

Regulation concerning amendments to Regulations of 15 September 1992 No. 707 concerning the accommodation and catering service on ships

Laid down by the Norwegian Maritime Authority on 10 December 2012 under the Act of 16 February 2007 No. 9 relating to Ship Safety and Security (Ship Safety and Security Act), sections 2, 21, 22, 25, 26 and 29, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.

I

Regulations of 15 September 1992 No. 707 concerning the accommodation and catering service on ships should read:

Chapter 1 General provisions § 1

Scope of application

(1) These Regulations apply to:

- a) new ships,
- b) existing ships of 50 gross tonnage or over;
- c) manned barges.

(2) Existing ships category 2 of between 50 and 500 gross tonnage, and barges, shall generally satisfy the provisions of the regulations applicable at the time of the construction of the ship or barge, with any amendments made applicable to existing ships category 2 or barges. These provisions need not be more strictly applied than expressed by these Regulations, provided the standard of safety laid down in the regulations applicable at the time of the construction of the ship or barge, is maintained.

(3) The Regulations nevertheless apply to existing ships category 2 of between 50 and 500 gross tonnage, and barges, which

- a) are modified,
- b) undergo major repairs affecting the accommodation, or
- c) are considered to have a standard of accommodation which makes

the accommodation inadequate.

(4) For existing ships category 2 of between 50 and 500 gross tonnage, and barges, the Norwegian Maritime Authority, following a specific assessment of safety based on e.g. the ship's or the barge's general structural design, equipment, arrangement and condition, may order that the ship, wholly or partly, shall comply with the provisions of these Regulations.

(5) On ships where the crew does not stay permanently on board, the Regulations apply to the extent that is reasonable and practicable in each individual case; cf. section 8 (1) and (2).

(6) The Regulations are not applicable to fishing vessels or recreational crafts.

§ 2

Definitions

For the purpose of these Regulations, the following definitions shall apply:

- a) *"Recognised classification society"*: Classification societies with which the Ministry has entered into an agreement pursuant to section 41 of the Ship Safety and Security Act:
1. Det Norske Veritas (DNV)
 2. Lloyd's Register of Shipping (LRS)
 3. Bureau Veritas (BV)
 4. Germanischer Lloyd (GL)
 5. American Bureau of Shipping (ABS)
 6. Registro Italiano Navale (RINA)
 7. Nippon Kaiji Kyokai (ClassNK).
- b) *"Manned barge"*: A barge which due to its operation has personnel on board beyond mooring or preparation for towing.
- c) *"Crew"*: The master and any person on board who carries out work in the ship's service.
- d) *"Gross tonnage"*: The numeric value entered as gross tonnage in the Tonnage Certificate. If safety tonnage is entered in the remarks column of the Tonnage Certificate, this tonnage shall be used as gross tonnage.
- e) *"Drinking water"*: Water intended for drinking, cooking and personal hygiene.
- f) *"Existing ship"*:
1. Existing ship category 1: A ship the keel of which was laid or which was at a similar stage of construction from and including 1 November 1992 until 20 August 2013.
 2. Existing ship category 2: A ship the keel of which was laid or which was at a similar stage of construction before 1 November 1992.
- g) *"Fishing vessel"*: A vessel used commercially for catching fish, including whale, seal, seaweed and sea tangle or other living resources in the sea.
- h) *"Approved, type-approved and accepted"*:
- (1) In respect of equipment covered by the Marine Equipment Regulations: Type-approved by a Notified Body and marked in accordance with said Regulations.
 - (2) In respect of other equipment:
 - 2.1 Approved: A single piece of equipment approved by the Norwegian Maritime Authority.
 - 2.2 Type-approved: Prototype approved by the Norwegian Maritime Authority with or without sampling inspection of mass production.
 - 2.3 Accepted: Equipment accepted by the Norwegian Maritime Authority on the basis of its approval or type-approval by a recognised classification society, another public or private institution, or the administration of a country which has ratified the SOLAS Convention.
- i) *"ILO"*: The International Labour Organisation.
- j) *"Accommodation"*: Cabins, sleeping rooms, mess rooms, offices, chartrooms, radio rooms, corridors, day rooms, sanitary spaces, recreational spaces, hospital accommodation, galleys, provision rooms, cold store and freezer rooms, etc.
- k) *"Cargo ship"*: Any ship which is not a passenger ship, fishing vessel, barge or recreational craft.
- l) *"Barge"*: A hull or ship without propulsion machinery intended to be moved by towing or pushing and which is used for the carriage of cargo.

- m) "*Rating*": A member of the ship's crew other than the master or officers.
- a) "*New ship*": A ship the keel of which is laid or which is at a similar stage of construction on or after 20 August 2013.
- o) "*Officer*": A member of the crew other than the master, and who is designated as such pursuant to the regulations currently in force concerning qualifications and certificates for personnel on board Norwegian ships.
- p) "*Passenger ship*": A ship that can carry more than 12 passengers or which is required to have official permission to carry passengers.
- q) "*SOLAS Convention*": The International Convention for the Safety of Life at Sea.
- r) "*Special purpose ship*": A ship constructed in compliance with the IMO Code of Safety for Special Purpose Ships.

§ 3

Duties

The company, master and other persons working on board shall perform their duties in accordance with the Ship Safety and Security Act and the supplementary provisions laid down in these Regulations.

§ 4

Exemptions

The Norwegian Maritime Authority may, in individual cases and upon written application, grant exemptions from the requirements of these Regulations. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety. Exemptions are only granted where they do not contravene international agreements to which Norway has acceded.

§ 5

Inspection and survey of the accommodation with equipments, furnishings, etc.

(1) The Norwegian Maritime Authority, or the recognised classification society in the case of cargo ships delegated to the classification society, shall in the case of construction, alteration and purchase of a ship and manned barge, assess the location of the accommodation, and ensure

a) compliance with the fire safety requirements according to the regulations currently in force concerning fire safety measures in ships to which the SOLAS Convention applies, or fire safety measures in ships to which the SOLAS Convention does not apply,

b) that exits, emergency exits and stairways are fully satisfactory, have the prescribed width etc., and arranged so as to provide safe evacuation from anywhere in the accommodation at all times, ensuring *inter alia* access to the life-saving appliances; cf. the provisions of the regulations currently in force concerning life-saving appliances in passenger ships and cargo ships, and the regulations currently in force concerning the construction of passenger ships, cargo ships and barges.

(2) In the case of the construction, alteration and purchase of a ship or manned barge, the company is responsible for inspecting whether the following matters meet the requirements of these Regulations:

- a) the size of the rooms, hygienic and sanitary conditions etc., equipment, furnishings and drainage systems,
 - b) insulation and noise reduction measures, also ensuring that the necessary measurements are made to confirm whether the prescribed standards are satisfied,
 - c) ventilation, heating, lighting, also ensuring that measurements are made to confirm compliance with the requirements.
- (3) Before construction or alteration is commenced, the Norwegian Maritime Authority or whoever is authorised by the Authority shall be notified of the way in which inspection in accordance with subsection (2) will be carried out.
- (4) The Norwegian Maritime Authority or whoever is authorised by the Norwegian Maritime Authority may at any time carry out an unscheduled inspection to verify whether the matters referred to in subsection (2) above are satisfactorily attended to, and may impose any recommendations considered necessary.

