play games.*
- 2 *In ships with a gross tonnage below 1000, such rooms may be dispensed with, provided that the dining room(s) are of such a size and are furnished and arranged in such a way that they are suitable for the passing of spare time. The total floor area shall be at least twice the required area of a dining room.*
- 3 *In ships with a gross tonnage of or above 1000, it shall be examined whether there is a possibility of setting up a canteen when the recreation and dining rooms are planned.*
- 4 *In ships with a gross tonnage of or above 8000, a smoking room¹⁶ or reading room shall be provided; there shall also be a room for other recreational activities, including exercises and other physical activities. In one of the rooms, it shall be possible to watch films or television.*

Regulation 19 – Cleaning and inspection

- 1 *The accommodation shall be kept clean and tidy. It shall be cleaned daily. The rooms shall be used only for goods or supplies belonging to the person(s) for whom the room is intended.*
- 2 *The accommodation shall be disinfected as necessary after any infectious illness on board.*
- 3 *Accommodation where vermin are found shall be cleaned and disinfected immediately.*
- 4 *The master, or the person to whom he has delegated this task, shall, together with one or more crew members, inspect all parts of the accommodation at least once a week.*
- 5 *The result hereof shall be entered in the ship's log, where one is kept, or otherwise in the annex file.*

Regulation 20 – Drinking water

Regulation 20.1 – Drinking water system

- 1 *Fixed drinking water tanks shall have a cofferdam separating them from tanks that may be used for other liquids, oil or the like. However, cofferdams may be dispensed with as separation from tanks intended for seawater. In riveted ships, the ship's side below the loaded waterline shall not form boundaries of a drinking water tank.*
- 2 *Drinking water tanks shall be fitted with the necessary manholes and shall, as far as possible, be accessible for both external and internal inspection. If their design and size do not permit access to the inside, they shall be provided with an adequate number of cleaning holes. Manholes and/or cleaning holes and their covers shall be designed so as to prevent the accumulation of impurities on top of the covers.*
 - 2.a *Manhole covers and cleaning hole covers shall be fitted on frames that have a height of at least 50 mm and shall be marked "Drinking water tank" (in Danish: "Drikkevandstank").*
 - 2.b *All steel in drinking water tanks shall be fully welded. All internal surfaces, including surfaces in smaller containers and the like, shall have a suitable finish approved by the Danish Maritime Author-*

¹⁶ Cf. act no. 512 of 6 June 2007 on smoke-free environment.

ity, by other health authorities accepted by the Danish Maritime Authority or by recognised organisations in accordance with accepted standards.

- 2.c *Pipes forming part of other piping systems shall not pass through drinking water tanks.*
- 2.d *It shall be possible to fully empty tanks, either by suction from the tank's lowest point or via a bottom screw.*
- 3 *Air pipes and filling pipes for tanks shall be carried to proper heights above deck, minimum 400 mm. The outlet of an air pipe shall be designed so that impurities cannot enter the tanks by this means. Filling pipes shall be provided with covers which it shall not be possible to mistake for covers for tanks for other purposes.*
- 4 *Drinking water tanks shall be provided with standpipes or some other approved sounding device fitted such that it is not possible to introduce pollution to the water by this means. If sounding pipes for sounding rods/tapes have been fitted, the means of closing these shall be lockable, e.g. with a padlock, and they shall be marked "Drinking water tank" (in Danish: "Drikkevandstank").*
- 5 *For ventilation purposes, drinking water tanks shall normally be provided with at least two air pipes that shall be fitted with a fine-meshed net.*
- 6 *Pumps shall be of the membrane or centrifugal type or another suitable type that does not require lubrication of the parts that are in contact with the drinking water.*
- 7 *The pipe system shall not be connected to other pipe systems in the ship, and only materials and components suitable for the purpose (e.g. those that have been VA-approved¹⁷ shall be used. If the pipelines to the drinking water system have been marked, such marking shall comply with the standardisation rules in force. Dead-end service pipes on main pipes shall be provided with a stop valve at the main pipe.*
- 7.a *If a sprinkler system is arranged so that it is capable of taking water from freshwater tanks and/or the freshwater pipe system, it shall be ensured that the freshwater system cannot be contaminated by salt water.*
- 7.b *Pipes that could be exposed to freezing temperatures shall be sufficiently insulated or otherwise protected against freezing. Pipes for drinking water shall not pass through tanks intended for other liquids, with the exception of tanks for seawater.*
- 8 *If fresh water generators and the like are installed, the sea suction from the fresh water generators and similar apparatuses shall be located clear of all outlets from the ship.*
- 9 *When water has been put into the drinking water system, but before it is taken into use, a chemical and bacteriological analysis of drinking water samples from the system shall be carried out.*
- 10 *The water samples, one of which shall be from the galley, shall be taken by a recognised laboratory (such as the Danish Food Inspectorate (Levnedsmiddelkontrollen)) and analysed by a recognised laboratory. The Danish Maritime Authority shall be guided in its decision on approval by the analysis report produced by the laboratory containing chemical and bacteriological analysis and a conclusion.*
- 11 *When a drinking water system has been found to be contaminated, disinfection shall be carried out in accordance with the guidance on disinfection during the cleaning of drinking water tanks and drinking water pipes on ships issued by the National Board of Health.*

¹⁷ "VA-approved" shall mean material that has been approved by the approval committee of the National Agency for Enterprise and Housing for use with water and drainage.

