

# **Regulations of 21 April 2017 No. 515 on accommodation, recreational facilities, food and catering on ships**

Laid down by the Norwegian Maritime Authority on 21 April 2017 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 6, 9, 21, 22, 25, 26, 28a, 29, 30, 43 and 47, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.

## **Chapter 1    Introductory provisions**

### Section 1    *Scope of application*

(1) The Regulations apply to accommodation, recreational facilities, food and catering for the persons working on board Norwegian:

- a) passenger ships;
- b) cargo ships;
- c) barges which due to their operation have personnel on board carrying out operations other than operations related to mooring or preparation for towing.

(2) The Regulations do not apply to ships covered by the Regulations of 17 June 2014 No. 768 on special rules for protected or historical ships carrying more than 12 passengers.

### Section 2    *New requirements for ships constructed before 1 November 1992*

(1) Ships of between 50 and 500 gross tonnage, the keel of which was laid or which were at a similar stage of construction before 1 November 1992, may be ordered to comply with the provisions of these Regulations in the event of:

- a) conversion;
- b) major repairs affecting the accommodation;
- c) insufficient accommodation.

(2) A decision on orders pursuant to the first paragraph may be taken only after a specific assessment of the safety on board, based on the ship's general structural design, equipment, arrangement and condition of the ship.

### Section 3    *Definitions*

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

- a) "Drinking water": Water intended for drinking, cooking and personal hygiene;
- b) "Rest rooms": Break rooms for use only by the persons working on board;
- c) "Accommodation": Recreation rooms, sleeping rooms, offices, radio rooms, corridors, sanitary rooms, hospital accommodation, galleys, provision rooms, cold store and freezer rooms, rest rooms, etc.;
- d) "Officer": Officers other than the master, who are designated as such pursuant to the Regulations currently in force on qualifications and certificates for seafarers, and who hold such positions on board;
- e) "Recreation rooms": Halls, mess rooms, lounges, day rooms and similar permanently enclosed spaces;
- f) "Special purpose ships": Cargo ships certified pursuant to the IMO Code of Safety for Special Purpose Ships.

## **Chapter 2    General provisions on documentation and accommodation**

### Section 4    *Scope of application for chapter 2*

Sections 5 to 16 apply to ships:

- a) the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013;

- b) of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 20 August 2013.

#### Section 5 *Addressee and deadlines for documentation*

- (1) For ships required to have a certificate issued by the Norwegian Maritime Authority, drawings and other relevant documentation shall be submitted to the Norwegian Maritime Authority.
- (2) For ships required to have a certificate issued by a recognised classification society, drawings and other relevant documentation shall be submitted to the classification society concerned.
- (3) For ships required to have vessel instructions issued by an approved company, drawings and other relevant documentation shall be submitted to the company concerned.
- (4) Where the Norwegian Maritime Authority has not laid down specified deadlines for the submission of documentation, drawings and other documentation shall be submitted as early as possible after the notification of a newbuilding has been sent, or as soon as possible after a decision is made regarding a conversion or major repair affecting the accommodation.

#### Section 6 *Requirements for documentation*

- (1) In order to document that the requirements of these Regulations have been satisfied, the company shall submit the following documentation for newbuildings:
- a) general arrangement drawing in plane and profile;
  - b) scaled accommodation drawings that clearly show the location of the accommodation and the area of sleeping rooms, recreation rooms and areas on the open deck to which the persons working on board have access, as well as size of berths and lockers in sleeping rooms;
  - c) drawing of the accommodation ventilation arrangement, with accompanying description of the main technical data of the system. The heating and cooling capacity of air condition systems shall be specified.
- (2) Where major alterations are to be made to the accommodation, drawings of the intended alterations shall be submitted pursuant to the first paragraph. In the case of minor modifications, it is sufficient to submit a general arrangement drawing and drawings of the modification to be made.

#### Section 7 *General requirements for accommodation*

- (1) The persons working on board shall have access to accommodation in accordance with these Regulations. For barges, the Norwegian Maritime Authority will lay down requirements for the accommodation in each individual case, depending on the barge's manning, trade area, construction and operational conditions.
- (2) For cargo ships of less than 500 gross tonnage and passenger ships, where the working hours arrangement is such that the rest periods are effected ashore outside of own residences, the sleeping rooms, day rooms, galley, mess rooms, toilets and bathrooms shall be arranged in one location ashore. Accommodation that is arranged in one location ashore shall satisfy the standard as required by these Regulations with regard to number, size, outfitting, ventilation, heating and lighting. Even if the rest periods are effected ashore, there shall be rest rooms and toilets on board.
- (3) Rest rooms pursuant to the second paragraph shall have facilities for heating food and space for eating for the number of persons likely to use the room at any one time. On cargo ships, the rest room shall in addition have space for sleeping for all persons working on board.