Chapter 2

Planning and inspection of crew cabins, etc.

§ 7

Documentation

- (1) For new ships the following documentation shall be submitted to the Norwegian Maritime Authority, or to the recognised classification society in the case of cargo ships delegated to the classification society, well in advance of the commencement of work on the accommodation:
- a) General arrangement drawing in plane and profile.
 - b) Accommodation drawings on a scale that clearly shows the location of the accommodation, the intended utilisation of the space including the location of means of access, exits, emergency exits, exits to life-saving appliances, indicating *inter alia* the width of these. The area of the individual rooms as prescribed in sections 14, 16, 17, 18 and 19 shall be indicated on the drawing.
 - c) Drawing of the accommodation ventilation arrangement, with accompanying description of the main technical data of the system, specifying the heating and cooling capacity of air conditioning systems.
 - d) In the case of minor modifications, it is sufficient to submit a general arrangement drawing, and drawings of the modification to be made.
- (2) For existing ships, in which major alterations will be made to the accommodation or in which rooms will be extended or moved, drawings of the intended alterations shall be submitted well in advance of the commencement of work.
- (3) The Norwegian Maritime Authority shall consult the company's and the crew's organisations in cases where the submitted drawings deviate from the requirements of these Regulations, and questions arise as to which considerations should be taken regarding the practical problems caused by an alteration or modification of the accommodation and its furnishings.
- (4) In cases where alterations are made in relation to previously submitted drawings, such alterations, marked in red, shall be submitted for new consideration.
- (6) When work is completed one copy of the drawings shall be submitted, showing the arrangements made.

§ 8

Cabin capacity, etc.

(1) Cabin capacity and the size of the accommodation shall be sufficient for the safe manning and additional manning required to be on board the ship or barge at any time; cf. the regulations currently in force concerning the manning of Norwegian ships.

(2) Ships practising shift work in which the crew members relieved leave the ship, shall have accommodation facilities for one shift. If, following a specific assessment, conditions are not found to allow the prescribed facilities in small vessels, the Norwegian Maritime Authority may grant exemptions; there shall nevertheless be at least one rest room with berths for the crew on board, facilities for heating food and drink, and space for eating.

(3) Before a decision is made regarding crew facilities for shift work or the arrangement of rest rooms, documentation shall be provided to verify that adequate accommodation can be provided ashore for crew members who so require because their own homes are not located within a reasonable distance.

(4) Before approval is given by the Norwegian Maritime Authority for the construction of a ferry with accommodation for only one shift or with only rest room in accordance with subsection (2), an agreement shall be made between the company's and seafarers' organisations concerned to confirm that reduced accommodation is acceptable and that adequate accommodation quarters have been arranged ashore.

Chapter 3 Accommodation

§ 9

Location

(1) The location, means of access, structure and arrangement of the crew's accommodation shall be such as to ensure protection against weather and sea, and insulation from heat or cold, undue noise and effluvia from other parts of the ship.

(2) The accommodation shall be located amidships or aft. In exceptional cases the Norwegian Maritime Authority may, if the size, type or intended service of the ship renders any other location unreasonable or impracticable, permit the location of accommodation in the fore part of the ship, but in no case forward of the collision bulkhead.

(3) The accommodation arrangement shall be such that the provisions concerning access to life-saving appliances, etc. are in accordance with the regulations currently in force concerning life-saving appliances, etc. on passenger ships and cargo ships and the regulations currently in force concerning the construction of passenger ships, cargo ships and barges.

(4) A door from a sleeping room for two persons to a bathroom is permitted if the bathroom is intended only for that sleeping room. A door from two sleeping rooms to a bathroom is permitted if each of the sleeping rooms is intended for one person and the bathroom is intended only for those sleeping rooms.

(5) The accommodation in tankers shall not be located above cargo tanks, slop tanks, pump rooms or cofferdams separating cargo tanks or slop tanks from the rest of the ship.

(6) The floor shall be situated in its entirety above the summer load line mark. In passenger ships of 50 gross tonnage or over, and in cargo ships of less than 500 gross tonnage, the Norwegian Maritime Authority may nevertheless permit the accommodation to be located with the floor below the summer load line mark. In ships in small coasting and greater trade, the floor may be up to 1 metre below the summer load line mark, and in lesser trade than small coasting the floor may be up to 1.20 metres below the summer load line mark. In special purpose ships the accommodation may be located below the load line if satisfactory arrangements are made for lighting and ventilation, but in no case immediately beneath working alleyways.

(7) Side scuttles in the ship's side in the accommodation shall be located in accordance with Regulation 23 in the International Convention on Load Lines of 5 April 1966. The administration may permit side scuttles to be dispensed with in cases where the construction so requires, cf. section 13 (2) a).

(8) Bathrooms and other sanitary rooms shall be located in close proximity to the sleeping rooms.

(9) Hospital accommodation shall be suitably arranged and situated, so that it is easy of access and so that the patients may be comfortably housed and may receive proper treatment and attention in all weathers. Hospital accommodation shall be located as far away as possible from sources of noise, such as machinery spaces, propellers, bow propellers, etc.

(10) Galleys, provision rooms and cold store and freezer rooms shall have an appropriate location. For the location of provision rooms, etc., considerations shall be taken to avoid deterioration of provisions due to condensation, intense heat, pollution and infestations, etc., and to locate store rooms as close to the galley as practicable. The galley shall be located with appropriate access to the mess rooms, and so as to be provided with the best possible natural light, and shall in addition have the necessary artificial lighting in accordance with section 13 (4).

§ 10

Construction

(1) For existing ships category 2 the following shall apply:

a) There shall be no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, paint rooms or from engine, deck and other bulk storerooms, drying rooms, communal sanitary areas or water closets. That part of a bulkhead separating such places from sleeping rooms and external bulkheads shall be efficiently constructed of steel or other approved substance and shall be watertight and gas-tight.

b) External bulkheads of sleeping rooms and mess rooms shall be adequately insulated. All machinery casings and all boundary bulkheads of galleys and other spaces in which heat is produced shall be adequately insulated where there is a possibility of resulting heat effects in adjoining accommodation or corridors. Measures shall also be taken to provide protection from heat effects of steam and/or hot-water service pipes.

c) Internal bulkheads shall be of approved material.

d) Sleeping rooms, mess rooms, day rooms and corridors in the crew accommodation space shall be adequately insulated to prevent condensation or overheating.

e) Main steam and exhaust pipes for winches and similar gear shall not pass through crew accommodation nor, whenever technically possible, through corridors leading to crew accommodation. In cases where this is not technically possible, the pipes shall be adequately insulated and encased.

f) Internal panelling or sheeting shall be of a material with a surface easily kept clean.

g) The wall surfaces and deckheads in sleeping rooms and mess rooms shall be capable of being easily kept clean and, if painted, shall be light in colour. Lime wash must not be used.

h) The wall surfaces shall be renewed or restored as necessary.

i) The floorings in all crew accommodation shall be of approved material and construction and shall provide a surface impervious to damp and easily kept clean.

j) Where the floorings are made of composite materials, the joints with the sides should be profiled to avoid crevices.

k) Sufficient drainage for water shall be provided.

l) Access to exits and emergency exits (escape routes) shall be marked with direction indicators in the form of luminescent arrows, green lights, etc. Markings shall be placed not higher than 0.5 m above the deck and shall provide adequate directions in a dark or smoke-filled escape route. Doors shall be marked in a conspicuous place above or beside the door, with the words "exit" or "emergency exit" in English, and if necessary in the ship's working language as well.

