

DET DANSKE SPEJDERKORPS SØARBEJDSGRUPPEN

Ron Brown

Langelunden 8 1 th
2990 Nivå
4914 0717 2814 1117
sailerboy@bigfoot.com

Here is an English translation of the Danish Guide and Scouts Association water activities rules.

Please note that they are unofficial and in any given situation the Danish rules apply.

There are also rules for canoes and kayaks published in a separate folder but are not very different from these.

The following abbreviations are used in the text:

DDS	Danish Guide and Scouts Association
SBS	Safety rules for water activities.
HQ	DDS's head office
SØA	National Sea Scout Committee
SØK	Person who cannot be a leader in that group. Voted into office at the group's annual general meeting.
DASØ	Assistant division leader for sea activities. Appointed by the district commissioner in consultation with the Sea Scout groups in the division.
EU	European Union

Please note that some words have a collective meaning and are interchangeable, for example:

Boat	Canoe, kayak, ship, vessel, rowboat, sailboat, windsurfer, craft
Scouts	Beavers, cubs, scouts, seniors, rovers, leaders
Captain	Captain, skipper, helmsman, coxswain, or the person in the back of a canoe
Group	Scout group, centre, campsite, project ship

1. Scope.

§1a. The same safety rules for water activities (SBS) apply to scouts (*rule§2g*) as to scouts participating in boating. (*rule§ 2a*) (*guidelines*).

§1b. A group that owns, or hire for a longer time or loans, a boat (*after rule. §2.b*) or regularly engages in water activities in Denmark or abroad should be registered as a Sea Scout group.

This rule also applies to campsites, centres and project boats connected to the DDS. Where the word “group” is used, it also covers the aforementioned (*guidelines*).

§1c. A group that only occasionally engages in boating (*i.e.* a weekend rafting or a canoe tour etc.) does not need to register as such, but SBS applies and should be followed!

2. Definition.

§2a. Water activity: Any activity on or in water apart from beachcombing, bridge building over a small stream, sample collecting in low water (under 0,5 m), and swimming are not covered by SBS. For swimming, see DDS special rules for this activity.

§2b. Boats: A construction that is built for the purpose of moving people or goods over the water. This does not apply to constructions that have a lifespan of a weekend or summer camp.

§2c. Boat types:

Decked boat: A keelboat with a deck that can close so that water is kept out. (*guidelines*)

Open boat: A boat that cannot be closed like a decked boat. This also includes canoes and kayaks. (*guidelines*)

§2d. Life jacket: Approved to EU-specification DS/EN 395 (*guidelines*)

§2e. Buoyancy aid: Approved to EU-specification DS/EN 393 (*guidelines*)

§2f. Sail area: The location that a type of boat with a named helmsman in certain conditions may sail in.

§2g. Scout: Any member of DDS, regardless of age, and anyone else taking part in an event organised by a DDS unit.

§2h. Sea Scout leader: Any adult who is attached to a group/branch that is recognised as a Sea Scout unit. (*guidelines*).

§2i. SØK: The layperson, elected by each group, responsible for safety. (*guidelines*)

§2j. DASØ: Division Assistant for Sea Scouts. Appointed by the DC in collaboration with the Sea Scout groups in the division.

§2k. SØA: Sea Scout management committee, elected by Sea Scout leaders biannually at the March conference.

3. Equipment.

§3a. Boats that were built later than 16 June 1998 should be CE marked. (*guidelines*)

§3b. A vessel that is used for water activities shall be seaworthy and suitably equipped for the planned activity.

§3c. Danish law on the use of gas, spirit and petroleum burners in sailboats must be followed. (*guidelines*)

§3d. A boat that is owned, loaned, or hired for an extended time by a group shall have a registration certificate. The certificate shall show if the boat is decked or open. The certificate is held and updated by the group. (*guidelines*)

§3e. Each year before the start of the sailing season (or when a new boat is commissioned) the group should tell HQ which boats it will be using for the coming season. (*guidelines*)

§3f. Before the start of a sailing season each boat should be approved by one of the following:

- By the SØK inspecting each boat and its equipment, both on land and in the water, and signing the boats registration certificate. All boats that come under rule 3d. must be inspected in this fashion.
- By the SØK, DASØ, or another unattached person inspecting equipment that is used occasionally for water activities. Such approval is only good for a specific occasion such as a weekend event.
Approval is written and signed by the inspecting person, activities leader, and the group's management chairperson. It does not have to be sent to HQ (*guidelines*)

A leader cannot approve boats or material for an event that they are arranging or boats that they personally own.

