

C H A P T E R I I - 3

Accommodation, etc.

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CHAPTER II - 3

Accommodation, etc.¹

Part I Definitions, etc.

Regulation 1 Definitions

For the purposes of this chapter, the following definitions shall apply:

- 1 “**New ship**”: A ship whose keel was laid or which was at a similar stage of construction on or after 1 May 1999.
- 2 “**Officer**”: Any person, apart from the master of the ship, who is, according to legislation, collective agreement or custom, regarded as an officer.
- 3 “**Accommodation**”: The sleeping quarters, dining rooms, toilets and bathrooms, infirmaries, recreation rooms and offices intended for the use of the crew and the passengers.
- 4 “**Ship’s crew or crew**”: Any person in service on board except for the master of the ship.
- 5 “**Sea-going ship**”: A ship whose area of service is not limited to port areas.
- 6 “**Gross tonnage**”: The gross tonnage (GT) measured in accordance with the 1969 rules on measurements.
- 7 “**Adult**”: A person above the age of 18.

Regulation 2 Application

- 1 The provisions of this chapter shall apply to all new passenger ships with a gross tonnage of 20 or more.

Regulation 3 Exemptions and equivalents

- 1 Taking into consideration the special circumstances that apply to the individual ship and following negotiations with the relevant shipowner and crew organisations, the Danish Maritime Authority may allow deviations from the provisions of this chapter concerning the accommodation for the crew in respect of the following:
 - .1 Ferries or similar ships constantly manned with a permanent crew.
 - .2 The accommodation, etc. intended for repair personnel when these persons are temporarily carried in addition to the ship’s crew.
 - .3 Ships engaged on short voyages that allow the crewmembers to go home during part of the day.
- 2 Furthermore, the Danish Maritime Authority may allow deviations from the provisions of regulations 4-10, 12-15, 17-23, 25 and 27 when conditions otherwise indicate this in

¹ The provisions mentioned in parts I and II of this chapter are based on the International Convention on Crew Accommodation – ILO Conventions no. 92 of 18 June 1949 and no. 133 of 30 October 1970.

consideration of the special circumstances of the individual ship.

- 3 *In ships where it is, during the manning and without any differential treatment, necessary to take consideration of conditions of importance to crews with different specific religious and social customs and practices, the Danish Maritime Authority may, following negotiations with the shipowner and crew organisations of the seamen in question and subject to agreement between the said two parties, allow deviations from the provisions of regulations 8.1.3 and 13.2 provided that such deviations do not mean that the facilities as a whole become less appropriate than they would have been had the provisions of the provision been applied.*
- 4 *Any provision of part II of this chapter may be departed from if, following negotiations with the relevant shipowner and crew organisations, the Danish Maritime Authority is satisfied that such deviations would result in such advantages that the conditions as a whole are not less favourable than they would have been, had the provisions been applied in full.*

Part II Crew accommodation

Regulation 4 Location, building and arrangement

- 1.1 *The location, access, construction and placing in relation to other rooms shall be such as to provide sufficient safety, protection against weather and sea, insulation from heat, cold and noise and air pollution from other rooms.*
- 1.2 *The accommodation shall be located as far as seems reasonable from rooms in which substantial noise occurs, such as rooms for propulsion machinery, auxiliary machinery, steering machinery and deck machinery, and from rooms in which strong heat or cold may occur; neither may they be located directly above the propeller.*
- 1.3 *There shall not be direct access to sleeping quarters from the rooms mentioned in paragraph 4.1.2 or from cargo rooms, galleys, chain locker, lamp rooms, rooms for storage of paint, storerooms, drying rooms, washrooms and toilets intended for more than two persons. Bulkheads dividing such rooms from sleeping quarters as well as external bulkheads to accommodation shall be made of steel or another material that has been approved and shall be watertight and gas-tight; furthermore, they shall be adequately insulated both against noise and heat and cold.*
- 2.1 *The accommodation and corridors leading to the accommodation shall be insulated against heat transmission from machine casings, galleys and other rooms in which heat may arise as well as against heat transmission from steam and hot water pipes and against effects from rooms that are cooled.*
- 2.2 *Internal bulkheads shall be made of an approved, sound-insulating material that does not represent a risk in respect of vermin.*
- 2.3 *Sleeping quarters, dining rooms, recreation rooms and corridors in the crew accommodation shall be insulated to prevent condensation or overheating.*

