

Translation. Only the Danish version has legal validity.

Technical Regulation no. 10 of 2 December 2003 issued by the Danish Maritime Authority

Technical regulation on small vessels carrying a maximum of 12 passengers

In pursuance of section 1(3), sections 3 and 5, section 17(5) and section 32 of the Act on Safety at Sea, cf. Consolidated Act no. 627 of 26 July 2002, and Royal Decree no. 607 of 25 June 2001 on the entry into force of the Act on Safety at Sea for Greenland, after consultation with the Greenland Home Rule, and by the authority of the Danish Minister of Economic and Business Affairs, the following provisions are laid down:¹

Section 1. This technical regulation shall apply to vessels carrying a maximum of 12 passengers and with a length L below 15 m and a scantling number below 100.

Subsection 2. This technical regulation shall not apply to recreational craft unless they carry passengers for commercial purposes or are hired out with a master.

Section 2. Vessels with a scantling number below 20 may not be used for regular service, navigation at night or voyages in other than Danish or Greenland waters.

Subsection 2. The trading area of vessels with a scantling number below 20 may cover only a small trading area or the Wadden Sea in Ho Bay as well as east of the islands of Fanø, Mandø and Rømø within 1500 m from the coast as well as specific areas that the Danish Maritime Authority consider equally sheltered.

Subsection 3. For vessels with a scantling number below 20 the Danish Maritime Authority shall specify individual trading areas and associated operational restrictions around Greenland in accordance with the following guidelines:

- 1) The trading area should not extend more than 1500 m from the nearest land and not outside outer reefs. Especially dangerous areas with shallow water, high concentrations of ice or reefs should not be included. Vessels should not move more than 50 nautical miles from the place from where the voyage is initiated.
- 2) Navigation should take place only during the period from 15 May to 1 October. However, this period should also depend on local conditions of compact ice. Navigation should not take place in the dark, at wave heights of more than 1.5 m or at wind forces of more than 6 on the Beaufort scale. Trading areas may be assigned on the condition that two vessels keep sight of each other and have a mutual distance of not more than 200 m.

Section 3. Shipping companies shall at all times know the number of persons on board and ensure that this information is available in case of rescue operations. For vessels without a land organisation manned for 24 hours a day, the number of persons on board may be made available from a place arranged with the Danish Maritime Authority, such as through

¹ A draft technical regulation has been notified in accordance with Directive 98/34/EC of the European Parliament and of the Council of 22 June 1998 laying down a procedure for the provision of information in the field of technical standards and regulations, as amended most recently by Directive 98/48/EC.

reporting to the port authority in the nearest port, a coastal radio station or a telephone-based automatic reporting system approved for this purpose by the Danish Maritime Authority.

Subsection 2. New persons on board shall be given safety instructions before the vessel departs the port. The safety instructions shall include at least the following:

- 1) Presentation of the crew members, instructions in the use of personal life-saving appliances, including lifejackets, lifebuoys and immersion suits, if relevant, demonstration of the vessel's alarm systems and explanation of the meaning of the alarms as well as explanation of the part of the vessel's fire emergency preparedness in which passengers can take part, such as smoking restrictions and fire alarm.
- 2) For vessels engaged on voyages during the night, the safety instructions shall, furthermore, include a tour of the vessel during which the arrangement, means of escape, fire dampers, portable fire-extinguishers, closure of doors, safety signs, placards, etc. are shown and explained and information is given about the use of the vessel's liferafts and lifeboats.

Section 4. More detailed regulations have been reprinted as an annex to this technical regulation.²

Section 5. For the purposes of this technical regulation, the following definitions shall apply:

- 1) "Passenger": Every person other than the master and the members of the crew and other persons employed or engaged in any capacity on board a vessel on the business of that vessel, and a child under one year of age.
- 2) "Recreational craft": Any vessel used for sports and leisure purposes, regardless of the means of propulsion, and not used for commercial purposes. In case of doubt, the Danish Maritime Authority shall decide whether a vessel may be considered a recreational craft.
- 3) "Navigation at night": Navigation between 2200 and 0600 hours.
- 4) "Small trading area": Ports, lakes, streams, channels, sheltered bays as well as within 1500 m from other coasts than the Jutland west coast.
- 5) "Length (L)": Shall be calculated as 96% of the total length on a waterline at 85% of the least moulded depth measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with a rake of keel, the waterline on which this is measured shall be parallel to the designed waterline.
- 6) "Length L1": Shall mean the length measured from the foreside of the intersection of the plating with the topside of the deck at the stem to the after side of the intersection of the plating with the deck at the stern. On open vessels, the length shall be measured at the topside of the gunwale.
- 7) "Breadth B": Shall mean the greatest breadth of the vessel.
- 8) "Scantling number": Length L1 multiplied by breadth B.
- 9) "Hiring out": Transfer of the right of using a vessel against a remuneration. Vessels that are made available for use by persons who have hired summer cottages,

² Vessels with a scantling number of or above 20 shall also be covered by Notice F from the Danish Maritime Authority. As regards safe manning, reference is made to the most recent safe manning document from the Danish Maritime Authority for cargo ships with a gross tonnage below 20 and for fishing vessels with a length below 15 m carrying up to 12 passengers engaged on domestic voyages in Denmark.

campgrounds or the like shall also be considered as hired out. If all the hirers and passengers on board own the vessel or are members of an association that owns the vessel, it is not a case of hiring out.

- 10) “Hiring out with a master”: Hiring out where one or more persons on board a vessel are its master or crew against a remuneration. A hirer out’s possible trial trip with a hirer to instruct him about the vessel shall, however, not be considered as hiring out with a master.
- 11) “Regular service”: A series of crossings serving traffic between the same two or more ports, or a series of crossings to and from the same port without any intermediate calls, which is operated either according to a published timetable or with crossings so regular or frequent that they constitute a recognisable systematic series.
- 12) “LSA Code”: International Life-Saving Appliance Code, Resolution MSC.48(66).

Section 6. Where this technical regulation requires that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a vessel, or that any particular provision shall be made, the Danish Maritime Authority may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that vessel, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the regulations.

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

Section 7. Contraventions of this technical regulation shall be punishable by fine or imprisonment for a period not exceeding 1 year.

Subsection 2. The penalty may be increased to imprisonment for a period not exceeding 2 years if

- 1) the contravention has caused damage to life or health or risk of such damage,
- 2) an injunction or order has previously been issued in connection with the same or equivalent situations, or
- 3) the contravention has produced or has been intended to produce financial benefits to the contravener or others.

Subsection 3. It shall be considered especially aggravating circumstances if the violation has resulted in damage to the life or health or risk of such damage to young persons below the age of 18, cf. subsection 2(1).

Subsection 4. If the financial benefit achieved is not confiscated, special consideration shall be paid to the size of the achieved or intended financial benefit when determining fines, including supplementary fines.

Subsection 5. Companies etc. (legal personalities) may be liable to punishment according to the provisions of chapter 5 of the Penal Code.

Section 8. If the circumstance is covered by the Decree on the entry into force for Greenland of the Act on Safety at Sea, measures may be laid down in accordance with the Criminal Code for Greenland.

Subsection 2. The circumstances referred to in section 7(2) and (3) shall be regarded as aggravating circumstances.

Subsection 3. If the financial benefit achieved is not confiscated, cf. section 116(1) of the Criminal Code, special consideration shall be paid to the size of the achieved or intended financial benefit when determining fines, including supplementary fines.

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

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

Section 9. This technical regulation shall enter into force on 1 January 2004.

Subsection 2. Technical regulation no. 1 of 6 February 1992 for cargo and fishing vessels carrying a maximum of 12 passengers and Order no. 482 of 15 September 1981 on engines in passenger vessels shall be repealed.