(4) For passenger ships, rest rooms pursuant to the second paragraph may be arranged ashore instead of on board the ship if the persons working on board have a working hours arrangement making it possible to take breaks ashore during their working hours.

(5) The Norwegian Maritime Authority may upon written application from the company exempt ships of less than 15 metres in overall length from the requirements of the third paragraph.

(6) In connection with construction and conversion, the company shall submit information to the Norwegian Maritime Authority regarding where rest period will be effected, before accommodation facilities are arranged ashore in accordance with the second and fourth paragraphs. If rest rooms are arranged ashore in accordance with the fourth paragraph, the company shall also include information about where breaks will be effected during working hours, along with the time for and duration of breaks. For passenger ships engaged on a regular service, the company shall in addition include the ship's timetable.

#### Section 8 *Location of the accommodation on the ship*

(1) The location, structure and arrangement of and means of access to the accommodation shall provide protection against weather and sea, and isolate against heat, cold, undue noise and effluvia from other parts of the ship.

(2) The accommodation shall not be located forward of the collision bulkhead. For ships not required to have a collision bulkhead, sleeping rooms and recreation rooms shall not be located forward of 0.05L (m) from the forward perpendicular.

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

(4) The floor in the accommodation shall be situated above the summer load line mark.

(5) For passenger ships of 50 gross tonnage and upwards, the Norwegian Maritime Authority may upon written application from the company allow the accommodation to be placed so that the floor in the accommodation is up to 1 metre below the summer load line mark in Small Coasting and greater trade areas, and up to 1.20 metres below the summer load line mark in trade areas smaller than Small Coasting.

(6) On cargo ships of less than 500 gross tonnage in trade area Small Coasting or lesser trade areas, the Norwegian Maritime Authority allows the floor of the accommodation to be placed up to 2 metres below the summer load line mark, when the accommodation has:

- a) two escape routes available at all times;
- b) a sufficient number of bilge alarms having an intensity of sound capable of waking up sleeping personnel in the event of water ingress.

(7) On 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 very noisy areas.

(8) Sanitary rooms shall be located in close proximity to the sleeping rooms.

(9) A door from a sleeping room for two persons to a bathroom is permitted if the bathroom is intended only for that sleeping room. Doors from two sleeping rooms to a bathroom is permitted if both sleeping rooms are single rooms and the bathroom is intended only for the occupants of these sleeping rooms.

(10) Hospital accommodation shall be arranged so that it is easily accessible with a stretcher, and shall be located as far away as possible from sources of noise, such as machinery spaces, propellers, bow propellers, etc.

(11) Galleys, provision rooms and cold store and freezer rooms shall have an appropriate location. The galley shall be located so that there is appropriate access to the mess rooms, and as near as practicable to the store rooms. The store rooms shall be located so that the

provisions do not become contaminated or spoiled as a result of condensation, strong heat, pollution or vermin, etc.

## Section 9 *Ventilation*

- (1) Sleeping rooms and mess rooms shall be adequately ventilated. The ventilation system shall be adjustable in order to ensure satisfactory air conditions and a sufficiency of air movement in all conditions of weather and climate. On ships constructed on or after 20 August 2013, the ventilation system shall in addition be constructed so as to prevent or control the spread of disease.
- (2) Accommodation situated immediately above fuel oil tanks shall be provided with mechanical ventilation directly to the open air.
- (3) Sanitary rooms and laundry and drying rooms shall be provided with mechanical ventilation directly to the open air, independently of any other parts of the accommodation.
- (4) Hospital accommodation shall be provided with extract directly to the open air, independently of any other extract ducts. The requirement also applies to natural ventilation.
- (5) The capacity of the ventilation system shall be sufficient to supply every room in the accommodation with at least 30 m<sup>3</sup> of fresh air per person per hour. Radio rooms shall have at least 10 air exchanges per hour.
- (6) Ventilation air inlets and outlets shall be adjustable. Outlets from sleeping rooms to corridors shall be fitted with a sound trap. The same applies to other rooms where it is necessary to reduce noise.
- (7) It shall be possible to shut off the ventilation air in sleeping rooms and recreation rooms. If the air is not automatically shut off, it shall be possible to shut down the ventilation system both from the bridge and from at least one other place outside of the accommodation. It shall be possible to close the main inlets and outlets in all ventilation systems from outside the fan room in the event of fire.
- (8) Ships shall have spare parts for ventilation systems on board, which shall be in accordance with recommendations from the manufacturer or supplier of the ventilation system.
- (9) On ships holding a certificate for European trade or unrestricted trade and navigating between 40°N and 40°S, sleeping rooms and recreation rooms shall be fitted with an air-conditioning system which shall be dimensioned in accordance with the following requirements:
  - a) At an outside temperature of 27°C with approx. 50% relative humidity, an inside temperature of 35°C with approx. 70% relative humidity shall be attainable. No more than 50% return air shall be used.
  - b) The refrigeration machinery and air coolers of the system shall be so adjusted that at an outside temperature of 24°C with approx. 50% relative humidity, an inside temperature of 28°C with approx. 80% relative humidity shall be attainable.
  - c) The requirements of subparagraphs a) and b) shall be capable of being satisfied based on the quantity of fresh air set out in the fifth paragraph.
- (10) Ships holding a certificate for trade areas in which an air-conditioning system is not required, shall have mechanical ventilation.
- (11) Ships of 200 gross tonnage and upwards and all ships engaged on foreign voyages shall have sufficient mechanical adjustable ventilation in galley and provision rooms. The requirement applies irrespective of other requirements for ventilation systems on board.