- 3 *Main steam pipes and waste steam pipes for capstans and similar machinery may not be laid through the accommodation or through corridors leading to the accommodation.*
- 4.1 *The internal panelling or internal wall coverings shall be made of a material with a surface that is easy to keep clean.*
- 4.2 *Planed off and matched boards or any other kind of construction that may involve a risk of vermin may not be used.*
- 5 *Each accommodation section shall have at least two exits.*
- 6.1 *The ceilings and bulkheads in the accommodation shall be easy to keep clean and, if they have been painted, they shall be kept in light colours and shall be renewed or repaired when necessary.*
- 6.2 *In all rooms in the accommodation, the floor shall be made of an approved material and construction, and the surface shall be impervious to moisture and easy to keep clean.*
- 7 *The transition between the bulkhead/wall panelling and the floor shall not have cracks.*
- 8 *There shall be sufficient drainage.*

Regulation 5 Ventilation

- 1.1 *The accommodation and corridors leading to other rooms in the accommodation as well as workrooms where the crew are to carry out work for long periods of time, e.g. radio rooms, shall be ventilated so that a sufficient exchange of air is ensured under all circumstances when doors, port-holes, skylights, etc. are closed. The same applies to navigation rooms, except for the wheelhouse in ships with a gross tonnage of less than 500*
- 1.2 *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 whom the room is intended.*
- 2.1 *In ships with a gross tonnage of 200 or more, the ventilation shall be mechanical and the exchange of air shall comply with the following requirements:*
 - .1 *The ventilation of sleeping quarters, dining rooms, recreation rooms, offices, radio rooms, navigation rooms and equivalent workrooms, except for the wheelhouse of ships with a gross tonnage of less than 500, shall take place through the blowing in of air equivalent to six air changes per hour.*
 - .2 *The outlet of air may take place to corridors or directly to the open air.*
 - .3 *Recirculation of up to 50 per cent of the air supply may be permitted on the condition that toilets and bathrooms are provided with separate mechanical extraction. The supply of fresh air to sleeping quarters shall, however, be at least 30 cubic metres per hour for each person for whom the room is intended.*

- 2.2 *The inlet openings shall be placed appropriately relative to the arrangement of the rooms and may not give rise to annoying draughts over a berth.*
- 3 *In ships with a gross tonnage of 200 or more, 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 quarters may take place through the door from here.*
- 4 *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-parts² or in another satisfactory way.*
- 5 *Ventilation and air-condition systems shall be provided with appropriate filters at air inlets, shall be designed for the special conditions characteristic of operation at sea and may not cause nuisance or vibrations.*

Regulation 6 Heating

- 1.1 *A suitable heating system for the accommodation shall be fitted in all ships.*
- 1.2 *The heating system shall constantly be switched on during the operation of the ship when the circumstances necessitate its use. The capacity shall be sufficient to maintain a room temperature of at least 20°C in all circumstances.*
- 2 *In ships with a gross tonnage above 100, heating by means of open fire shall not be permitted.*
- 3 *Radiators and other heating systems shall be arranged and shielded so that they do not represent a danger or inconvenience.*
- 4 *Electric heaters and gas heaters shall be of an approved type.*

Regulation 7 Lighting

- 1 *The accommodation shall be properly lit.*
- 2 *Sleeping quarters, living rooms, dining rooms, recreation rooms and infirmary shall be lit by daylight. This shall, however, not apply to hobby rooms and similar rooms where daylight may not be required. The supply of daylight shall be sufficient to read ordinary newsprint in clear weather anywhere in the room where persons may normally be. In passenger ships, special arrangements may, however, be permitted.*