ANNEX I

Regulation 1 – Surveys

1. A vessel covered by this technical regulation shall be subject to the surveys specified below at the owner's request:
 - .1 An initial survey before the vessel is put in service;
 - .2 A renewal survey once every 48 months;
 - .3 An intermediate survey within 3 months before or after the second anniversary date;
 - .4 Additional surveys, as occasion arises.
2. The surveys referred to above shall be carried out as follows:
 - .1 The initial survey shall include a complete inspection of the vessel's structure, machinery and equipment, including the outside of the vessel's bottom. This survey shall be such as to ensure that the arrangements, materials and scantlings of the structure, boilers and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installation, radio installations including those used in lifesaving appliances, fire protection, fire safety systems and appliances, life-saving appliances and arrangements, shipborne navigational equipment, nautical publications, and other equipment fully comply with the requirements of the present regulations, and of the laws, decrees, orders and regulations promulgated as a result thereof by the Danish Maritime Authority for vessels of the service for which it is intended. The survey shall also be such as to ensure that the workmanship of all parts of the vessel and its equipment is in all respects satisfactory, and that the vessel is provided with the lights, shapes, means of making sound signals and distress signals as required by the provisions of the present regulations and the International Regulations for Preventing Collisions at Sea in force.
 - .2 The renewal survey shall include an inspection of the structure, boilers and other pressure vessels, machinery and equipment, including the outside of the vessel's bottom. The survey shall be such as to ensure that the vessel, as regards the structure, boilers and other pressure vessels and their appurtenances, main and auxiliary machinery, electrical installation, radio installations including those used in life-saving appliances, fire protection, fire safety systems and appliances, life-saving appliances and arrangements, shipborne navigational equipment, nautical publications and other equipment is in satisfactory condition and is fit for the service for which it is intended, and that it complies with the requirements of the present regulations and of the laws, decrees, orders and regulations promulgated as a result thereof by the Danish Maritime Authority. The lights, shapes, means of making sound signals and distress signals carried by the vessel shall also be subject to the abovementioned survey for the purpose of ensuring that they comply with the requirements of the present regulations and of the International Regulations for Preventing Collisions at Sea in force.
 - .3 The intermediate survey shall include an inspection of the equipment. The survey shall be such as to ensure that the vessel, as regards the life-saving appliances and arrangements, shipborne navigational equipment, nautical publications and other equipment is in satisfactory condition and is fit for the service for which it is intended, and that it complies with the requirements of the present regulations and of the laws, decrees, orders and regulations promulgated as a result thereof by the

Danish Maritime Authority. The lights, shapes, means of making sound signals and distress signals carried by the vessel shall also be subject to the abovementioned survey for the purpose of ensuring that they comply with the requirements of the present regulations and of the International Regulations for Preventing Collisions at Sea in force.

- .4 An additional survey either a renewal survey or partial survey, according to the circumstances, shall be made whenever any important repairs or renewals are made. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory, and that the vessel complies in all respects with the provisions of the present regulations and of the laws, decrees, orders and regulations promulgated as a result thereof by the Danish Maritime Authority.

Regulation 2 – Certificates

1. A “Permit to carry passengers” shall be issued after an initial or renewal survey for a period not exceeding 48 months. After a completed intermediate survey, it shall be endorsed. The permit shall contain information about the vessel’s trading area, the maximum number of passengers permitted as well as the latest date of the next intermediate survey and renewal survey. The validity of the permit shall expire on the latter date or, if the intermediate survey has not been completed, on the former date.
2. When a renewal survey is completed within three months before the expiry date of the existing permit, the new permit shall be valid to a date not exceeding 48 months from the date of expiry of the existing permit.
3. When a renewal survey is completed more than three months before the expiry date of the existing permit, the new permit shall be valid to a date not exceeding 48 months from the date of completion of the renewal survey.
4. When a renewal survey is completed after the date of expiry of the existing permit, for example if the vessel has been laid up, the new permit shall be valid to a date not exceeding 48 months from the date of completion of the renewal survey.
5. The permit shall be issued in duplicate, and one of them shall be located in a place on board that is conspicuous to the passengers, while the other shall be kept together with the vessel’s survey book.
6. No vessel may be engaged in service without the permit mentioned in subparagraph 1 or outside the trading area mentioned in the permit or with more passengers than mentioned therein.