- By the Danish Maritime Authority for vessels that are commercially hired or chartered.

§3g. Boats that are classified as open shall be filled with sufficient buoyancy material so that they can remain afloat when full of water for 24 hours. For the duration of the test, the boat should be fully equipped and weighted with 25 kg of iron/lead for each crewmember that it is allowed to carry.

Optimists shall have a minimum of 90 litres buoyancy. (*guidelines*)

§3h. If an open boat cannot, because of technical reasons, be tested then this should be stated on the registration certificate. (*guidelines*)

§3i. The ability of an open boat to float should be documented by a 24-hour test. No buoyancy test shall be over 30 months old.

If the boat cannot be tested (because of an inboard motor etc.) then its ability to stay afloat should be documented by the builders, architect, or some other qualified person/institute.

The result of the test is written on the craft's registration certificate and signed by SØK and a leader. (*guidelines*)

§3j. Apart from the above test and inspection there should be regular inspections to ensure that minimum standards do not deteriorate during the season.

§3k. Safety materials and other equipment shall also be checked/inspected (*rule §3f.*) once a year and if possible tested. (*guidelines*)

4. Control.

§4a. Each group management committee defines one or more areas in which its boats may sail. (*guidelines*)

§4b. Each group management committee sets minimum and maximum crew numbers for each of its boats.

5. Scouts.

§5a. Each group management committee sets the swimming standards that it expects its scouts to meet. If a Sea Scout group has not stated and informed HQ that its group's standards are different, then DDS rules applies. (*all members can swim 200 m*) (*guidelines*)

§5b. All scouts that participate in water activities should as a minimum, know rule §5c, §5d. and also know who is in charge of the vessel.

§5c. No scout may be forced against his/her will to participate in water activities. (*guidelines*)

§5d. Every scout on the water must wear an approved lifejacket properly fastened and be suitable clad for the occasion.

§5e. The group management committee for an approved Sea Scout group, can change the rule, to allow those that have demonstrated that they are comfortable in/on the water to use buoyancy aids instead of life jackets. (*guidelines*)

§5f. The group management committee of a non-Sea Scout group can, after consultation with SØK, DASØ or SØA, for a single event under special conditions also use buoyancy aids instead of lifejackets. (*guidelines*)

§5g. A group management committee for an approved Sea Scout group can also set rules for the following circumstances:

- a While anchored or moored the crew can remove its lifejackets/buoyancy aids.
- b In special circumstances *i.e.* wind calm, swimming from a rowboat, while below decks, etc. the crew can remove its lifejackets/buoyancy aids.

Permission in situation (b.) can only be given by a leader or the boat's skipper. In no case should the decision be made by anyone under 18 years of age. In all cases, the lifejackets/buoyancy aids should be on the vessel. (*guidelines*)

6. Captain.

§6a. Each boat has one captain and the required crew. The captain is responsible for the safety of the boat and crew.

§6b. Each group management committee in conjunction with the leaders sets rules for who may sail which boat, where, when, and in what circumstances.

§6c. Before starting one person is pointed out as captain.

§6d. Before starting each captain should fill out a journal, containing at minimum the following: date, crew list, starting time, expected return time, destination, route, and perhaps a contact person. (*guidelines*)

The journal is kept on land. On return, it is filled out with the time and any remarks on damage etc.

For sailing in controlled areas, the journal can be dispensed with.

7. Leaders

§7a. All leaders lead their branches with the competence they have received from their group management committee. Leaders are responsible to their management committee for seeing that the group's rules are followed. (*guidelines*)

§7b. Leaders should lead sailing activities so that they always have control. (*guidelines*)

§7c. Leaders should always have an oversight of where their boats are and who is in them. (*guidelines*)

§7d. When sailing as part of a flotilla all captains should know who is in overall command. (*guidelines*)

§7e. When sailing together the fleet captain should ensure that all boats can remain in contact with each other. (*guidelines*)

§7f. On cruises of more than one day then the leader should ensure that progress is reported to the home contact person at least once a day.