(2) Existing ships category 1 and new ships shall in addition to the requirements of subsection (1) meet the following requirements, nevertheless so that subparagraph d) also applies to existing ships category 2:

a) The material used in the accommodation shall be approved. In new ships, the flooring in the accommodation shall be of a non-slip material. The necessary structural measures shall be taken to protect the accommodation against too high noise levels, cf. the requirements of the regulations currently in force concerning the working environment, health and safety of workers on board ship.

b) Floorings, bulkheads and ceilings of sanitary rooms shall be of steel or other approved watertight material, and insulated against external bulkheads.

c) Bulkheads in the accommodation, etc. shall otherwise consist of materials which will provide satisfactory reduction of noise, cf. the requirements of the regulations currently in force concerning the working environment, health and safety of workers on board ship, and the regulations currently in force concerning fire safety measures.

d) The headroom in the accommodation shall not be less than 1,980 mm in existing ships. In existing ships which are flagged in, the headroom in sleeping rooms may be 1,900 mm. In new ships, the headroom in the accommodation where full and free movement is necessary shall not be less than 2,030 mm. The Norwegian Maritime Authority may permit some limited reduction in the headroom in any area of the accommodation where

this is considered reasonable, and where a reduction will not result in discomfort to the crew.

e) The doorway to private day rooms, sleeping rooms and sanitary rooms shall be of sufficient width.

f) Doors from larger common recreation rooms shall open outwards or be fitted with a kick plate of at least 0.2 m².

g) Doors to machinery spaces shall be of steel or equivalent material and insulated like the bulkhead in which it is located, and shall be self-closing and gas-tight.

h) Manholes or other openings in the accommodation to fuel oil tanks are permitted only in corridors.

i) Exits shall be arranged from dead-end corridors more than 3 m long, unless incombustible materials have been used in corridor bulkheads and ceiling panels. In such cases the length of dead-end corridors may be up to 7 m. Exits from the accommodation shall otherwise be arranged where necessary for safety reasons, cf. the SOLAS Convention, chapter II-2, regulation 45.1.4.

j) In ships of 50 gross tonnage or over but less than 500 gross tonnage, all decks in the accommodation shall have at least two totally separated emergency exits from every limited space or group of spaces.

k) In ships of 500 gross tonnage or over, the provisions of the SOLAS Convention, chapter II-2, regulations 45.1.1 and 45.1.4 shall apply.

l) In ships of 100 gross tonnage or over, and in smaller ships providing board, a separate room shall be arranged as galley, cf. section 24.

m) Floorings, bulkheads and ceilings in galleys, provision rooms and cold store and freezer rooms shall be of steel or other material which is hygienic and easy to keep clean, and in accordance with the regulations currently in force concerning fire safety measures.

n) Ships of 3,000 gross tonnage or over shall have a separate dish-washing room unless the galley is arranged with a separate section equipped in accordance with section 24 (7). In ships of less than 3,000 gross tonnage dish-washing may be done in the galley, provided it is equipped as set out in section 24 (7).

o) All ships required to have a galley shall be provided with a separate room for the storage of provisions.

§ 11

Ventilation

(1) Sleeping rooms and mess rooms shall be adequately ventilated. The system of ventilation shall be controlled so as to maintain the air in a satisfactory condition and to ensure a sufficiency of air movement in all conditions of weather and climate.

(2) Accommodation situated immediately above fuel oil tanks shall be provided with mechanical ventilation directly to the open air.

(3) Wash rooms and water closets shall be provided with mechanical ventilation directly to the open air, independently of any other part of the accommodation.

(4) Hospital accommodation shall be provided with ventilation directly to the open air, independently of any other ventilation ducts. This also applies to natural ventilation.

(5) Existing ships of 500 gross tonnage or over, and ships in which the location of crew accommodation is permitted as set out in section 9 (6), shall be provided with mechanical ventilation.

(6) The capacity of the ventilation system shall be sufficient to supply every room in the accommodation with at least 30 m³ of fresh air per person per hour. Radio rooms shall have at least 10 air exchanges per hour. Ventilation air intakes and outlets shall be adjustable. Outlets from sleeping rooms to corridors, and otherwise where necessary, shall be fitted with a sound trap. It must be possible to shut off the air in every cabin and every recreation room. If no automatic shut-off has been arranged, the ventilation system shall be capable of being shut off from one or more locations outside of the accommodation, and from the navigating bridge. The main intakes and outlets in all ventilation systems shall be capable of being shut from outside of the fan room in the event of fire. Spare parts shall be provided on board, in accordance with recommendations from the manufacturer/supplier of the ventilation system. In new ships the ventilation system shall be constructed so as to prevent or control the spread of disease.

(7) In ships having a certificate for European trade or unrestricted trade and navigating between 40° N and 40° S, the recreation rooms shall be fitted with an air-conditioning system which shall be dimensioned at least as follows:

a) At an outside temperature of +35°C with approx. 70% relative humidity, an inside temperature of +27°C with approx. 50% relative humidity shall be attainable. No more than 50% return air may be used.

b) The refrigeration machinery and air coolers of the system shall moreover be so adjusted that at an outside temperature of +28°C with approx. 80% relative humidity, an inside temperature of 24°C with approx. 50% humidity shall be attainable.

c) The requirements referred to in subparagraphs a) and b) shall be capable of being satisfied based on the quantity of fresh air set out in subsection (6) above.

(8) Ships having a certificate for a trade area in which an air-conditioning system is not required, shall be provided with mechanical ventilation.

(9) In ships of 200 gross tonnage or over, and in smaller ships engaged in greater trade than great coasting, the galley and provision rooms shall be provided with sufficient mechanical, adjustable ventilation, which shall be independent of other ventilation systems.

§ 12

Heating

(1) The accommodation shall be sufficiently heated so as to maintain a minimum temperature of +20°C at an outside temperature of -15°C in all recreation rooms.

(2) Heating systems shall be operational at all times when the crew is living or working on board.

(3) The heating shall be by means of hot water, warm air or electricity. In existing ships the heating may be by means of steam.

(4) In ships in which heating is provided by a stove, measures shall be taken to ensure that the stove is of sufficient size and is properly installed and shielded and that the air is not fouled. Radiators and other heating apparatus

shall be so shielded as to avoid risk of fire or danger or discomfort to the occupants.

(5) Oil stoves and portable stoves are not permitted.

§ 13

Lighting

(1) For existing ships category 2 the following shall apply:

a) With the exception of special arrangement as may be permitted in passenger ships in accordance with section 14 (2) d), sleeping rooms and mess rooms shall be properly lit by natural light and shall be provided with adequate artificial light.

b) All other crew accommodation shall be adequately lit. The minimum standard for natural lighting in living rooms shall be such as to permit a person with normal vision to read on a clear day an ordinary newspaper in any part of the space available for free movement. When it is not practically possible to locate recreation rooms so as to provide access to natural lighting, artificial lighting of the above minimum standard for natural light shall be provided.

c) In all ships electric light shall be provided in the crew accommodation. If there are not two independent sources of electricity for lighting, additional lighting shall be provided by lamps or lighting apparatus for emergency use.

d) Artificial lighting shall be so disposed as to give the maximum benefit to the occupants of the room.

e) In sleeping rooms an electric reading lamp shall be installed at the head of each berth.