Regulation 3 – Construction

1. Vessels with a scantling number below 20 covered by the recreational craft Directive shall, as documentation that they comply with the safety requirements of the recreational craft Directive, be fitted with a manufacturer’s plate with a CE mark of compliance. The maximum load and the maximum number of passengers evident from the manufacturer’s plate may not be exceeded during voyages.
2. Vessels with a scantling number below 20 not covered by the recreational craft Directive and existing vessels with a scantling number below 20 may, alternatively, be constructed in accordance with the regulations of the Nordic Boat Standard and type-approved by the Danish Maritime Authority, by the maritime Administrations of one of the other Nordic countries or by a classification society recognised by the Danish Maritime Authority.

- .1 The vessels may, however, also have been constructed and approved in accordance with either the structural rules of a classification society recognised by the Danish Maritime Authority or chapter V of the LSA Code.
- .2 The vessels shall be fitted with a sign providing information about the rules according to which the vessel has been constructed and approved, the approving Administration as well as the maximum load and the maximum number of persons to be carried. The limits mentioned may not be exceeded during voyages. The Danish Maritime Authority may, after a concrete assessment, stipulate additional restrictions.

Regulation 4 – Stability

1. For vessels with a scantling number of or above 20, where there is no requirement for approved stability information, the heel of the vessel may not exceed 10° when a load corresponding to the greatest number of persons that the vessel is permitted to carry is located as far in the side as possible. The load corresponding to one person is set at 75 kg.
2. Vessels arranged for “all sails set” shall be subject to a special assessment by the Danish Maritime Authority.

Regulation 5 – Freeboard conditions

1. Decked vessels shall have a freeboard of at least 5% of the vessel’s breadth, however under no circumstances lower than 0.20 m, or the minimum freeboard derived from the stability information. For vessels with a trading area in Greenland, the freeboard shall be at least 0.30 m.
2. Vessels with a scantling number of or above 20 shall be fitted with bulwarks or guard rails of a height of at least 1 m above deck. Rails and stanchions may be rigged up instead of or as a supplement to bulwarks or guard rails. The distance between vertical supports, which shall be of appropriate design, may not exceed 1.5 m and they shall be connected either by a strong protective net or by rails or handropes with a mutual distance of not more than 380 mm, however the clearance below the lowest rail or handrope may not exceed 230 mm.

Regulation 6 – Fire-protection, fire-detection and fire-extinction

1. Propulsion motors using fuels oils with a flash point below 60 °C may not be used, but in special cases the Danish Maritime Authority may permit the use of fuel oils with a flash point of at least 43 °C. Vessels with a scantling number below 20 may, however, use petrol in outboard motors fitted with a suitable fire-extinction system.
2. Machinery spaces and engine casings shall be fitted with a fixed fire-extinction system and a fire-detection system of an approved type, installed in accordance with the provisions hereon.
3. Vessels with a scantling number of or above 20 shall be fitted with a fixed power-driven fire and bilge pump with a capacity of a minimum of 15 m³/h.
4. An approved hand-held fire-extinguisher with a capacity of a minimum of 6 kg shall be fitted in the passenger accommodation.
5. In vessels regularly carrying sleeping passengers during night voyages, an approved smoke-detection system as well as a manually operated open sprinkler system shall be fitted in the accommodation. Smoke-detectors and sprinklers shall be arranged in suitable groups considering the arrangement and structural fire-protection of the vessel.

Regulation 7 – Accommodation areas and spaces

1. For vessels with a scantling number of or above 20, the following shall apply, it being a precondition that the accommodation spaces are suited for the purpose:
 - .1 Vessels used for voyages at night shall be fitted with berths for all those on board;
 - .2 There shall be a toilet with a wash basin;
 - .3 A shelter on deck or another sheltered accommodation space with seats for all passengers shall be provided. The seats shall have a breadth of at least 0.5 m, a free height above the seat of at least 0.9 m as well as at least 0.75 m legroom calculated from the back support;
 - .4 The free deck area for passengers shall be at least 0.85 m² per person in accommodation spaces;
 - .5 Accommodation spaces shall be electrically lit and ventilated;
 - .6 At least two exits shall be provided from enclosed accommodation spaces, one of which may be an emergency exit with a doorway of at least 0.6 X 0.6 m;
 - .7 For vessels used for carrying passengers during the period from 1 October to 30 April, the passenger accommodation shall be enclosed and heated to a minimum of 20 C;
 - .8 Walking lines in the passenger accommodation shall be at least 0.8 m wide.