Regulation 20.2 – Test of drinking water

It shall be ensured that the drinking water on board (used for human beings) is of a satisfactory quality suitable for its purpose. It shall be possible to document this by means of regular analyses held up against international standards.

Part III – Passenger accommodation

Regulation 21 – Passenger accommodation, etc.

The following regulations of part II, stipulated definitions and provisions shall, irrespective of the ship's gross tonnage, also apply if not otherwise stipulated below:

Regulation 4 – Location, construction and arrangement of accommodation spaces, except paragraph 3

Regulation 5.1 – Headroom in accommodation spaces, etc.

Regulation 5.2 – Insulation of accommodation spaces

Regulation 5.3 – Materials

Regulation 5.4 – Corridors, staircases and doors¹⁸

Regulation 5.5 – Exits

Regulation 6.1 – Ventilation

Regulation 6.2 – Air conditioning

Regulation 6.3 – Heating

Regulation 7 – Mosquito nets

Regulation 9.1 – Sleeping rooms

Regulation 9.2.2 – Berths (minimum sizes)

Regulation 9.3 – Floor area

Regulation 9.4 – Furniture

Regulation 22 – Location

- 1 The accommodation shall not be located in superstructures that are not of a permanent character, neither fore of the collision bulkhead nor on the deck beneath the one that lies immediately below the waterline at the maximum permissible draught. In new ro-ro passenger ships, passenger cabins shall not be placed below the ro-ro deck (the bulkhead deck). Furthermore, reference is made to the requirements on escape routes in chapter II-2, regulation 13.7.*
- 2 Passengers shall not be accommodated in rooms not approved for this purpose.*
- 3 Sleeping rooms shall be separated from adjoining rooms in a suitable way, and they shall be provided with a clear marking of the maximum number of persons that they are intended for.*

Regulation 23 – Determination of the number of passengers in individual rooms

- 1 For passenger ships on voyages lasting for more than one night:
 - 1.a A berth or an approved permanent couchette shall be provided for all passengers.*
 - 1.b The number of persons in sleeping rooms shall be determined by dividing the free floor area of the sleeping rooms by 1.1 m². If sleeping rooms are fitted out with separate bathrooms or a bathroom with a toilet, the free floor area of these rooms may be included when calculating the number of persons. Irregular floor areas where the length and width are below 0.6 m shall not be included in the calculation. A shower cabinet with the said minimum dimensions may be included in the free area.**

¹⁸ Reference is also made to chapter II-2, regulation 13.

- 1.c *On open deck to which the passengers have access, there shall be at least 0.5 m² free deck area for each passenger, in addition to the area mentioned in paragraph 1 (b). Those parts of the deck where passengers cannot comfortably stand or sit shall not be included in this calculation.*
- 2 *For passenger ships on voyages that do not last for more than one night:*
- 2.a *Ships on night voyages, i.e. between 10 pm and 6 am, of more than six hours' duration shall have enclosed spaces for all passengers.*
- 2.b *The number of passengers in rooms other than the sleeping rooms shall be fixed as the lowest of the following figures:*
- 2.b.1 *The floor area – measured in m² – available to the passengers, i.e. excluding serving counters and access to them as well as exits and the like, divided by 0.85 m².*
- 2.b.2 *The floor area mentioned in paragraph 2(b)1 multiplied by the average height – measured in m – of the room measured from the top of the deck covering to the lower side of the deck beams or their panelling divided by 1.9 m³.*
- 2.b.3 *The number of seats in the room.*
- 2.c *The number of persons in sleeping rooms shall be determined by dividing the free floor area of the sleeping rooms by 0.85 m². If sleeping rooms are fitted out with separate bathrooms or a bathroom with a toilet, the said free floor area may be included when calculating the number of persons. Irregular floor areas where the length and width are below 0.6 m shall not be included in the calculation.*
- 2.d *The Danish Maritime Authority may permit deviations from the provisions of paragraphs 2(b) and 2(c) in the period from 1 May to 30 September.*
- 3 *For passenger ships engaged on daytime voyages:*
- 3.a *For ships engaged on daytime voyages, i.e. voyages not lasting for more than six hours within the period from 10 pm to 6 am, 0.85 m² free floor area shall be calculated for each passenger in enclosed rooms that are not sleeping rooms; the room shall not, however, be calculated for more passengers than there are seats for.*
- 3.b *The provisions of paragraph 2(c) shall apply to any sleeping rooms.*
- 3.c *During the period from 1 May until 30 September, in addition to the number of passengers permitted in enclosed spaces, it shall be permitted to carry passengers on open deck, whereby at least 0.55m² floor area shall be calculated for each passenger. When calculating the passenger number, the space needed for the navigation etc. of the ship shall be excluded, including space for the handling and embarkation of life-saving appliances, together with all the areas of the deck in which passengers cannot comfortably sit or stand.*
- 3.d *In ships or vessels with decks where, during the period from 1 May until 30 September, it is permitted to carry passengers on open deck, as stated above, there shall be enclosed spaces for at least 1/6 of the maximum permissible number of passengers.*