8. Group management committee

§8a. The group management committee is responsible for complying with SBS as set out by DDS.

§8b. Each group management committee that wishes to be recognised as a Sea Scout group elects a SOK. (*rule §2i*)

§8c. Each group management committee for a Sea Scout group must write its own rules for the following:

- a. sailing area (*rule §4a*);
- b. crew size (*rule §4b*);
- c. captain (*rule §6b*);
- d. swimming ability (*rule §5a*);
- e. use of lifejackets (*rule §5e and §5g*);
- f. weather considerations.

Groups must register these rules with HQ. Rules on use of buoyancy aids instead of lifejackets and other changes are only valid after they have been approved by HQs sea safety adviser.

§8d. Local rules decided by non-Sea Scout group management committees according to rule §5f do not need to be sent to HQ, but the leader of the activity should hold a copy signed by the chair. (*guidelines*)

§8e. Centres, project boats, etc. that offer water activities to scouts from other groups can only give dispensation for rules §5e, §5f, and §5g to their own members. Captains of project boats, such as Ran and Klitter, and course leaders on DDS-run courses can give permission for rule §5e and §5g.

9. Outside requirements.

9a. Beyond these rules shall each group comply with Danish law, i.e. VHF certification, etc.

§9b. For other water activities such as diving, water skiing, etc. the minimum safety rules should be those used by the national organisation for that sport, but not less than DDS's SBS.

10. HQ.

§10a. HQ appoints a safety adviser who is a member of SØA.

§10b. HQ and its appointed safety adviser approves groups as Sea Scout groups.

§10c. HQ along with its appointed safety adviser approve Sea Scouts groups' local rules on the use of buoyancy aids.

§10d. HQ and its appointed safety adviser acknowledge their receipt of the group's registration certificates to both group and division.

§10e. HQ approved this edition of SBS January 17 2003
updated 25 Sep. 2003

Guidelines for SBS

1a. SBS applies not only to Sea Scouts but also to all DDS members and others who participate in water activities organised by DDS units.

SBS applies also for boating in hired canoes, kayaks, and other boats, both in Denmark and abroad, regardless of what approval the vendor has.

SBS does not however apply to hired vessels that include a captain, since this is a commercial undertaking and the captain and owner are legally responsible for safety. However, group management committees and leaders should check that basic safety is in order. This applies to fishing boats, Viking ships, etc.

1b. See DDS rule §34 and §75.5.

"Longer time" = more than 30 days.

SBS also applies to scouts who engage in water activities in scout centres that are not approved by DDS.

2c. The following boats can normally be classified as:

Decked boat: Svendborg senior and most keelboats.

Open boats: Svendborg junior, Alborgjolle, Wayfarer, Thurojolle, Optimists, canoes, kayaks, motorboats, and Viking ships.

2d. Old lifejackets marked "Godkent af Statens Skipstilsyn" no longer fulfill the requirements for an approved lifejacket and may not be used. This applies to Merman type VII and VIII. Type XII and other produced after 1974 are ok.

Lifejackets marked "Godkendt af Statens Skipstilsyn", "Sofartsstyrelsen," and some marked SOLAS are normally very big and clumsy. These are manufactured for ferry passengers who are expected to sit in a lifeboat. They are impractical in conjunction with active sailing.

2d. and 2e. See the Sea sports pamphlet "Lifejackets save lives".

Lifejackets are marked with data about their qualities. Without this marking they should not be used.

Lifejackets and buoyancy aids for private use are today approved after Danish Standards that are identical to European standard DS/EN 395 or DS/EN 393. A lifejacket is said to be type 100 (because an adult requires 100 Newton's

This does not mean that all lifejackets shall have a buoyancy of 100. For children the table below should be followed.

Max. weight	20k	30k	40k	60k	70k	Over 70k
Min. buoyancy	30N	40N	50N	70N	80N	100N

There are also lifejackets marked "150" and "275."