² *The following spare-parts shall be considered necessary as a minimum:*

- 1) *One spare motor for each type of motor in the ventilation system.*
- 2) *One set of extra bearings for each type of motor both in the ventilation and the air-condition 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 supplement of air filters.*
- 5) *One set of V-belts of each type.*
- 6) *One spares box containing special tools and small spare-parts and O-rings.*

- 3.1 *In all ships, the accommodation shall be provided with electric lighting arranged so that it offers the greatest possible benefit to the persons in the room. In sleeping quarters, an electric reading lamp shall be fitted at the head of each berth.*
- 3.2 *If two electric sources of energy are not installed independent of each other, reserve lighting shall be available for use in case of emergency. Such emergency lighting may, for example, consist of electric battery lamps or the like.*
- 4 *The following guidelines are laid down as to the luminous power that shall be considered suitable for artificial lighting:*
- .1 Sleeping quarters and separate day rooms:*
 - a) *General lighting* 50 lux
 - b) *Lighting at tables where reading and writing take place* 200 lux
 - .2 Dining rooms and recreation rooms:*
 - a) *General lighting* 50 lux
 - b) *Lighting on dining tables* 150 lux
 - c) *Lighting on tables where reading, writing and games, etc. take place* 200 lux
 - .3 Bathrooms and toilets:*
 - a) *General lighting* 50 lux
 - b) *At mirrors* 200 lux
 - .4 Corridors and staircases:*
 - a) *General lighting* 50 lux
- 5 *The general lighting is measured at a horizontal plane 0.85 m above the floor level.*

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(Storbritannien)

Regulation 8 Sleeping quarters, location, size, arrangement, etc.

- 1.1 *Sleeping quarters shall be located midship or aft, and no part of a sleeping quarter may be located below the highest load line mark. Living rooms may, under no circumstances, be located in front of the collision bulkhead or below corridors in which work causing noise nuisance is regularly carried out.*
- 1.2 *In special cases, if the size, type or use of the ship makes the location of the sleeping quarters midship or aft inappropriate, permission may be given to place them further forward, but never in front of the collision bulkhead. In passenger ships, permission may be given to place sleeping quarters partly below the highest load line mark provided that satisfactory lighting and ventilation is allowed.*
- 1.3 *The floor area in sleeping quarters shall have at least the following size:*

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Gross tonnage of ship	Minimum floor area (m ²)		
	1 person	2 persons	3 persons
20-499	3.00	4.00	6.00
500-999	3.00	4.00	6.00
1000-2999	3.75	5.00	7.00
3000-9999	3.75	6.00	9.00
10000 and more	3.75	6.00	9.00

- 1.4 *Sleeping quarters for officers shall have a floor area of at least 6.50 m² in ships with a gross tonnage below 3000 and of 7.50 m² in ships with a gross tonnage of 3000 or more.*
- 1.5 *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. Small or inappropriate areas that are not available for free movement and that cannot be used for the placement of fittings shall not be included.*
- 2 *In ships of 3000 tonnes or more, the chief engineer and the chief mate shall, in addition to their sleeping quarters, have an adjoining living room or day room.*
- 3 *The number of persons in a sleeping cabin may not exceed three.*
- 4 *Each officer shall have his own sleeping cabin.*
- 5 *All sleeping quarters shall be arranged and equipped so that they provide the crew with reasonable comfort and are easy to keep tidy.*
- 6 *Exits to the open deck shall be well-protected and in ships with a gross tonnage of 100 or more, exits from sleeping quarters may not lead only to the open deck.*
- 7 *The fittings shall consist of the following as a minimum:*
- .1 *A wardrobe with a shelf and hanging rail for each person for which the room is intended. The wardrobe shall have a height of at least 1.50 m to the underside of the shelf, and the cross-sectional area shall be at least 0.193 m².*
 - .2 *A table and seats for the number of persons for which the room is intended.*
 - .3 *Drawers or the like with a capacity of at least 0.10 m³ for every person for which the room is intended.*
 - .4 *A mirror, small locker for toiletries, a bookshelf and a suitable coat-hook arrangement.*
- 8 *Port-holes in sleeping quarters shall be provided with curtains.*
- 9 *Each sleeping cabin shall be clearly marked inside with the number of persons for which it is intended and approved.*
- 10 *At the outside either on or next to the door, it shall be specified who the cabin is intended for.*