(2) Existing ships category 1 and new ships shall in addition to the requirements of subsection (1) meet the following requirements:

a) In cases where it has been accepted that the accommodation is located so that the requirement for natural light through side scuttles in the ship's side cannot be satisfied, sufficient artificial light shall be provided.

b) For measurement of the average illumination in a room, all electric lights normally in use shall be turned on. When measuring the lighting all daylight shall be screened off. Measurements shall be made in the middle of the room and in all corners. Measurements shall be made 1 m above the floor.

c) When the ship is close inshore with persons on board or when traffic to and from the ship may be expected, artificial lighting shall be maintained by means of the ship's generator or by shore connection.

(3) The requirement for natural lighting is considered to be satisfied when the following conditions are met:

a) In sleeping rooms when the glass surface is 0.14 m^2 . If the sleeping room is fitted with two rectangular portholes, the total glass surface shall be at least 0.14 m^2 .

b) In mess rooms and day rooms a glass surface of at least 0.14 m^2 in each room, if relevant divided between two portholes.

(4) Artificial lighting shall satisfy the following conditions:

a) The average artificial lighting in each recreation room shall be at least 150 lux.

b) Sufficient lighting shall otherwise be arranged so that the necessary assignments and chores may be performed.

(5) In ships equipped with a generator connected only to the main engine, recreation rooms and corridors and stairways shall in addition be fitted with sufficient battery lighting (emergency lighting). The electrical lighting system shall be capable of being started when the crew lives or works on board.

§ 14

Sleeping rooms

(1) This provision applies when sleeping accommodation is required on board.

(2) For existing ships category 2 the following shall apply:

a) In ships of 100 gross tonnage or over, the master, chief engineer officer and chief mate shall each be provided with a separate sleeping room equipped with a washbasin having hot and cold drinking water.

b) The number of persons per sleeping room shall not exceed the following:

1. Officers in charge of a department, navigating and engineer officers in charge of a watch: One person per room.

2. Other officers: One person per room wherever possible, and in no case more than two.

3. Other crew members: In no case more than two persons per room.

4. In passenger ships of less than 3,000 gross tonnage, sleeping rooms for up to four persons is permitted.

c) The maximum number of persons to be accommodated in any sleeping room shall be indelibly and legibly marked in some place in the room where it can conveniently be seen.

d) In passenger ships of 3,000 gross tonnage or over where, due to the ship's construction, it is not possible to locate all sleeping rooms in such a way that they are lit by natural light, some sleeping rooms for two persons may be fitted with only artificial lighting.

e) There shall be a sufficient number of sleeping rooms to provide male and female crew members with separate sleeping rooms.

f) Catering crew should not share sleeping rooms with watch personnel.

(3) For existing ships category 1 the following requirements apply in addition to the requirements of subsection (1):

a) In ships other than passenger ships, where the size of the ship, the activity in which it is to be engaged and its layout make this reasonable and practicable, a separate sleeping room shall be provided for each crew member.

b) Where practicable in ships of 3,000 gross tonnage or over, the master, chief engineer officer and chief mate shall have, in addition to their sleeping rooms, an adjoining sitting room, day room or equivalent additional space.

c) In ships other than passenger ships of 5,000 gross tonnage or over, all sleeping rooms shall be equipped with a washbasin having hot and cold drinking water, except when such washbasin is located in a bathroom in accordance with section 20 (8) b) to d).

(4) For new ships the following requirements apply in addition to the requirements of subsections (1) and (2):

a) In ships other than passenger ships, a separate sleeping room shall be provided for each crew member. In the case of ships of less than 3,000 gross tonnage or special purpose ships, the Norwegian Maritime Authority may grant exemptions from this requirement after consultation with the company's and seafarers' organisations concerned. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

b) In ships of less than 3,000 gross tonnage other than passenger ships or special purpose ships, no more than two crew members per sleeping room shall be permitted. In special purpose ships more than four persons per sleeping room may be permitted.

c) The master, chief engineer officer and chief mate shall have, in addition to their sleeping rooms, an adjoining sitting room, day room or equivalent additional space. Consideration should be given to extending these facilities to the second engineer officer. In ships of less than 3,000 gross tonnage, the Norwegian Maritime Authority may grant exemptions from this requirement after consultation with the company's and seafarers' organisations concerned. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

d) All sleeping rooms, except in passenger ships, shall be equipped with a washbasin having hot and cold drinking water. This does not apply when there is such a washbasin in a private bathroom. In ships of less than 200 gross tonnage, the Norwegian Maritime Authority may grant exemptions from this requirement after consultation with the company's and seafarers' organisations concerned, and when it is reasonable based on the size of the ship and the number of persons on board.

§ 15

Requirements for the size of the accommodation

(1) For existing ships category 2 the following shall apply:

a) In cargo ships the floor area per person in sleeping rooms for one rating shall not be less than 3.50 m² in ships of less than 200 gross tonnage, and not less than 4.00 m² in ships of 200 gross tonnage or over.

b) In cargo ships the floor area per person in sleeping rooms for two ratings shall not be less than 2.50 m² in ships of less than 200 gross tonnage, and not less than 3.00 m² in ships of 200 gross tonnage or over.

c) In passenger ships the floor area per person in sleeping rooms for ratings shall not be less than 2.00 m² in ships of less than 200 gross tonnage, and not less than 3.00 m² in ships of 200 gross tonnage or over.

d) Reduced floor area may be accepted if an additional, separate day room is arranged, and the overall floor area is in accordance with the requirements for floor area of subparagraphs a) to c).

e) In sleeping rooms for officers, where there is no private lounge or day room, the floor area per person shall not be less than 4.50 m² in ships of less than 200 gross tonnage, and not less than 6.50 m² in ships of 200 gross tonnage or over.

(2) For existing ships category 1 the following shall apply in addition to the requirements of subsection (1):

a) In cargo ships the floor area per person in sleeping rooms intended for ratings shall not be less than