Life jackets dating earlier than 1993 do not always comply with today's standards. The table can be used to test lifejackets as described in §3k.

DS/EN requires that lifejackets should be fitted with reflex tape and a whistle.

2h. Not all branches of a group engage in Sea Scouting.

2i. The SØK is elected by the annual parents' meeting as a parental representative. If there is no qualified parent than someone else can be elected such as the local harbourmaster, a former Sea Scout no longer active in the group, etc.

3a. See the Sea Sports pamphlet "Equipment for boats".

3b. "Seaworthy" Marine law § 58 says, "The captain shall before sailing see that the boat is seaworthy ..."

It is the group's management committee, in practice the SØK and branch leader, that determine what is required for a boat to be considered seaworthy. Seaworthiness should reflect the type of water and the area where sailing is to take place.

What is meant by "suitably equipped" is also a decision that the group's management committee must make. There is help in Sea sports pamphlet, "Equipment for boats". This is a list of things required by law on charter boats. It has a comprehensive list that can be a useful guide. Sea Sport publications recommend that private boats also follow this list.

SØA recommend that groups consider the sailing area as a starting point. See 4a.

SØA has printed a list that can also be helpful.

3c. We refer to the Danish Marine laws technical publication No 2 of April 2003 and notes of 1 June 2003 dealing with the installation of gas, spirit and petroleum burners in boats.

3d. The vessel's registration certificate is its birth certificate in DDS's system. It is renewed each year before the boat can be used. The group's management committee chair, SØK, and the group leader sign it. It is then sent in to HQ, which returns it after registering the boat.

3e. Remember to request a new certificate for newly acquired boats.

3f. 1. SØA recommend that SØK, branch leader, and the captain of each boat carry out inspections. It is important that there is cooperation, since if the captain and leader know the boat best, but the SØK alone has the authority to approve the boat.

3f.2. With this type of approval the SØA recommends that the leader responsible for the activity together with a parental representative are present.

3f.3. You should be aware of the fact that these laws do not necessary coincide with DDS's rules.

3g. It is recommended that if possible decked boats are also made unsinkable.

3h. An untested boat should only sail in controlled areas. (See also §4a.)

3i. SØA recommends that all open boats are tested yearly and that crews also practice capsizing according to following procedure:

Buoyancy test.

The purpose is:

- to ensure that the boat complies with 3g;
- to control that it is correctly placed;
- to ensure that it is securely fixed.

During the test, you should ensure that:

- the boat is tested in a safe place and is not in the way of others or can be mistaken for an emergency situation;
- all air pockets are filled with water;
- the boat is weighted with 25 kg iron or lead x maximum number of crew throughout the 24 hours.

One should note that:

- a boat's ability to float may be less at the end of the season than at the start since wood and other materials can absorb water;
- a boat's test may not be older than 30 months;
- any modification to the boat can affect its ability to float;
- air tanks cannot be considered positively buoyant.

SØA expects that all groups will test their boats as described above.

Capsize drill.

The purpose is:

- to familiarize crews with a potentially dangerous situation;
- to ensure that bailing capacity is ok;
- to ensure that safety equipment is correctly fastened to the boat.

Conditions:

- One should ensure that this exercise is conducted in such a way that it cannot be mistaken for a real emergency;
- It must happen in a controlled way.

3j. SØA recommend that the SØK in conjunction with leaders and crew regularly check boats and equipment throughout the season.

3k. This rule applies to safety equipment that is not specific to one boat and personal equipment not owned by the group.

Older lifejackets should be tested (*guidelines 2d*). This is done by weighting them with either 1,1 kg of lead or 1,15 kg of iron / per 10 Newton's and sinking them in water. One should ensure that all air pockets are emptied.

In addition, the cover material should be checked for tearing ability as sunlight reduces the quality of this material.

Self-inflating lifejackets can be a problem (*guidelines 5d.*) and the manufactures' guidelines should be followed.

Signal and distress flares are only good for 4 years from production date (which is marked on them).

4a. The group management committee alone that sets sailing areas. The following is only an example.