## Section 10 *Heating*

- (1) The accommodation shall have a heating system dimensioned for maintaining a temperature of at least 20°C in all weather conditions likely to occur during the ship's voyage. Provision rooms and cold store and freezer rooms are exempt from the requirement.

- (2) Heating systems shall be operational at all times when the persons working on board, are living or working on board.
- (3) The heating shall be by means of hot water, warm air or electricity. On ships the keel of which was laid or which were at a similar stage of construction before 20 August 2013, the heating may be by means of steam.
- (4) On ships where the heating is provided by a stove, the stove shall be properly installed and shielded. Radiators and other heating apparatus shall be so placed, and if necessary shielded, as to avoid risk of fire or danger or discomfort to the occupants.
- (5) Oil stoves and portable stoves are not permitted.

#### Section 11 *Toilet*

- (1) Ships shall have a toilet or toilets for use only by the persons working on board. There shall at least be one toilet for every six persons or less who do not have a private toilet in conjunction with their sleeping room. Toilet rooms shall be fitted with a washbasin with hot and cold drinking water.
- (2) The toilets shall be so located that they are easily accessible from sleeping rooms, bridge, machinery spaces, control room, galley and other spaces for use by the persons working on board. On cargo ships of 1000 gross tonnage and upwards, there shall in addition be a separate toilet for persons only carrying out work on board while the ship is in port.
- (3) Ships shall have separate toilets for women and men. Ships engaged on domestic voyages with up to six persons working on board may have one communal toilet for women and men.
- (4) Where there is more than one toilet in the room, each toilet shall be screened and fitted with a door. The same applies to toilets in laundry and drying rooms and communal sanitary rooms. The toilet bowls shall have a seat and an effective flushing system.
- (5) The Norwegian Maritime Authority may upon written application from the company allow special arrangements or a reduction of the number of toilets required, on:
  - a) passenger ships normally engaged on voyages of not more than four hours' duration;
  - b) ships constructed before 20 August 2013 when there are more than 100 persons working on board.

#### Section 12 *Hospital accommodation*

- (1) Ships with fifteen persons or more working on board, shall have separate hospital accommodation when the ship is normally used for voyages of more than three days' duration.
- (2) Ships engaged in trade area Great Coasting or smaller trade area are exempt from the requirement of the first paragraph.
- (3) The arrangement of the entrance, berths, lighting, ventilation, heating and water supply shall be so designed that the patients can receive the necessary treatment, care and comfort in all weather conditions.
- (4) The number of berths required in the hospital accommodation shall be prescribed by the Norwegian Maritime Authority.
- (5) A toilet 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.
- (6) Hospital accommodation shall be used exclusively for the medical treatment of unwell persons.

#### Section 13 *Recreation rooms, office and recreational facilities*

- (1) Ships shall have mess rooms for the persons working on board. The mess room shall be equipped and furnished with tables and seats sufficient to accommodate the greatest number of persons likely to use it at any one time.

(2) Mess rooms shall be located apart from sleeping rooms. On ships of less than 3,000 gross tonnage, the Norwegian Maritime Authority may upon written application from the company grant exemptions from this requirement after consultation with Norwegian shipowners' and seafarers' organisations. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

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

(4) The floor area of mess rooms shall be at least 1.00 m<sup>2</sup> per person.

(5) Ships of 200 gross tonnage and upwards shall have facilities for hot and cold drinking water in the mess room.

(6) 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 recreation rooms and mess rooms shall not be less than 2.00 m<sup>2</sup> for each person the room is intended for.

(7) Ships of 500 gross tonnage and upwards shall be provided with at least one separate day room.