1. 3.75 m² in ships of 1,000 gross tonnage or over but less than 3,000 gross tonnage,
 2. 4.25 m² in ships of 3,000 gross tonnage or over but less than 10,000 gross tonnage,
 3. 4.75 m² in ships of 10,000 gross tonnage or over.
- b) In cargo ships the floor area per person in sleeping rooms intended for two ratings shall not be less than
1. 2.75 m² in ships of 1,000 gross tonnage or over but less than 3,000 gross tonnage,
 2. 3.25 m² in ships of 3,000 gross tonnage or over but less than 10,000 gross tonnage,
 3. 3.75 m² in ships of 10,000 gross tonnage or over.
- c) In passenger ships of 1,000 gross tonnage or over but less than 3,000 gross tonnage, the floor area in sleeping rooms intended for ratings shall not be less than 2.35 m² per person.
- d) In passenger ships of 3,000 gross tonnage or over, the floor area in sleeping rooms intended for ratings shall be
1. 3.5 m² in rooms intended for one person,
 2. 6.00 m² in rooms intended for two persons,
 3. 9.00 m² in rooms intended for three persons,
 4. 12.00 m² in rooms intended for four persons,
- e) Reduced floor area may be accepted if an additional, separate day room is arranged, and the overall floor area is in accordance with the requirements for floor area in subparagraphs a) to d).
- f) In sleeping rooms for officers, where no private sitting room or day room is provided, the floor area per person shall not be less than 6.50 m² in ships of less than 3,000 gross tonnage, and not less than 7.5 m² in ships of 3,000 gross tonnage or over.
- (3) For new ships the following shall apply in addition to the requirements of subsections (1) and (2):
- a) In single berth sleeping rooms for crew the floor area shall not be less than
1. 4.5 m² in ships of less than 3,000 gross tonnage,
 2. 5.5 m² in ships of 3,000 gross tonnage or over but less than 10,000 gross tonnage,
 3. 7 m² in ships of 10,000 gross tonnage or over.
- b) In ships of less than 200 gross tonnage, the Norwegian Maritime Authority may grant exemptions from the requirement to floor area of subparagraph a) after consultation with the company's and seafarers' organisations concerned, and when it is reasonable based on the size of the ship and the number of persons on board.
- c) In order to provide single berth sleeping rooms on ships of less than 3,000 gross tonnage, passenger ships and special purpose ships, the Norwegian Maritime Authority may allow a floor area smaller than prescribed in subparagraph a). There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.
- d) In ships of less than 3,000 gross tonnage other than passenger ships or special purpose ships, sleeping rooms may be occupied by a maximum of two crew members; the floor area of such sleeping room shall not be less than 7 m². In ships of less than 200 gross tonnage, the

Norwegian Maritime Authority may grant exemptions from this requirement to floor area after consultation with the company's and seafarers' organisations concerned, and when it is reasonable based on the size of the ship and the number of persons on board.

e) In passenger ships and special purpose ships the floor area in sleeping rooms for crew members not performing the duties of ships' officers, shall not be less than

1. 7.5 m² in rooms accommodating two persons,
2. 11.5 m² in rooms accommodating three persons,
3. 14.5 m² in rooms accommodating four persons.

f) In ships of less than 200 gross tonnage, the Norwegian Maritime Authority may grant exemptions from the requirement to floor area of subparagraph e) after consultation with the company's and seafarers' organisations concerned, and when it is reasonable based on the size of the ship and the number of persons on board.

g) In special purpose ships where there are four persons per sleeping room, the floor area shall not be less than 3.6 m² per person. In ships of less than 200 gross tonnage, the Norwegian Maritime Authority may grant exemptions from this requirement to floor area after consultation with the company's and seafarers' organisations concerned, and when it is reasonable based on the size of the ship and the number of persons on board.

h) In ships other than passenger ships and special purpose ships, sleeping rooms for persons serving as officers, where no private sitting room or day room is provided, shall not be less than

1. 7.5 m² in ships of less than 3,000 gross tonnage,
2. 8.5 m² in ships of 3,000 gross tonnage or over but less than 10,000 gross tonnage,
3. 10 m² in ships of 10,000 gross tonnage or over.

i) In ships of less than 200 gross tonnage, the Norwegian Maritime Authority may grant exemptions from the requirement to floor area of subparagraph h) after consultation with the company's and seafarers' organisations concerned, and when it is reasonable based on the size of the ship and the number of persons on board.

j) In passenger ships and special purpose ships, the floor area for persons serving as officers, where no private sitting room or day room is provided, shall not be less than 8.5 m² for officers in charge of a department, and not less than 7.5 m² per person for other officers. In ships of less than 200 gross tonnage, the Norwegian Maritime Authority may grant exemptions from this requirement to floor area after consultation with the company's and seafarers' organisations concerned, and when it is reasonable based on the size of the ship and the number of persons on board.

(4) Space occupied by berths and lockers, chests of drawers and seats shall be included in the measurement of the floor area. Small or irregularly shaped spaces which do not add effectively to the space available for free movement and cannot be used for installing furniture, shall be excluded, cf. also section 8 (1) and (2) if a shift schedule for the crew has been established. The distance from the edge of a berth to the opposite bulkhead shall be an average of not less than 700 mm.

(5) Water closets/bathrooms should preferably be located in conjunction with each individual sleeping room, or so that no more than two sleeping rooms

for ratings have access to one common water closet/bathroom, cf. section 9 (8) and section 22.

§ 16

Berths

- (1) This provision applies when sleeping accommodation is required on board.
- (2) A separate berth for each crew member shall be provided. In sleeping rooms for one person in ships of less than 1,000 gross tonnage, combined berths and sofas are permitted provided that a drawer or similar compartment for bedding is fitted beneath the berth.
- (3) In existing ships category 2 the minimum inside dimensions of a berth shall be at least 1,900 mm by 680 mm. In existing ships category 1 and new ships the minimum inside dimensions of a berth shall be at least 1,980 mm by 800 mm.
- (4) Berths shall not be placed side by side in such a way that access to one berth can be achieved only over another.
- (5) Berths shall not be arranged in tiers of more than two; in the case of berths placed along the ship's side, there shall be only a single tier where a side scuttle is situated above a berth.
- (6) The lower berth in a double tier shall not be less than 300 mm above the floor, and the upper berth shall be placed approximately midway between the bottom of the lower berth and the lower side of the deckhead beams.
- (7) The framework and the lee-board, if any, of a berth shall be of approved material which is hard and smooth.
- (8) If tubular frames are used for the construction of berths, they shall be without perforations which could give access to vermin.
- (9) Each berth shall be fitted with a spring bottom or a spring mattress, and with a mattress of approved material.
- (10) When one berth is placed over another, a dust-proof bottom of wood, canvas or other suitable material shall be fitted beneath the spring bottom of the upper berth.
- (11) Berths in sleeping rooms for two persons shall be provided with draw curtains.

§ 17

Furnishings and other equipment in sleeping rooms

- (1) Sleeping rooms shall be so planned and equipped as to ensure reasonable comfort for the occupants and to facilitate tidiness.
- (2) The furnishings shall include a clothes locker for each occupant as follows:
 - a) In existing ships the clothes lockers shall not be less than 1,520 mm in height and of a cross-section area of 19.30 dm², and shall be fitted with a shelf and a hasp for a padlock. The padlock shall be provided by the occupant. The drawer or equivalent space for each occupant shall not be less than 0.56 m².
 - b) In new ships the volume of the clothes lockers shall not be less than 475 litres. In addition there shall be drawer or equivalent space with a volume of at least 56 litres. If the drawer is incorporated in the clothes locker, the combined minimum volume of the clothes locker shall be 500 litres. The clothes locker shall be fitted with a shelf and be lockable.

(3) The furnishings shall be of smooth, hard material not liable to warp or corrode.

(4) The furnishings shall include a table which can also be used as a desk, which may be of the fixed, drop-leaf or slide-out type, and with comfortable seating accommodation for at least one person more than the room is intended for.

(5) The furnishings shall include a mirror, small cabinets or drawers for toilet requisites, a bookcase and coat hooks. Mirrors and cabinets for toilet requisites may be located in a bathroom in conjunction with the sleeping room. Windows and side scuttles shall be provided with curtains.

(6) A lockable locker for each person, with hooks for work clothes, oil skins, rubber boots, etc. shall be provided in the vicinity of the sleeping room, but not in the sleeping room. The lockers may be arranged in conjunction with a changing room for the crew. Lockers shall have sufficient ventilation openings.