Regulation 9 Berths

- 1 *Each crewmember shall have a separate berth.*

- 2 *The internal dimensions of a berth shall be at least 1.98 m x 0.80 m.*
- 3 *Berths may not be placed immediately next to each other.*
- 4 *More than two berths may 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 0.75m. The bottom of the berth shall be at least 0.30 m above the floor.*
- 5 *As far as possible, berths may not be located along the side of the ship. If this is necessary in exceptional cases, only one single berth may be located there if a port-hole is found over the berth.*
- 6 *The berths shall be made of wood or another material that is hard, smooth, corrosion-free and which does not represent a risk of vermin. If tubes are used, they shall be completely sealed so that they may not provide living space for vermin.*
- 7 *The berths shall be provided with spring mattresses of a generally recognized type. The mattresses may not contain material where vermin may live.*
- 8 *Top berths shall be provided with a base of wood or another suitable dust-tight material.*

Regulation 10 Lockers for work clothes

- 1 *In ships with a gross tonnage of 75 or more, one or more well-ventilated lockers of a suitable size and arrangement for work clothes, oil clothes, sea boots and the like shall be located.*

Regulation 11 Dining rooms

- 1 *In ships with a gross tonnage of 200 or more, separate dining rooms shall be available for officers and deck and engine crew.*
- 2 *In ships with a gross tonnage of 3000 or more, separate dining rooms shall also be available for the catering and serving staff if their number exceeds four.*
- 3 *The provisions of regulations 11.1 and 11.2 may be departed from if, during negotiations with the relevant shipowner and crew organisations, it has been stated that other arrangements are preferable.*
- 4 *In ships where no separate dining room is required, a table and seats shall be located in the galley or in another suitable place where the crew may eat, and suitable storage arrangements shall be available for provisions and eating utensils.*
- 5 *Dining rooms shall be located conveniently relative to sleeping quarters and galleys.*
- 6 *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.*
- 7 *Dining rooms shall be equipped with tables and approved fixed or loose seats in such a number that the crewmembers for whom the room is intended may eat their meals at the same*

- time. At least 0.6 m of table space shall be available at the tables for each seat.*
- 8 *The necessary lockers for storage of tableware shall be available, and outside the dining room or rooms, the necessary arrangements for the cleaning of the tableware shall be available.*
- 9 *The surfaces of tables and seats shall be easy to clean and resistant to cracks.*
- 10 *In ships with a gross tonnage of 250 or more, there shall at all times be:*
- .1 access to appropriately placed cooling equipment with a capacity corresponding to the number of persons using the dining room or rooms. The capacity shall be at least 10 l person for up to ten persons, and 5 l per person for each additional person,*
 - .2 facilities for getting hot drinks,*
 - .3 facilities for getting chilled drinking water.*
- 11 *The Danish Maritime Authority may allow such deviations from the provisions of regulations 11.4-11.7 on dining rooms as are necessary with regard to the particular conditions on board passenger ships.*

Regulation 12 Recreation rooms

- 1 *In ships with a gross tonnage of 250 or more, one or more places shall be set up on open deck to which the crew have access in their spare-time. Such a space or spaces shall be of a suitable size in consideration of the size and arrangement of the crew and the ship.*
- 2 *In ships with a gross tonnage of 250 or more, there shall be appropriately located and suitably equipped rooms intended for the officers and the crew to spend their spare-time. The fittings in such rooms shall include a bookcase as well as furniture providing opportunity to read, write and play games.*
- .1 In ships of a gross tonnage below 1000, such rooms may be dispensed with provided that the dining room or rooms are sized, furnished and arranged so that they are suitable for spending the spare-time.*
 - .2 In ships with a gross tonnage of 1000 and more, it shall be examined by the Danish Maritime Authority whether there is a possibility of setting up a canteen when the recreation and dining rooms are planned.*
- 3 *In ships with a gross tonnage of 8000 or more, a smoking room or reading room shall be found; there shall also be a room for other recreation activities, including gymnastics and other physical activities. In one of the rooms, it shall be possible to watch films or television.*
- 4 *In ships with a gross tonnage of 8000 or more, a swimming pool shall be provided if the Danish Maritime Authority considers that it would be reasonable and possible.*

