

Only the Danish version is authentic

**Notice D II-1 A
1 May 1999**

**Technical regulation on the
construction and equipment, etc. of
passenger ships on domestic voyages**

C H A P T E R I I - 1 A

Construction – subdivision and stability, machinery and electrical installations

Regulation 1	Definitions relating to Part B (R 2).....	1
Regulation 2	Definitions relating to parts C, D, and E (R 3)	2

CHAPTER II - 1 A

Construction – subdivision and stability, machinery and electrical installations

Part A General

Regulation 1 Definitions relating to Part B (R 2)

NEW CLASS B, C AND D AND EXISTING CLASS B SHIPS:

- .1 .1 “Subdivision load line” is the waterline used in determining the subdivision of the ship;
- .2 .2 “Deepest subdivision load line” is the waterline which corresponds to the greatest draught permitted by the subdivision requirements which are applicable.
- .2 “Length of the ship” is the length measured between perpendiculars taken at the extremities of the deepest subdivision load line.
- .3 “Breadth of the ship” is the extreme width from outside of frame to outside of frame at or below the deepest subdivision load line.
- .4 “Draught” is the vertical distance from the moulded base line amidships to the subdivision load line in question.
- .5 “Deadweight” is the difference in tonnes between the displacement of a ship in water of a specific gravity of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship.
- .6 “Lightweight” is the displacement of a ship in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, and passengers and crew and their effects.
- .7 “Bulkhead deck” is the uppermost deck up to which the transverse watertight bulkheads are carried.
- .8 “Margin line” is a line drawn at least 76 mm below the upper surface of the bulkhead deck at side.
- .9 “Permeability of a space” is the percentage of that space which can be occupied by water. The volume of a space which extends above the margin line shall be measured only to the height of that line.
- .10 “Machinery space” is to be taken as extending from the moulded base line to the margin line and between the extreme main transverse watertight bulkheads, bounding the spaces containing the main and auxiliary propulsion machinery, and boilers serving the needs of propulsion.
- .11 “Passenger spaces” are those spaces which are provided for the accommodation and use of passengers, excluding baggage, store, provision and mail rooms.
- .12 “Watertight” in relation to structure means capable of preventing the passage of water through the structure in any direction under the head of water likely to occur in the intact or damage condition.

- .13 “Weathertight” means that water will not penetrate into the ship in any sea conditions.
- .14 “Ro-ro passenger ship” means a passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/A/2.

Regulation 2 Definitions relating to parts C, D, and E (R 3)

NEW CLASS B, C AND D AND EXISTING CLASS B SHIPS:

- .1 .1 “Steering gear control system” is the equipment by which orders are transmitted from the navigating bridge to the steering gear power units. Steering gear control systems comprise transmitters, receivers, hydraulic control pumps and their associated motors, motor controllers, piping and cables;
- .2 “Main steering gear” is the machinery, rudder actuators, steering gear power units, if any, and ancillary equipment and the means of applying torque to the rudder stock (e.g. tiller or quadrant) necessary for effecting movement of the rudder for the purpose of steering the ship under normal service conditions.
- .2 “Steering gear power unit” is:
 - .1 in the case of electric steering gear, an electric motor and its associated electrical equipment;
 - .2 in the case of electrohydraulic steering gear, an electric motor and its associated electrical equipment and connected pump;
 - .3 in the case of other hydraulic steering gear, a driving engine and connected pump.
- .3 “Auxiliary steering gear” is the equipment other than any part of the main steering gear necessary to steer the ship in the event of failure of the main steering gear but not including the tiller, quadrant or components serving the same purpose.
- .4 “Normal operational and habitable condition” is a condition under which the ship as a whole, the machinery, services, means and aids ensuring propulsion, ability to steer, safe navigation, fire and flooding safety, internal and external communications and signals, means of escape, and emergency boat winches, as well as the designed comfortable conditions of habitability are in working order and functioning normally.
- .5 “Emergency condition” is a condition under which any services needed for normal operational and habitable conditions are not in working order due to failure of the main source of electrical power.
- .6 “Main source of electrical power” is a source intended to supply electrical power to the main switchboard for distribution to all services necessary for maintaining the ship in normal operational and habitable condition.
- .7 “Dead ship condition” is the condition under which the main propulsion plant, boilers and auxiliaries are not in operation due to the absence of power.
- .8 “Main generating station” is the space in which the main source of electrical power is situated.

- .9 “Main switchboard” is a switchboard which is directly supplied by the main source of electrical power and is intended to distribute electrical energy to the ship’s services.
- .10 “Emergency switchboard” is a switchboard which in the event of failure of the main electrical power supply system is directly supplied by the emergency source of electrical power or the transitional source of emergency power and is intended to distribute electrical energy to the emergency services.
- .11 “Emergency source of electrical power” is a source of electrical power, intended to supply the emergency switchboard in the event of failure of the supply from the main source of electrical power.
- .12 “Maximum ahead service speed” is the greatest speed which the ship is designed to maintain in service at sea at the deepest seagoing draught.
- .13 “Maximum astern speed” is the speed which it is estimated the ship can attain at the designed maximum astern power at the deepest seagoing draught.
- .14(a) “Machinery spaces” are all machinery spaces of category A and all other spaces containing propelling machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and air conditioning machinery, and similar spaces, and trunks to such spaces.
- .14(b) “Machinery spaces of category A” are those spaces and trunks to such spaces which contain:
- .1 internal combustion machinery used for main propulsion;
or
 - .2 internal combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total power output of not less than 375 kW;
or
 - .3 any oil-fired boiler or oil fuel unit.
- .15 “Power actuating system” is the hydraulic equipment provided for supplying power to turn the rudderstock, comprising a steering gear power unit or units, together with the associated pipes and fittings, and a rudder actuator. The power actuating systems may share common mechanical components, i.e. tiller, quadrant and rudder stock, or components serving the same purpose.
- .16 “Control stations” are those spaces in which the ship’s radio or main navigating equipment or the emergency source of power is located or where the fire recording or fire control equipment is centralized.