

**Translation. Only the Danish version is authentic.**

*Danish Maritime Authority Order no. 779 of 18 August 2000*

## **Order on Rules of Navigation, etc. in Certain Danish Waters**

In pursuance of Section 1 (2), Section 6 and Section 32 (4) in the Act on Safety at Sea, cf. Consolidated Act no. 554 of 21 June 2000, the following provisions are laid down by authority:

### **Chapter 1** *Application*

**Section 1.** This order shall apply to ships navigating rivers, lakes, channels, harbour areas, bays and inlets as well as the part of Danish territorial waters lying within or between islands, islets and reefs (rocky points) that are not constantly washed over by the sea as well as fairways and channels that are maintained on the initiative of the Danish authorities.

*Subsection 2.* This order shall also apply to foreign ships.

### **Chapter 2** *General provisions*

**Section 2.** The international regulations for the prevention of collisions at sea shall apply to the waters mentioned in Section 1 with the derogations and amendments stipulated below.

*Subsection 2.* Special rules may have been laid down for waters where special conditions prevail as well as for harbour areas.

*Subsection 3.* In pursuance of the special legislation on police regulations in connection with military matters and measures, special limits of navigation may have been laid down for specific parts of waters by a notice in the "Efterretninger for Søfarende" (the Danish equivalent to "Notices to Mariners").

**Section 3.** Barges and rafts towed astern of the towing ship that cannot be steered may, if the length of the tow-line does not exceed 200 m, carry an all-round white light visible from a distance of at least 1 nautical mile instead of the lights prescribed in the international regulations for preventing collisions at sea, regulation 24 (e).

*Subsection 2.* Barges and rafts towed along the side may, on the side of the barge or raft that is turned away from the towing ship, carry an all-round white light instead of the lights prescribed in the international regulations for preventing collisions at sea, regulation 24 (f (ii)).

**Section 4.** Ferries that navigate a regular route by means of chains or the like shall, at the point where they are most visible, carry three red lights placed in or parallel to the middle-line plane in a vertical, equilateral triangle with the apex pointing upwards and with sides of at

least 1 m. The lights shall be visible all-round from a distance of at least 1 nautical mile. Such ferries may not carry any other navigation lights.

**Section 5.** A ship that, except for short manoeuvres, navigates with the stern in the sailing direction and which is so designed that it retains its normal, full steering capacity when doing so shall carry the following lights:

- 1) *By night:* The lights prescribed in the international regulations for preventing collisions at sea in such a way that the actual sailing direction is hereby indicated.
- 2) *By day:* Two black balls with a diameter of at least 0.60 m, placed symmetrically on each side of the middle-line plane, at least 2 m above the funnel and superstructures, and with a mutual distance of at least 3 m. When this signal is used, the ship shall, when observing the international regulations for preventing collisions at sea, including especially the regulations on steering and navigation, be regarded as steering in the sailing direction.

**Section 6.** In or close to an area with low visibility, dredging equipment that may hamper the free navigation of other ships on the workplace shall, regardless of whether such equipment is under way or at anchor, give the signal prescribed in the international regulations for preventing collisions at sea, regulation 35 (c), followed by a number of single strokes on the bell (at least six) when other ships intend to pass the dredging equipment as if it were a red buoy, and a number of double strokes (at least six) when other ships intend to pass the dredging equipment as if it were a green buoy.

**Section 7.** Where divers are in the water, ships shall pass with special caution, and engine-driven ships shall, as far as possible, pass with the propeller out of operation.

*Subsection 2.* When divers are in the water, it shall be signified by showing the international signal flag A in the form of a plate or a distended flag with a height of at least 1 m at the place where it is most visible. At night, the plate or the flag shall be lit up.

**Section 8.** Ships or other floating equipment may not, unless absolutely necessary, be brought to anchor or be moored in leading or beacon lights or so that the safe passage of other ships is thereby hampered or impeded.

### Chapter 3 *General provisions for fairways*

**Section 9.** A ship that has run aground in or close to a narrow fairway so that it hampers navigation shall see to it that it gets afloat as soon as possible. Warps led over the fairway shall be slackened for passing ships.

*Subsection 2.* A ship that has run aground in a narrow fairway may not use its propeller in such a way as to cause damage (filling of the fairway and the like).

**Section 10.** In a fairway, dredging equipment may be passed by other ships only on the side of the dredging equipment where the lights or shapes prescribed in the international regulations for preventing collisions at sea, regulation 27 (d) (ii) are carried.