Regulation 13 Toilets and bathrooms

- 1 *In all ships, toilet rooms and bathrooms shall be set up conveniently situated in relation to sleeping quarters and other parts of the accommodation.*
- 2 *In all ships with a gross tonnage of 250 or more, there shall for every six persons or fewer in each of the groups of officers and other crew be at least one toilet and one shower, disregarding persons who have their own bathroom adjoining their sleeping cabin with a wash basin, shower and toilet. If female staff are employed on board, they shall have separate toilet rooms and bathrooms.*
- 3 *Regardless of the stipulations of paragraph 13.2, at least the following number of separate toilets shall be available, including the separate toilets required in regulation 14:*
 - .1 *In ships with a gross tonnage of 500 or more, but below 800: three.*
 - .2 *In ships with a gross tonnage of 800 or more, but below 3000: four.*
 - .3 *In ships with a gross tonnage of 3000 or more: six.*
- 4 *In ships with a gross tonnage of 100 or more, the toilets shall be provided with adequate flushing facilities and drainage. Both flushing facilities and drainage shall be properly fitted out and ensured for all climatic conditions and always be ready for use during the operation of the ship. All toilet rooms shall be provided with a wash basin with running hot and cold freshwater.*
- 5.1 *All bathrooms shall be provided with at least one shower for every six persons or fewer and one wash basin for every three persons or fewer for whom the room is intended. Wash basins shall be of a suitable size and made of stainless steel, porcelain or another approved material.*
- 5.2 *In ships with a gross tonnage of 500 or more, all officers shall have separate bathrooms provided with toilet, shower and wash basin with running hot and cold freshwater adjoining their sleeping quarters.*
- 6 *There shall be an adequate supply of hot and cold freshwater in all bathrooms.*
- 7 *Toilet rooms and bathrooms shall otherwise meet the following requirements:*
 - .1 *The floor shall be made of an approved and durable material that is easy to clean, impervious to water and provided with the necessary drainage, though floor drainage shall not be required in separate toilet rooms.*
 - .2 *The bulkheads shall be tight and made of steel or another approved material and shall be impervious to water.*
 - .3 *The rooms shall be properly lit and heated. Bathrooms shall have separate heating if they are not surrounded by heated rooms on all sides or adequate heating is secured by other means.*
 - .4 *If intended for more than two persons, shared toilet rooms shall be separate from sleeping quarters and bathrooms. There must not be direct access from sleeping*

quarters to toilet rooms or bathrooms intended for more than two persons.

- .5 Toilets shall be sufficiently screened for each other.*

Regulation 14 Separate toilets

- 1 In ships with a gross tonnage of 250 or more, a separate toilet with a wash basin with running hot and cold freshwater shall be situated conveniently close to the navigation bridge.*
- 2 In ships with a gross tonnage of 1000 or more, a toilet with a wash basin with running hot and cold water shall be situated conveniently close to the engine room if one has not been installed close to the control centre of the engine room.*
- 3 In ships with a gross tonnage of 1000 or more, 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 situated outside the engine room but with easy access and provided with wardrobes for every crewmember and with wash basins and showers with running hot and cold freshwater.*

Regulation 15 Laundry rooms, etc.

- 1 In ships with a gross tonnage of 500 or more, there shall be rooms for laundering clothes with a sufficient supply of hot and cold freshwater and with a possibility of drying and ironing clothes to the extent appropriate for the size of the crew and the normal duration of the voyage.*
- 2 The equipment shall include:*
 - .1 Washing machines.*
 - .2 Drying machines or appropriately heated and ventilated drying rooms.*
 - .3 Irons and ironing boards or the like.*
- 3 Laundry and drying rooms shall be situated conveniently in relation to the accommodation.*

Regulation 16 Headroom in accommodation, etc.