Regulation 24 – Toilets

- 1 *One toilet and one washbasin shall be provided for every 50 passengers or part thereof.*
- 2 *Such toilets shall be properly protected against the sea and the weather and be provided with the necessary flushing facilities.*
- 3 *All toilet facilities shall be well lit and ventilated.*
- 4 *The provisions of paragraphs 1 to 3 shall not apply to open vessels.*

Regulation 25 – Hospital

- 1 *In ships engaged in trade outside European waters and on which, taken together, the number of crew members and the maximum permitted number of passengers exceed 100, a hospital shall be provided on board. The hospital shall be well lit and well ventilated, insulated from the rooms that are intended for the crew and the passengers and shall be located at a place in the ship suitable and appropriate for this purpose where the inconvenience caused by noise and vibrations is as little as possible.*
- 2 *The hospital shall have four beds and, in addition, if the number of persons on board exceeds 120, one bed for every further 60 persons or part thereof.*
- 3 *The total floor area less the space taken up for beds shall be at least 1.1 m² for each person that the room is intended for; nonetheless there shall be reasonable space for stretcher transport and access to the beds.*
- 4 *The beds shall be made of a material with a hard, smooth surface that does not corrode, their internal dimensions shall be at least 1.98 m x 0.8 m, and they shall be arranged in such a way that they are easily accessible. The beds shall not be placed on top of each other.*
- 5 *Next to each bed, there shall be a pushbutton with a wire connection ringing a bell located at a suitable place (that is normally manned).*
- 6 *The hospital shall include the following:*
 - 6.a *A dedicated lockable space for the storage of medicine (dispensary).*
 - 6.b *An operating room (possibly the dispensary) or another room the size of which is sufficient to set up an operating table that is accessible from all sides.*
 - 6.c *A bathroom with a shower and emergency treatment area that complies with the provisions of regulation 14, paragraphs 5 and 8.*
 - 6.d *A toilet with a washbasin for each of the hospital wards.*
 - 6.e *The ventilation facility shall comply with the requirements of regulation 6.*
 - 6.f *In ships engaged on voyages of quite short duration and where it may be anticipated that medical assistance will be available, the Danish Maritime Authority may permit deviations from the above provisions.*

Regulation 26 – Persons with reduced mobility

- 1 *Where it is practicable, appropriate measures based on the following guidelines shall be implemented to ensure the safe access for persons with reduced mobility to all passenger ships and to all high-speed passenger ships used for public transport and the keel of which is laid or which are at a similar stage of construction on or after 1 October 2004.*
 - 1.a *IMO circular MSC/735 of 24 June 1996 entitled Recommendation on the design and operation of passenger ships to respond to elderly and disabled persons' needs shall be followed.*
 - 1.b *Ships shall be constructed and equipped in such a way that a person with reduced mobility can embark and disembark easily and safely, and can be ensured access between decks, either unassisted or by means of ramps, elevators or lifting platforms. Signed directions to such access facilities shall be posted at the other access points to the ship and at other appropriate locations throughout the ship.*
 - 1.c *Signs provided for the orientation of passengers on board the ship shall be accessible and easy to read for persons with reduced mobility (including persons with sensory disabilities) and be positioned at key points.*

- 1.d Means shall be available on board to provide visual and verbal announcements, such as those regarding delays, schedule changes and on board services, to persons with various forms of reduced mobility.*
- 1.e The alarm system and alarm buttons shall be accessible to and be able to alert all passengers with reduced mobility, including persons with sensory disabilities and persons with learning disabilities.*
- 1.f Handrails, corridors and passageways, doorways and doors shall accommodate the movement of a person in a wheelchair. Elevators, vehicle decks, passenger lounges, facilities and toilets shall be designed in order to be accessible in a reasonable and proportionate manner to persons with reduced mobility.*
- 2 The Danish Maritime Authority co-operates and consults with organisations representing persons with reduced mobility with regard to the implementation of the guidelines in regulation 26.1.*
- 3 When passenger ships and high-speed craft used for public transportation and of which the keel is laid or which are at a similar stage of construction before 1 October 2004 are altered, the guidelines in regulation 26.1 shall apply insofar as is economically reasonable and practicable.*