Regulation 8 – Equipment

1. Vessels with a scantling number of or above 20 shall be equipped with the following:
 - .1 Approved liferafts with a capacity to carry all those on board.
 - .2 For every person on board, a lifejacket of an approved type shall be provided. In addition, unless these lifejackets can also be used by children, or special conditions apply, a number of lifejackets suitable for children equal to at least 10% of the greatest number of passengers permitted shall be provided. However, the number of lifejackets suitable for children shall never be lower than the actual number of children on board. In vessels permitted to navigate at night, the lifejackets shall be fitted with approved lights.
 - .3 At least six approved rocket parachute flares.
2. Vessels with a scantling number below 20 with a trading area covering only lakes, streams, channels or other waters where there is no risk of drifting to sea shall be equipped with the following:
 - .1 Vessels that it may reasonably be considered possible to propel by oars (such as light motor boats) shall be equipped with one set of oars and the necessary rowlocks or thole pins as well as a spare oar.
 - .2 One bailer or bucket.
 - .3 One lifejacket type-approved according to recognised standards for each adult or child on board. The lifejackets shall be suited for the actual weight of those on board, have a buoyancy of minimum 150 Newton and be worn during voyages.
 - .4 Means of making sound signals as prescribed by the International Regulations for Preventing Collisions at Sea.
 - .5 Lights type-approved according to recognised standards, cf. however the International Regulations for Preventing Collisions at Sea 1972/81, regulation 23, paragraph a, and regulation 25, paragraph d.
 - .6 One waterproof electric torch suitable for signalling.
 - .7 Vessels with a hull length above 6 m as well as all planing motor vessels (speed boats) shall be equipped with one lifebuoy with a line type-approved according to recognised standards.

- .8 All lifejackets, lifebuoys and liferafts shall be fitted with retro-reflecting material type-approved according to recognised standards.
 - .9 The medical book “Førstehjælp for sejlere” (English: “First aid for yachtsmen”), recent edition, as well as a first aid kit with the medical equipment and basic medicaments recommended in chapter 17 of the medical book.
 - .10 One powder fire-extinguisher or other suitable fire-extinguisher type-approved according to recognised standards. The fire-extinguisher shall have a capacity of at least 2 kg. If the engine output exceeds 20 kW, the fire-extinguisher shall have a capacity of at least 6 kg. Vessels that are not fitted with engines, cooking installations or similar devices that may give rise to fire may be exempted from the fire-extinguisher requirement.
 - .11 For navigation during the period from 30 September to 1 May, all persons on board shall wear anti-exposure suits complying with the requirements of chapter II, regulation 2.4 of the LSA Code.
 - .12 Propellers shall be shielded in such a way that the risk of a person in the water being injured by them is at an absolute minimum.
3. Other vessels with a scantling number below 20 shall, in addition to the equipment stipulated in regulation 8.2, be equipped with the following:
1. Anchor equipment and moorings as stipulated in table 1. The total anchor weight shall be determined in accordance with line 1 of table 1, the stipulated weight being based on traditional anchor types (stocked anchors and the like). The total anchor weight may be distributed on more anchors, the largest one of which shall have at least a weight as stipulated in line 2 of table 1. If special anchors are used approved by and provided with a certificate from a recognised classification society, the anchor weight may be decreased by up to 25%. If the vessel has a relatively large rigging or a long superstructure, the anchor weight shall be increased by up to 20%. Furthermore, the vessel shall be equipped with at least one chain foreganger of a length and dimensions as stipulated in lines 5-7 of table 1 as well as at least one anchor wire with a length and dimensions as stipulated in lines 3-4 of table 1. In addition, the vessel shall be equipped with sufficient moorings, which for guidance include two moorings each of a length and ultimate strength as stipulated in lines 8 and 9 of table 1.