In all rooms in the accommodation and corridors, the clear headroom measured from the top of the deck covering to the bottom edge of the deck beams or their covering (the ceiling) shall be at least 1.98 m. If there is, for design reasons, a wish to make the headroom smaller than stipulated above at specified points in the rooms or in individual rooms for special use (sauna or the like), the Danish Maritime Authority may permit this if it is assessed that it will not cause inconvenience.

Regulation 17 Corridors, staircases and doors

- 1 In general, the width of corridors used for access to accommodation may not be below 90 cm measured between the restricting bulkheads.*

- 2 *In general, stairs shall have a width of at least 80 cm measured between the restricting bulkheads and a suitable rise as well as be provided with handrails on at least one side.*
- 3.1 *Permission may be given to place fire alarm boxes, ventilation ducts, cable tracks and the like on the restricting bulkheads in corridors and on staircases when it is considered not to cause inconvenience during passage. However, the room for free passage may not be less than 60 cm at any point.*
- 3.2 *In short, enclosed corridors and associated staircases that are normally used by only one or two persons, permission may be given to reduce the width provided that it is not less than 60 cm.*
- 3.3 *In general, doors that provide access to shared accommodation shall have a width that is not less than 90 cm measured as the internal dimension of the doorframe.*
- 3.4 *In general, doors that provide access to cabins and the like shall ordinarily not have a width below 75 cm measured as the internal dimension of the doorframe. If the doors in question lead to one-man cabins or if they shall normally be used by only one person, a width of 70 cm may be used.*
- 3.5 *In general, doors that provide access to toilets or bathing boxes shall usually not have a width below 60 cm.*

Regulation 18 Galleys and provision stores

- 1 *In all ships, the cooker shall be located in a separate room, which may, however, also be used as a dining room for the crew in ships with a gross tonnage below 200.*
- 2 *The room shall have a suitable size and be well lit and ventilated. Above the cooker, a hood with a vent pipe leading to the open air shall be fitted.*
- 3 *The cooker shall be properly set up and secured. Any woodwork shall be protected against inflammability.*
- 4 *In the galley, freshwater shall be supplied by means of a pipe system. A tap for seawater shall not be located in this room.*
- 5 *The galley rooms 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.*
- 6 *Suitable facilities for the storage of provisions as well as refrigerating and freezing facilities for perishable foods shall be available.*

Regulation 19 Potable water system

- 1 *Permanently installed potable 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 from as separation from tanks intended exclusively for seawater. In riveted ships, the side of the ship below the loaded waterline may not form boundaries on a potable water tank.*
- 2 *The potable water tanks shall have the necessary manholes, and they shall, as far as possible, be accessible for both external and internal inspection. If their construction and size*

does not allow access to the inside of the tanks, they shall be provided with a sufficient number of cleaning holes. Manholes and/or cleaning holes and their covers shall be designed so that the accumulation of impurities on top of the covers is avoided.