**Section 11.** At a fairway so narrow that two oncoming ships cannot pass each other, the ship that is inward bound shall wait. Where special conditions prevail, another regulation may have been laid down, cf. also Section 13. A ship shall be considered inward bound when it is required to have the green navigation marks on the starboard side.

*Subsection 2.* In a narrow fairway, ships shall pass each other at a slow speed adjusted to the conditions.

*Subsection 3.* In a narrow fairway, an overhauling ships shall pass a ship that it overhauls on the port side of this ship; when conditions allow, the ship that is being overhauled shall give way so that passage may take place without danger. At such passage, the signals prescribed in the international regulations for preventing collisions at sea, regulation 34 (c), shall be given.

*Subsection 4.* Ships that are lying stopped or moored in or in the immediate vicinity of a dredged fairway as well as barges and rafts, whether lying still or making speed, shall be passed by engine-driven ships paying special attention and at a slow speed and, if necessary, with the engine out of operation.

*Subsection 5.* In ice conditions, the master of the ship shall observe the instructions given by the local harbour master for navigation through the fairway to the port in question.

#### Chapter 4

##### *General provisions for fairways that are maintained artificially*

**Section 12.** For artificially maintained fairways and in their immediate vicinity, the following provisions are furthermore laid down:

- 1) Engine-driven ships shall, with due regard of safe navigation, adjust their speed so that the fairway is not damaged. Where special conditions prevail, a maximum speed may have been stipulated in regulations for the fairway in question, cf. Section 15.
- 2) It is prohibited to dig up stones and sand, to damage the bank and bank protection, or to throw out cargo, ballast or the like.
- 3) It is prohibited to use fishing tackle in such a way that it impedes navigation as well as to use fishing tackle that may tear the bottom so that stones and sand are moved.

#### Chapter 5

##### *Special provisions for channels and fairways*

##### *Outward bound ship*

**Section 13.** For the following Danish channels and fairways, its is laid down that the outward ship shall wait for the inward bound ship:

- 1) Bandholm Rende:  
The channel from Lindholm Dyb to Bandholm harbour.

- 2) Frederikssund harbour:  
The channel between Kitnaes and Klinten to Frederikssund as well as the fairway to Frederikssund harbour.
- 3) Frederiksvaerk harbour:  
The deepened fairway to Frederiksvaerk harbour.
- 4) Isefjorden:
  - a) The channel across Lynaes Sand.
  - b) The channel at the entrance to Holbaek Fjord.
- 5) Oreby Rende:  
The channel from Lindholm Dyb to Sakscoebling harbour.
- 6) Roskilde Fjord:  
The channels between Toerslev Hage and Selsoe Hage.
- 7) Skagen harbour:  
Within the leading lights at a distance of 400 meters from the entrance.

*Subsection 2.* In addition to the channels and fairways mentioned in Subsection 1, the corresponding provisions for the navigation of a harbour stipulated in the relevant harbour regulations shall be observed.

#### *Narrow fairways*

**Section 14.** There is not a specific definition of the expression a "narrow fairway" since it will depend on a number of concrete factors, such as the size of the ships in question. However, the following fairways shall be regarded as narrow fairways:

- 1) Frederikssund harbour:  
The fairway to Frederikssund harbour.
- 2) Frederiksvaerk harbour:  
The fairway to Frederiksvaerk harbour.
- 3) Graadyb:  
The channel across Graadyb Barre.
- 4) Hals Barre:  
The dug channel.
- 5) Karrebaeksminde:  
The marked fairway from the harbour area in Karrebaeksminde through Karrebaek Fjord and the channel dug to Naestved harbour.
- 6) Thyboroen Channel:  
From the sea outside of the sea bar to open waters in Nissum Bredning.
- 7) Aeroescoebling:  
From the sea buoy north of Moellegab to the channel dug to Aeroescoebling harbour.