§ 18

Mess rooms, day rooms, etc.

(1) The crew shall have a separate mess room. Mess rooms shall be equipped and furnished with tables and approved seats sufficient for the number of persons likely to use them at any one time.

(2) In passenger ships the number of seats shall be at least equal to half the total cabin capacity. A mess room need not be arranged for those crew members who can have their meals in the passengers' mess room.

(3) Mess rooms shall be located apart from the sleeping rooms and as close as practicable to the galley. In ships of less than 3,000 gross tonnage the Norwegian Maritime Authority may grant exemptions from this requirement after consultation with the company's and seafarers' organisations concerned. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(4) Where available pantries are not accessible to mess rooms, adequate lockers for mess utensils and proper facilities for washing utensils shall be provided.

(5) The tops of tables and seats shall be of damp-resistant material, without cracks and capable of being easily cleaned.

(6) The floor area in mess rooms shall not be less than 1.00 m² per person unless a restaurant is provided.

(7) Ships of 200 gross tonnage or over shall be provided with facilities for hot beverages and cold drinking water.

(8) Mess rooms in ships of less than 500 gross tonnage may be dimensioned, furnished and equipped so as to be suitable as day rooms. The floor area in combined day rooms and mess rooms shall not be less than 2 m² for each person the room is intended for.

(9) Ships of 500 gross tonnage or over shall be provided with at least one separate day room.

(10) In existing ships of 3,000 gross tonnage or over separate offices or a common ship's office for use by deck and engine departments shall be provided.

(11) In new ships separate offices or one common ship's office for use by deck and engine departments shall be provided. In ships of less than 3,000

gross tonnage the Norwegian Maritime Authority may grant exemptions from this requirement after consultation with the company's and seafarers' organisations concerned. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(12) For existing ships category 1 the following requirements apply in addition to the requirements of subsections (1) to (10):

a) The crew shall have recreation accommodation which is conveniently situated and appropriately furnished.

b) Furnishings for recreation accommodation shall as a minimum include a bookcase and facilities for reading and writing and, where practicable, games.

c) In ships of 8,000 gross tonnage or over, a room or a library in which films or television may be shown, and a hobby and games room shall be provided. Consideration shall be given to the provision of a swimming pool.

d) In connection with the planning of recreation accommodation, consideration shall be given to the provision of a canteen.

(13) For new ships the following requirements shall apply in addition to the requirements of subsections 9, 11 and 12:

a) Recreational facilities on board shall be reviewed frequently to ensure that they are appropriate in the light of changes in the needs of the crew, resulting from technical, operational and other developments in the maritime industry.

b) Consideration shall also be given to including the following facilities at no cost for the crew, where practicable:

1. television viewing and the reception of radio broadcasts,
2. sports equipment including exercise equipment, table games and deck games,
3. swimming pool,
4. a library containing vocational and other books, the stock of which should be adequate for the duration of the voyage and changed at reasonable intervals,
5. facilities for recreational handicrafts,
6. electronic equipment such as a radio, television, video recorders, DVD/CD player and personal computer with software,
7. reasonable access to ship-to-shore telecommunications, and e-mail and Internet facilities, where available, with any charges for the use of these services being reasonable in amount.

d) Every effort should be given to ensuring that the forwarding of mail to the crew is as reliably and expeditious as possible. Efforts shall also be considered for avoiding persons working on board being required to pay additional postage when mail has to be readdressed owing to circumstances beyond their control.

e) Measures shall be considered to ensure, subject to any applicable national or international laws or regulations, that whenever possible and reasonable the crew is expeditiously granted permission to have their partner, relatives and friends as visitors on board their ship when in port. Such measures shall meet any concerns for security clearances.

f) Consideration shall be given to the possibility of allowing the crew to be accompanied by their partners on occasional voyages where this is practicable and reasonable. Such partners shall carry adequate insurance

cover against accident and illness, and the company should give every assistance to the crew members to effect such insurance.

§ 19

Access to open deck

The crew shall have access to one or more open deck areas. The size of such areas shall be in proportion to the size of the ship and crew, though in cargo ships not less than 3 m² per person. The total area need not exceed 40 m².

§ 20

Bathrooms etc.

(1) Each group of the crew shall be provided with at least one tub or shower for every eight persons or less, and one washbasin for every six person or less, where facilities are not provided on board in accordance with subsection (8) b) to d).

(2) In existing ships, consideration may be given by the Norwegian Maritime Authority to special arrangements or a reduction in the number of facilities required when the total number of the crew exceeds 100 and in passenger ships normally engaged on voyages of not more than four hours' duration. The same applies to new passenger ships normally engaged on voyages of not more than four hours' duration.

(3) Cold drinking water and hot drinking water or means of heating drinking water shall be available in all communal wash places.

(4) Washbasins, showers and tubs shall be of adequate size and constructed of approved material with a smooth surface not liable to crack, flake or corrode.

(5) Ships of less than 200 gross tonnage shall be provided with at least one communal bathroom. Ships of 200 gross tonnage or over shall be provided with separate bathrooms for the master, chief engineer officer and chief mate. Passenger ships of 2,500 gross tonnage or over shall be provided with separate bathrooms for the catering crew.

(6) Male and female crew members shall have access to separate bathrooms. Bathrooms shall be provided with hot and cold drinking water.

(7) In cases where the ship is provided with a sauna-bath, the door shall open outwards, and shall be capable of being opened from either side. The door and door frame shall be slanted to prevent the door from being jammed. The sauna shall be provided with an alarm connected to an alarm bell in the corridor outside cabins/sleeping rooms and on the bridge.

(8) Existing ships category 1 and new ships shall in addition meet the following requirements:

a) Each group of the crew shall be provided with at least one washbasin, and one tub or shower for every six person or less, where facilities are not provided on board in accordance with subparagraphs b) to d).

b) In ships of 5,000 gross tonnage or over but less than 15,000 gross tonnage, individual sleeping rooms for at least five officers shall have attached to them a separate private bathroom fitted with a water closet as well as a tub or shower and a washbasin having hot and cold drinking water. The washbasin may be situated in the sleeping room. In addition, in ships of 10,000 gross tonnage or over but less than 15,000 gross tonnage, the

sleeping rooms of all other officers shall have private or intercommunicating bathrooms similarly fitted.

c) In ships of 15,000 gross tonnage or over, individual sleeping rooms for officers shall have attached to them a separate private bathroom fitted with a water closet as well as a tub or shower and a washbasin having hot and cold drinking water. The washbasin may be situated in the sleeping room.

d) In ships of 25,000 gross tonnage or over, other than passenger ships, a bathroom for every two ratings shall be provided, either in an intercommunicating compartment between adjoining sleeping rooms or opposite the entrance of such rooms, which shall be fitted with a water closet as well as a tub or shower and a washbasin having hot and cold drinking water.

(9) For existing ships category 1 of 1,600 gross tonnage or over, and new ships, other than ships in which private sleeping rooms and private bathrooms are provided for all engine department personnel, facilities for changing clothes shall be provided, which shall be

- a) located outside the machinery space but with easy access to it, and
- b) fitted with tubs or showers and washbasins having hot and cold drinking water.