1. **Controlled area.** A small sheltered area < approx. 0,5 sm. where inexperienced scouts can sail in small boats, watched over by leaders. If on land there should be a ready-to-start motorboat available. If fitted with an outboard a screw guard should cover the propeller.
2. **Practice area.** A nearby well-defined area < approx. 2 sm. where more routine sailors can practice alone but with the possibility of being seen from land.
3. **Coastal.** A larger area approx. 10 sm. with suitable emergency harbours, that can be used for day trips etc. but not more than 1½ sm, from land.
4. **Open sea.** Where a boat cannot be seen from land.

The number, size and which type of boat may sail where and by whom is decided by each group. Each group however must have at least one area. These areas are best shown on a chart.

5a. It is possible that a scout does not need to be able to swim to participate in Sea Scout activities. In such a case we would recommend that the parents signed a note giving the Scout permission to participate.

If the group does have a swimming requirement SØA recommends that at least once a year all members prove their abilities in deep water, perhaps using a lifejacket or buoyancy aid.

5c. Be aware of peer pressure.

5d. This should not be so strictly observed that it is impossible to change cloths etc. This is the captain's decision how to apply. (See rules §5e. §5f. and §5g.)

The group management committee should consider whether it will allow the use of self-inflating lifejackets. It is difficult to control if used. SØA recommend that, if they are used by scouts under the age of 18, then the parents should be asked to sign a form stating that they take responsibility for the correct function of the lifejacket.

Leaders and seniors over 18 are responsible for the functional ability of their own lifejackets.

5e. Groups should think about the advisability of asking parents to give permission for their children to use buoyancy aids instead of lifejackets.

Additionally, consideration should be given to the circumstances for their use, *i.e.* at night, far from land, or when the water is cold.

5f. Like canoe hires, many vendors offer "canoe vests" that are (*guideline.2e.*) in fact buoyancy aids.

Permission to use buoyancy aids should be conditioned on demonstrable ability in water. (See rule §5e.)

The passage should be close to land. (*Guidelines 6b.*)

5g. 1. For crews on Ran, Klitta, or other large ships special rules apply. (*Rule §8e.*)

5g. 2. SØA recommends that permission only be valid when the responsible person is aboard or very nearby.

6b. Marine law § 132 states, “That it is the captain’s responsibility to see that the boat is navigated and controlled in a way that is conducive of good seamanship ...”

Even a Cub Scout can sail an Optimist or rowboat with good seamanship. It is up to the leaders to ensure that the physical conditions are present to allow this.

Groups should have a training program and a series of testing that allows scouts to progress and take more responsibility about area, weather, types of boats, and the time of day that they sail.

When cruising in canoes/kayaks and other small boats, one should where possible stay within approximately 100 meters of land. See Sea sports pamphlet, “Safety in canoes and kayaks.”

The captain must have demonstrated that he is capable of controlling the vessel.

6d. The journal should be a proper book and not a collection of loose papers.

In quiet areas it may be a good idea to have a contact person so that an alarm can be made in the event of any misadventure stopping you from returning on time.

7a. Marine law § 151 says “that the shipping company is responsible for damage caused by failures in its boats and crew.

Here we consider the group management committee is in the position of the shipping company owners. They should authorise their members with responsibilities with regards to their experience and qualifications.

This and the following can be of help to each group in making their own rules.

7b. “Always have control over things,” cannot imagine any situation that could arise that you do not have control over!

7c. Check personally or send someone else to check.

7d. This rule is important if the leader is not present or there is more than one leader present.

7e. Keep within shouting distance, keep within sight or keep VHF on. Mobil telephones do not always work at sea.

7f. This rule is mostly for weekend or longer cruises. The home contact person should always know: where you are sailing from, departure time, your destination, who is aboard, route and estimated time of arrival.

Notify them of any departures from the plan as soon as possible, and always notify the home contact person of your arrival in harbour.

Firm contact times can be set and should be adhered to. It is important that the contact person be an experienced sailor, or can contact one. Since lack of wind, etc. can cause delays, it is important to take an informed guess if the weather or a sunken boat can cause the delay before launching a search and rescue operation.