- .1 Manhole covers and cleaning hole covers shall be fitted on frames that have a height of at least 50 mm and shall be marked "Potable water tank".*
 - .2 All steel in potable water tanks shall be fully welded. All internal surfaces, including surfaces in small containers, etc., shall have a suitable finish approved by the Danish Maritime Authority.*
 - .3 Pipes forming a part of other pipe systems shall not be led through potable water tanks.*
 - .4 It shall be possible to empty the tanks completely either by means of suction from the lowest point in the tank or through a bottom screw.*
- 3 Air pipes and filling pipes for tanks shall be led to proper heights above deck, minimum 400 mm. The outlet of the air pipe shall be designed so that impurities may not enter the tanks by this means. Filling pipes shall be provided with covers that it may not be possible to mistake for covers for tanks for other purposes.*
 - 4 Potable water tanks shall be provided with a sounding pipe or another approved sounding device that shall be designed so that the water may not be polluted 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 labelled "Potable water tank".*
 - 5 For ventilation purposes, potable water tanks shall normally be provided with at least two air pipes that shall be provided 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 potable water.*
 - 7 The pipe system may not be connected to other pipe systems in the ship, and only materials and components suitable for the purpose (e.g. those that have received the Danish VA-approval by ETA-Danmark A/S for use with water and drainage) may be used. If the pipelines to the potable water system have been marked, such marking shall comply with the standardization rules in force. Dead-end service pipes on main pipes shall be provided with a shut-off device at the main pipe. Pipes that may be exposed to frost shall be sufficiently insulated. Pipes for potable water shall not be led through tanks intended for other liquids with the exception of tanks for seawater.*
 - 8 If freshwater generators, distillation apparatuses and the like are installed, they shall be of an approved type. The sea suction from the freshwater generator shall be placed clear of all drains from the ship.*
 - 9 When water has been put into the potable water system, but before it is being taken into use, a bacteriological analysis of potable water samples from the system shall be carried out. Such water samples, one of which shall be from the galley, shall have been taken by a recognized laboratory (e.g. the Danish Regional Veterinary and Food Control Authorities)*

and analysed by a recognized laboratory. The approval of the Danish Maritime Authority will be based on the laboratory's analysis report including a chemical and bacteriological analysis and conclusion.

- 10 *When a contaminated potable water system has been found, disinfection shall be carried out in accordance with the guidance on disinfection during the cleaning of potable water tanks and potable water pipes on ships, issued by the Danish National Board of Health.*

Regulation 20 Hoist stretcher

A hoist stretcher of a suitable type shall be located in a suitable place.

Regulation 21 Offices

In ships with a gross tonnage above 3000, one or more separate rooms shall be arranged as offices for the crew in the deck and engine section.

Regulation 22 Cleaning and inspection

- 1 *The accommodation shall be kept clean and tidy. Cleaning shall be carried out daily. The rooms may be used only for goods or supplies belonging to the person or persons 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 of the ship or the person to whom he has delegated this duty shall, together with one or more crewmembers, inspect all parts of the accommodation at least weekly. The result hereof shall be entered in the ship's logbook where one is kept or otherwise in the survey book.*

Regulation 23 Exits

- 1 *On each floor, there shall be two possible exits from each large room or group of rooms and they shall be placed as far apart from each other as possible.*
- 2 *Furthermore, the exits shall be placed so that a fire on one floor cannot trap people on another floor.*
- 3 *One of the exits may be an emergency exit through a hatch/door or porthole/window for which the following requirements are made:*
- .1 *A hatch or door to the open deck shall have an internal dimension of at least 0.60 x 0.60 m.*
- .2 *It shall be possible to open the hatch or the door from the inside without using a key or tool. It shall also be possible to open the hatch or the door directly from the outside; however, the handle or another device may be removable and placed in a central place, e.g. on the*

bridge. The hatch or the door may not be provided with fittings for a padlock.

- .3 A port-hole or window that is used as an emergency exit shall have an internal diameter of 0.45 m for port-holes and an internal dimension measured across of 0.45 m for windows.*
- .4 If the emergency exit is accessed from the accommodation through separate rooms (steering engine room other cabins or the like), doors to such rooms may not be locked unless they are fitted with a kick-hatch that may be removed in the direction of escape.*
- .5 The necessary ladders, steps and handrails shall be fitted to make access through the emergency exit easier.*
- .6 Appropriate points, e.g. doors, kick-hatches, windows/port-holes, etc., shall be marked "Emergency exit".*

Part III Passenger accommodation

Regulation 24 Passenger accommodation, etc.

The definitions and provisions set out in part II, regulation 4, except for paragraphs 4.1.2 and 4.2.2, as well as regulation 5, regulation 9.2, regulation 16 and regulation 17, shall also be applied unless stated otherwise below regardless of the gross tonnage of the ship.