§ 21

Washing and drying rooms for clothes

(1) Existing ships of 50 gross tonnage or over shall have facilities for the necessary washing and drying of clothes. If no special washing machine has been provided for the use of the crew, and no special washing room for clothes has been arranged, the washing room shall be fitted with sinks for washing clothes with an adequate supply of cold drinking water as well as hot drinking water or means of heating drinking water. Drying rooms shall be well ventilated and heated, located apart from sleeping rooms and mess rooms, and equipped with clothes lines or other fittings for hanging clothes.

(2) Existing ships category 1 shall in addition be provided with drying machines as well as irons and ironing boards or their equivalent.

(3) New ships shall be provided with facilities in accordance with subsections (1) and (2). In ships of less than 50 gross tonnage, the Norwegian Maritime Authority may grant exemptions from this requirement after consultation with the company's and seafarers' organisations concerned, and when it is reasonable based on the size of the ship and the number of persons on board.

§ 22

Water closets

(1) The number of water closets shall not be less than

- a) in ships of less than 100 gross tonnage: 1 water closet,
- b) in ships of 100 gross tonnage or over but less than 500 gross tonnage: 2 water closets,
- c) in ships of 500 gross tonnage or over: 1 water closet for every five persons.

(2) If there are more than 50 persons on board of the same sex, there shall be 1 water closet for every 25 persons exceeding the 50 persons.

(3) Male and female crew members shall have access to separate water closets.

(4) Ships of 1,000 gross tonnage or over shall also be provided with a separate room with a water closet and washbasin having hot and cold drinking water for persons who do not live on board (cargo-handling workers etc.).

(5) Water closets and washbasins having hot and cold drinking water shall be located within easy access of the navigating bridge, machinery space, control room, radio room and galley.

(6) If there is more than one water closet in a room or if water closets are located in communal wash rooms or bathrooms, the water closets shall be adequately screened and fitted with doors. The toilet bowls shall be equipped with seats and an effective flushing system.

(7) Drains from water closets shall be in accordance with the regulations in force.

(8) In existing ships, consideration may be given by the Norwegian Maritime Authority to special arrangements or a reduction in the number of facilities required when the total number of the crew exceeds 100 and in passenger ships normally engaged on voyages of not more than four hours' duration. The same applies to new passenger ships normally engaged on voyages of not more than four hours' duration.

§ 23

Hospital accommodation

(1) In ships with a crew of 15 or more and engaged in a voyage of more than three days' duration, separate hospital accommodation shall be provided. The Norwegian Maritime Authority may grant exemptions from this requirement for ships engaged in coastal trade or smaller trade areas.

(2) The arrangement of the entrance, berths, lighting, ventilation, heating and water supply shall be designed to ensure the comfort of and facilitate the treatment of the patients.

(3) The number of berths required in the hospital accommodation shall be prescribed by the Norwegian Maritime Authority.

(4) A water closet for the exclusive use of the patients in the hospital accommodation shall be provided, either as part of the hospital accommodation or in close proximity thereto.

(5) Hospital accommodation shall be used exclusively for medical purposes.

(6) Reference is otherwise made to the regulations currently in force regarding medical supplies, etc. on board ship.

§ 24

Size of the galley, equipment, etc.

(1) The layout, construction and design of the galley shall be appropriate to the size of the ship and the number of persons on board, ensuring the standard of quality and hygiene of the product. The quality of the galley and its furnishings shall be such as to ensure satisfactory cooking conditions at all times, so that adequate, varied and nutritious meals can be prepared and served in hygienic conditions.

(2) The size and furnishings of the galley in passenger ships shall be approved in consultation with the Norwegian Food Safety Authority.

- (3) The galley shall be arranged with adequate equipment for preparing food, and for keeping the galley and its equipment hygienic and clean.
- (4) Appropriate cupboards and shelves shall be provided for utensils, etc. Cleaning equipment shall be kept in a separate closet.
- (5) The galley shall be provided with a separate slop sink and an arrangement for placing/disposal of garbage in accordance with the regulations in force.
- (6) The galley shall be provided with a washbasin having hot and cold drinking water for hand washing. A slop sink in accordance with subsection (5) may replace a washbasin for hand washing, under the condition that the tap on the slop sink is equipped with a sensor for non-contacting operation or a long handle that can be operated with the elbows.
- (7) The galley shall be provided with at least two dish-washing sinks having hot and cold drinking water. Where a separate room for the washing-up of mess gear is provided, cf. section 10 (2) n), at least two dish-washing sinks having hot and cold drinking water shall be provided in the dish-washing section, and in the galley at least one dish-washing sink having hot and cold drinking water. One of the dish-washing sinks may be replaced by a dish-washing machine that satisfies the requirements of subsection (8).
- (8) Cargo ships with more than 15 persons on board, and passenger ships with food service for passengers, shall be provided with a dish-washing machine satisfying the requirements of the Hygiene Regulations for the production and serving, etc. of foodstuffs. Instructions for the cleaning and maintenance of the machine shall be displayed beside the machine, cf. Regulations of 22 December 2008 No. 1623 concerning food hygiene.
- (9) Frequent documented inspections shall be carried out on board with respect to galley equipment and other equipment for the preparation and service of meals. The inspections shall ensure compliance with the requirements of subsection (1) to (8).

§ 25

Provision rooms, cold store and freezer rooms

- (1) Provision rooms shall have an appropriate location, size and functional furnishings for the storage of provision. The rooms shall be arranged so that goods cannot be stored directly on the floor.
- (2) All ships engaged in trade areas requiring provisions to be refrigerated and frozen shall be provided with refrigerators and freezers or freezer rooms. The temperature shall not exceed 4°C in refrigerators and be minimum -18°C in freezer rooms in all climatic conditions.
- (3) Doors to cold store and freezer rooms shall be capable of being opened from either side. Where cold store and freezer rooms are large enough for personnel to enter, an alarm system shall be provided from these rooms to the galley and other locations normally manned. It shall be possible to read the temperature from the outside.
- (4) Frequent documented inspections shall be carried out on board with respect to all spaces and equipment used for storage. The inspections shall ensure compliance with the requirements of subsections (1) to (3).

§ 26

Diet, etc.

(1) The diet shall be satisfactory with regard to health, and to the greatest extent possible composed according to diet standards given by the Norwegian National Nutrition Council.

(2) The preparation and service of food shall be carried out with proper consideration to hygiene.

(3) Fresh milk shall be obtained where hygienic conditions are safe. Recombined milk shall be manufactured from milk products.

§ 27

Special diet by arrangement

Ships having crew members of different nationalities with special customs may prepare special diets according to an agreement between the company's and seafarers' organisations concerned.

§ 28

Diet responsibility

(1) The food and drinking supplies shall be suitable in respect of quantity, nutritive value, quality and variety. This shall be in proportion to the size of the crew, their religious needs and cultural customs with regard to food, and the duration and nature of the voyage. The provisions shall be stored properly.

(2) Frequent documented inspections of supplies and the handling of food on board shall be carried out. The inspections shall ensure compliance with the requirements of subsection (1). Reference is also made to section 33 (7) concerning the keeping of deck log book.

§ 29

Manuals, etc.

Appropriate manuals, brochures, wall charts, etc. regarding nutrition and the purchase, storage, preparation and service of food shall be provided on board.