Hull length below (m)	3	4	5	6	7	8	9	10	11	12	13	14
Total anchor weight (kg)	5	6	9	12	16	21	26	32	39	47	54	62
Min. weight of largest anchor (kg)	3	4	6	8	11	14	17	21	26	31	36	41
Anchor wire length (m)	15	17	20	24	28	32	36	40	44	48	52	56
Anchor wire ultimate strength (kN)	8	11	15	19	23	28	32	36	41	45	49	53
Chain foreganger length (m)	1.2	2	3	4	5	6	7	8	8	9	10	11
Chain foreganger dimensions (mm)	8	8	8	8	8	8	10	10	10	12.5	12.5	12.5
Chain foreganger dimensions (")	5/16	5/16	5/16	5/16	5/16	5/16	3/8	3/8	3/8	1/2	1/2	1/2
Mooring line length (m)	5	7	9	11	13	15	17	19	21	23	26	28
Mooring line ultimate strength (kN)	5	7	9	11	13	15	17	19	21	23	26	28

Table 1. Anchor equipment and moorings

2. One liferaft type-approved for hiring out according to recognised standards and capable of carrying all persons on board. If the number of persons on board exceeds 12, at least two of the liferafts stipulated shall be provided.
 - .1 Vessels approved so that they can stand losing their buoyancy, as stipulated in the LSA Code, and at the same time carry all those on board inside the vessel need not carry a liferaft. On the other hand, anti-exposure suits complying with the requirements of chapter II, regulation 2.4 of the LSA Code shall be provided for all persons on board.
 - .2 A solid-hull vessel may be exempted from the liferaft requirement if the vessel is provided with means of buoyancy to such an extent that it will float in all conditions and with all persons on board with a freeboard of a minimum of 50 mm so that it will be possible to discharge it in case of flooding. It shall be evident from the vessel's marking that this is the case. On the other hand, anti-exposure suits complying with the requirements of chapter II, regulation 2.4 of the LSA Code shall be provided for all persons on board.
3. Six red rocket parachute flares type-approved according to recognised standards.
4. One black anchor ball with a diameter of at least 30 cm. Vessels propelled by both sail and engine shall furthermore be provided with a black cone the height and base diameter of which is at least 30 cm.
5. Two lifebuoys type-approved according to recognised standards, one with a self-igniting electric flare, the other with a line. These lifebuoys shall substitute the lifebuoy required by regulation 8.2.7.
6. One buoyant quoit attached to a 30 m buoyant line.
7. One boat's compass, which shall in vessels navigating at night be fitted with lighting. The deviation shall be within reasonable limits and be stable.
8. One radar reflector type-approved according to recognised standards.
9. Charts and nautical publications for the vessel's trading area as well as means for setting a course.
10. One hand lead.
11. Sailing vessels shall be equipped with lifelines or safety harnesses type-approved according to recognised standards for all those on board. It shall be possible to secure the lines properly on board.

12. One toolbox with suitable contents. In the case of sailing vessels, the box shall also contain a pair of wire cutters or a hacksaw with HS blades.
13. The owner's instructions in accordance with the recreational craft Directive or, in case of vessels not covered by the recreational craft Directive, instructions with similar contents.
14. In the case of vessels used for navigation at high speeds or for special purposes, the Danish Maritime Authority may require additional equipment to ensure the health and safety of those on board.
15. Vessels with trading areas in Greenland waters shall be equipped with tents and sleeping bags as well as insulated, approved immersion suits complying with the requirements of chapter II, regulation 2.4 of the LSA Code for all those on board.

Regulation 9 – Radio equipment

1. Vessels shall, as a minimum, be equipped with an approved VHF-DSC radio system.³ If they have a trading area around Greenland, they shall as a minimum be equipped with a float-free 406 MHz EPIRB (emergency position indicating radio beacon), a VHF radio system as well as for vessels with a scantling number of or above 20 a MF-DSC radio system.

Regulation 10 – Measures to prevent pollution

1. Vessels shall be fitted with tanks of suitable size for storing oil and oily water. It shall be possible to discharge the tanks to reception facilities ashore by means of a pump and hose or by means of draining into cans.
2. Vessels shall be fitted with waste receptacles of incombustible material for storing solid waste and victual wastes. In visible places, a durable sign at least 20 cm X 12.5 cm in size shall be put with the following text in black against a white background:

IT IS PROHIBITED TO THROW GARBAGE INTO THE SEA

³ Until 1 February 2005, this requirement may be complied with by means of a traditional VHF system.