Regulation 25 Location

- 1 The accommodation may not be located in superstructures that are not of a permanent character neither in front of the collision bulkhead nor on the deck that is lower than the one that lies immediately below the waterline at the maximum permissible draught.*
- 2 Passengers may not be accommodated in rooms that are not approved for this purpose.*
- 3 Sleeping quarters 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 26 Specification of the number of passengers in individual rooms

- 1 Passenger ships on voyages lasting for more than one night:
 - .1 There shall be a berth or an approved permanent couchette for all passengers.*
 - .2 The number of persons in sleeping quarters shall be set by dividing the free floor area of the sleeping quarters by 1.1 m². If sleeping quarters 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 are not included in the**

- calculation. A shower stall with the said minimum dimensions may be included in the free area.*
- .3 On open deck to which the passengers have access, at least 0.5 m² of the free deck area shall be available to each passenger in addition to the area mentioned in regulation 26.2. The parts of the deck where the passengers cannot be standing or sitting comfortably are not included in this calculation.*
- 2 Passenger ships on voyages that do not last for more than one night:*
 - .1 Ships on night voyages, i.e. between 10 pm and 6 am, of more than six hours shall have enclosed spaces for all passengers.*
 - .2 The number of passengers in other rooms than the sleeping quarters is set as the smallest of the following figures:*
 - .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 The floor area mentioned in regulation 26.2.2.1 multiplied by the average height – measured in m – of the room measured from the top of the floor covering to the bottom of the deck beams or their panelling divided by 1.9 m³.*
 - .3 The number of seats in the room.*
 - .3 The number of persons in sleeping quarters is set by dividing the free floor area of the sleeping quarters by 0.85 m². If sleeping quarters 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 are not included in the calculation.*
 - .4 The Danish Maritime Authority may permit deviations from the provisions of regulations 26.2.2 and 26.2.3 in the period from 1 May to 30 September.*
 - 3 Passenger ships on daytime voyages:*
 - .1 For ships 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 quarters; the room may, however, not be calculated for more passengers than there are seats for.*
 - .2 The provisions of regulation 26.2.3 shall apply to any sleeping quarters.*
 - .3 From 1 May to 30 September, it may, in addition to the number of passengers permitted in enclosed rooms, also be permitted to carry passengers on open deck; in such cases, at least 0.55 m² deck area shall be calculated for each passenger. The space required to navigate the ship, etc., including the handling of and embarkation of life-saving appliances, and all parts of the deck where the passengers may not be standing or sitting comfortably*

shall not be included in the calculation of the number of passengers.

- .4 In ships or vessels with decks on which it is permitted to carry passengers on the open deck as stipulated above from 1 May to 30 September, enclosed rooms shall be available to at least one sixth of the maximum permitted number of passengers.*

Regulation 27 Toilets

- 1 There shall be one toilet and one wash basin for every 50 passenger of part thereof.*
- 2 Such toilets shall be properly protected against the sea and be provided with the necessary flushing facilities.*
- 3 All toilet rooms shall be well lit and ventilated.*
- 4 The provisions of regulations 27.1-27.3 shall not apply to open vessels.*

Regulation 28 – Persons with reduced mobility

- 1. Where it is practically possible, appropriate measures based on the following guidelines shall be implemented to ensure the safe access for persons with reduced mobility to all class A, B, C and D passenger ships and to all high-speed passenger craft used for public transport and on which the keel is laid, or which are at a similar stage of construction, on 1 October 2004 or later.*
 - .1 The 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.*
 - .2 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.*
 - .3 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.*
 - .4 The operator shall have the means on board the vessel visually and verbally to provide announcements, such as those regarding delays, schedule changes and on board services, to persons with various forms of reduced mobility.*
 - .5 The alarm system and alarm buttons shall be designed so as to be accessible by and be able to alert all passengers with reduced mobility, including persons with sensory disabilities and persons with learning disabilities.*
 - .6 Handrails, corridors and passageways, doorways and doors shall accommodate the movement of a person in a wheelchair. Elevators, vehicle decks, passenger lounges,*

facilities and washrooms 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 28.1.*
- 3 *When class A, B, C and D passenger ships and high-speed passenger 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 renovated, the guidelines in regulation 28.1 shall apply insofar as is economically reasonable and practicable.*