§ 30

Drinking water

(1) Drinking water shall be provided on board in a sufficient quantity.

(2) The drinking water on board shall meet the quality requirements of the Ministry of Health and Care Services' Drinking Water Regulations of 4 December 2001 No. 1372.

(3) A written procedure for the treatment of drinking water on board shall be established.

(4) A person responsible for sampling shall be designated in the ship's written procedure for drinking water. The test equipment being used must be able to detect whether the threshold values in the Drinking Water Regulations have been exceeded. The person responsible for sampling must be familiar with how to use the test equipment. A record must be kept on when and how the tests were carried out and what the results were. Reference is also made to section 33 (7) concerning the keeping of deck log book.

(5) The Ministry of Health and Care Services may issue more detailed regulations concerning requirements for, and inspection of, drinking water systems to be complied with.

§ 31

Precautions in the event of the outbreak of disease caused by foodstuffs or drinking water

(1) If serious disease is assumed to have been caused by the hygienic or nutritional condition of provisions or drinking water, it shall be considered whether the ship should proceed to a port. Samples of food and drinking water assumed to have caused disease shall be kept refrigerated or frozen in clean and properly closed containers. The samples shall be brought to a competent laboratory for further analysis as soon as possible.

(2) A written report shall be sent to the Norwegian Maritime Authority and the Norwegian Board of Health Supervision. The report shall include the entries made in the deck log book regarding the disease, specifying the assumed cause and the measures taken to prevent the spread of the disease and to treat/nurse the sick person(s).

Chapter 4 Cleaning, etc.

§ 32

General cleaning, etc. in the galley

(1) Glassware, crockery and cutlery shall be cleaned and stored in a hygienically proper manner. Cleaning of the galley and adjoining rooms shall be thorough. Floors, work tops, dish-washing sinks, rubbish chutes and slop sinks shall be properly washed at least once per day. A thorough, all-out cleaning shall be carried out as often as necessary and at least 3 times per year.

(2) Painted parts of the galley and its furnishings shall be painted when necessary. The Norwegian Maritime Authority, or whoever is authorised by the Authority, may impose recommendations for this to be done.

(3) Waste food and other rubbish shall be removed at least twice per day, and shall be kept in closed containers.

(4) Disposal of garbage shall be carried out in accordance with the regulations currently in force concerning disposal of garbage, etc. When close inshore, garbage shall be disposed of in accordance with the requirements of the local authorities and according to the provisions of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).

(5) Spraying with insecticides shall be done only when protection cannot be obtained by other means.

(6) In order to maintain a safe standard of hygiene, persons working in the galley shall wear clean working clothes and white head-dress. Hands shall be washed thoroughly and frequently, and if necessary hands shall be disinfected after being washed.

(7) Persons suffering from contagious disease or other infection and similar, which is likely to be transferred by foodstuffs, may participate in work with such foodstuffs only if it is possible to obtain protection against the transfer of infection.

§ 33

Cleaning and maintenance of crew accommodation, etc.

- (1) Crew accommodation shall be maintained in a clean and decently habitable condition and shall be kept free of goods and stores not the personal property of the occupants.
- (2) Recreation rooms shall be cleaned and aired daily.
- (3) A thorough, all-out cleaning of all recreation rooms and other rooms for the crew, and of corridors and stairways leading to such rooms, shall be carried out after the ship has been laid up and after a stay in a yard, nevertheless at least 3 times per year, and otherwise when circumstances such as contagious disease so require. A thorough, all-out cleaning shall consist of washing ceilings, walls, floors and all washable furniture with hot water and detergent. Sleeping rooms shall undergo a thorough cleaning when taken over by new occupants. Bedding shall be changed and mattresses aired.
- (4) In ships purchased from abroad and which are not newbuildings, all rooms intended for the use of the crew shall be disinfected and cleaned before use.
- (5) The company shall supply the crew with clean bedding, towels, soap and toilet paper, in addition to mess utensils, which shall be for use on board during service on the ship. The crew members are responsible for their return at times specified by the master, and on completion of service in the ship. Bedding shall be of good quality, and plates, cups and other mess utensils shall be easily cleaned.
- (6) Frequent inspections shall be carried out on board to ensure that crew accommodation is clean, decently habitable and in good condition. The results from each such inspection shall be recorded and be available for review.
- (7) Entries shall be made in the deck log book regarding drinking water and provisions, as set out in the regulations currently in force concerning the form and keeping of log books and control registers.

§ 34

Various equipment

- (1) Recreation accommodation, conveniently situated and appropriately furnished, shall be provided for the crew. Where this is not provided separately from the mess rooms, the latter shall be planned, furnished and equipped to give recreational facilities.
- (2) Ships operating in tropical waters or other waters infested with insects shall be provided with protection of crew accommodation by insect screens over side scuttles, air pipes, air inlets for the mechanical ventilation system and doors to open decks. Air-conditioned accommodation need to be fitted with insect screens only in the exit doors to corridors.
- (3) Ships operating in tropical waters or in the Persian Gulf shall be fitted with awnings/sun shades above open decks, above crew accommodation and above recreation places on deck. Awnings/sun shades may be dispensed with above air-conditioned accommodation.

§ 35

Crew with different national habits and customs

- (1) In existing ships where the crew is composed of persons of different national habits and customs, the Norwegian Maritime Authority or whoever is

authorised by the Authority may permit these facts to be taken into account for the purpose of arranging the accommodation, and may in particular make special arrangements concerning the number of persons occupying sleeping rooms and concerning mess room and sanitary facilities.

(2) In new ships the Norwegian Maritime Authority may, after consultation with the company's and seafarers' organisations concerned, permit fairly applied variations of the accommodation for persons described in subsection (1). The deviations shall not result in overall facilities less favourable than those which would result from the application of these regulations.

(3) In ships in which the crew in any department are persons of widely different national habits and customs, separate and appropriate sleeping and living accommodation shall be provided as may be necessary to meet the requirements of the different groups.

(4) Hospital, dining, bathing and sanitary facilities shall be provided on a standard, in regard to their quantity and practical usefulness, which is equal or comparable to accommodation facilities on board other Norwegian ships of similar type.

(5) If the requirements are modified according to subsection (1) or (2), the minimum dimensions for the floor area in the sleeping rooms shall be

a) 1.67 m² per person on ships of 3,000 gross tonnage or less,

b) 1.85 m² per person on ships of more than 3,000 gross tonnage.

(6) Sleeping rooms shall in no case be located forward of the collision bulkhead.

Chapter 5

Final provisions

§ 36

Entry into force, etc.

(1) These Regulations enter into force on 1 November 1992.

(2) As from the same date the Regulation of 15 May 1987 No. 400 on the location, etc. of accommodation and on the catering service for, among other, ship crews, is repealed in respect of

a) ships and barges the keel of which was laid or which were at a similar stage of construction on or after 1 November 1992, and

b) ships and barges of 500 gross tonnage or over, the keel of which was laid or which were at a similar stage of construction before 1 November 1992.

(3) For ships of between 50 and 500 gross tonnage and similar barges, the keel of which was laid, or which were at a similar stage of construction before 1 November 1992, the regulations in force at the time of the construction of the ship still apply, with any subsequent amendments made applicable to existing ships and barges.

II

Entry into force

These amendments enter into force on 20 August 2013.