Chapter 6  
*Special provisions for navigation in specific areas*

*Speed regulations*

**Section 15.** For the following areas, the following speed regulations are laid down:

- 1) Frederiksværk:  
In the deepened fairway to Frederiksværk harbour as well as when passing ships on the roadstead, engine-driven ships may not navigate at a speed higher than necessary for safe manoeuvring and never at a speed higher than 4 knots.
- 2) Gudenaen:  
On the stretches from Tange to the western limit of Randers harbour, engine-driven ships may not navigate at a speed higher than 5 knots.
- 3) Haderslev Fjord:  
In the fairway from the buoy at the entrance to Haderslev Fjord to Haderslev harbour, ships may not navigate at a speed higher than 6 knots.
- 4) Horsens Fjord:  
In the fairway to Horsens harbour from the eastern limit of the harbour to 3,500 metres from the harbour, engine-driven ships may not navigate at a speed higher than 6 knots.
- 5) Karrebaek Fjord:  
In the buoyed fairway through the fjord, ships may not navigate at a speed higher than 6 knots. In the fairway from the jetties through the bridge of Karrebaeksminde to Karrebaek Fjord as well as from Ydernaes through the channel to Naestved, ships may navigate only at the speed necessary to retain the manoeuvrability of the ship.
- 6) Mariager Fjord:  
In the channels dug on the stretches from Als Odde to west of Dania harbour, ships may not navigate at a speed higher than 7 knots.
- 7) Nakskov:  
In the fairway between the western limit of Nakskov harbour (Rosnaes-Traelleholm) and 54°49'43"N-11°04'52"E, engine-driven ships may not navigate at a speed higher than 5 knots.
- 8) Odense:  
In the channel, engine-driven ships may not navigate at a speed higher than 6 knots.
- 9) Randers Fjord:  
On the stretches between Skalmstrup Vig and Randers harbour, ships may not navigate at a speed higher than 6 knots.
- 10) Sakskoebing harbour:  
On the stretches from Orebygaard to the north-western limit of Sakskoebing harbour, engine-driven ships may not navigate at a speed higher than 4 knots. However, engine-driven ships below 30 GRT/GT may navigate at a speed of up to 6 knots.
- 11) Vejle Fjord:  
On the stretches from Skyttehusodden to Vejle harbour, ships may not navigate at a speed higher than 4 knots.

*Subsection 2.* In addition to the speed regulations mentioned in Subsection 1, the corresponding provisions on harbour navigation stipulated in the relevant harbour regulations shall be observed.

#### *Regulations on currents*

**Section 16.** For the following areas, it is laid down that a ship navigating against the current shall wait for a ship navigating with the current:

- 1) The Aggersund Bridge:  
When two oncoming ships arrive at the bridge area at the same time.
- 2) Hobro harbour:  
In the fairway to Hobro harbour.
- 3) Karrebaek Fjord, etc.:  
In the buoyed fairway from the harbour area in Karrebaeksminde through Karrebaek Fjord and the deepened channel to Naestved harbour.
- 4) Mariager Fjord:  
From the sea buoy, 56°41.7 N 10°29.9 E, to the area north of Dania harbour.
- 5) Randers Fjord:  
From the sea buoy, 56°36.6 N 10°26.5 E, to the eastern limit of Randers harbour.

#### *Provisions on the duty to keep clear*

**Section 17.** For the following bridges, it is laid down that an engine-driven ship shall wait for a sailing ship:

- 1) Kong Christian den X's Bridge across Als Sund.
- 2) Kong Frederik den IX's Bridge across Guldborgsund.
- 3) Ulvsund Bridge.

#### *Provisions at ferry services*

**Section 18.** For the following ferry services, it is laid down that ferries navigating across the longitudinal direction of the fairways shall adjust their navigation so that they do not place themselves in a situation involving a danger of collision with a ship navigating in the longitudinal direction of the fairways. If danger of collision arises anyway, the provisions on steering and navigation stipulated in the international regulations for preventing collisions at sea shall apply.

- 1) The ferry service between the southern and the northern ferry harbour in Thyboroen.
- 2) The ferry service between Hals and Egense.
- 3) The ferry service between Aalborg and Egholm.

### *Other provisions*

**Section 19.** In Randers Fjord, pleasure craft should, in the period from 1 April to 15 November, use the navigation route in Raden fairway that is 2.5 metres deep and marked with yellow buoys.

*Subsection 2.* In the buoyed fairway from the harbour area in Karrebaeksmunde through Karrebaek Fjord and the channel dug to Naestved harbour, it is prohibited to bath, windsurf or waterski. When tankers navigate the fairway, other ships may be detained so that passage is avoided in the fairway.

### Chapter 7

#### *Penalty clause and entry into force, etc.*

**Section 20.** After consultation with the Danish Maritime Authority, preliminary regulations of navigation may be laid down together with authorities, etc. for parts of waters where work is being carried out on bridges, harbours and the like.

*Subsection 2.* After having been announced in the "Efterretninger for Søfarende", such regulations shall be observed by all ships passing the parts of water in question.

**Section 21.** Contraventions of this order shall be punishable by fine.

**Section 22.** This order shall enter into force on 1 September 2000.

*Subsection 2.* Order no. 962 of 7 December 1997 on rules of navigation, etc. in certain Danish waters shall be repealed.

*The Danish Maritime Authority, 18 August 2000*

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