(8) Separate offices or a common ship's office for use by deck and engine departments shall be provided on ships of 3,000 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 20 August 2013, and on all ships, the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013. On ships of less than 3,000 gross tonnage, the keel of which was laid or which were at a similar stage of construction before 20 August 2013, the Norwegian Maritime Authority may upon written application from the company grant exemptions from this requirement after consultation with Norwegian shipowners' and seafarers' organisations. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(9) Day rooms shall be provided on ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction from 1 November 1992 up to 20 August 2013. Day rooms shall be conveniently located and be equipped so as to be suitable for recreational purposes. At least one day room shall as a minimum be furnished with a book-case and facilities for reading, writing and, where practicable, games. On ships of 8,000 gross tonnage and upwards, a hobby and games room and a room or a library in which films or television may be viewed shall be provided, and consideration shall be given to the provision of a swimming pool. The company shall also:

a) implement measures to ensure that the forwarding of mail is as reliable and expeditious as possible;

b) consider measures that ensure that the persons working on board, may expeditiously be granted permission to have their partner, relatives and friends as visitors on board their ship when in port;

c) give consideration to the possibility of allowing the persons working on board to be accompanied by their partners on occasional voyages.

(10) On ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013, the company shall:

a) ensure that the recreational facilities on board satisfy the requirements of the ninth paragraph;

b) carry out frequent reviews of the recreational facilities listed in this section to ensure that they comply with technical, operational and other changes in the shipping industry that may result in changed needs for the persons working on board;

c) have written documentation of the review of the recreational facilities pursuant to subparagraph b), which shall be available for control on board;

(11) On ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013, consideration shall also be given to including, where practicable, the following recreational facilities free of charge:

- a) television viewing and reception of radio broadcasts;
- b) sports equipment including exercise equipment, table games and deck games;
- c) swimming pool;
- d) 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;
- e) facilities for recreational handicrafts;
- f) electronic equipment such as a radio, television, video recorders, DVD/CD player and personal computer with software;
- g) 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.

#### Section 14 *Galley*

(1) A galley shall be provided on ships the keel of which is laid or which were at a similar stage of construction on or after 1 November 1992, if the ship is of more than 100 gross tonnage or if the company provides board on the ship.

(2) The layout, construction and design of the galley shall be appropriate to the size of the ship and the number of persons on board. The galley and the devices in the galley shall be of a quality that at all times ensures that food and drink holds a satisfactory standard of hygiene and quality.

(3) The galley shall be sufficiently equipped for the preparation of food and cleaning.

(4) The galley shall be provided with appropriate cupboards and shelves for utensils, etc., and cleaning equipment shall be placed in a separate closet.

(5) The galley shall be provided with a separate slop sink and an arrangement for waste management.

(6) The galley shall be provided with a washbasin having hot and cold drinking water for hand washing. A slop sink in accordance with the fifth paragraph 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. If a separate room for the washing-up of mess gear is provided, at least two dish-washing sinks 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 in the dish-washing section may be replaced by a dish-washing machine.

(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. Instructions for cleaning and maintenance shall be displayed beside the dish-washing machine. The instructions shall be based on information from the manufacturer of the dish-washing machine.

#### Section 15 *Provision rooms, cold store and freezer rooms*

(1) Provision rooms shall have an appropriate location, size and functional furnishings for the storage of provisions, and shall be furnished so that goods cannot be placed directly on the floor.

(2) Ships engaged in trade areas requiring provisions to be refrigerated and frozen shall be provided with cold store and freezer rooms. Regardless of climatic conditions, the temperature shall not be higher than 4°C in cold store rooms and minus 18°C in freezer rooms.

(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 another location which is normally manned. It shall be possible to read the temperature from outside of the cold store and freezer rooms.

(4) Frequent inspections shall be carried out with respect to all spaces and equipment used for storage of provisions. The results from the inspections shall be documented and be available for control on board.

#### Section 16 *Lockers, protective equipment and access to open deck*

(1) A lockable locker shall be provided for each person working on board. The locker shall have sufficient ventilation openings and hooks for work clothes. The lockers shall be provided in the vicinity of each individual's sleeping room, but not in the sleeping room. The lockers may also be arranged in conjunction with changing rooms.

(2) Ships operating in tropical waters or other waters infested with insects shall be provided with insect screens over side scuttles, air pipes, air inlets for the mechanical ventilation system and doors to open decks. Air-conditioned accommodation needs to be fitted with insect screens only in the exit doors to corridors.

(3) The persons working on board shall have access to one or more areas on the open deck. The size of such areas shall be in proportion to the size of the ship and the number of persons working on board. On cargo ships, the area shall not be less than 3.00 m<sup>2</sup> per person, unless the total area is 40.00 m<sup>2</sup> or more.

### **Chapter 3 Provisions on accommodation for ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013**

#### Section 17 *Scope of application for chapter 3*

Sections 18 to 25 apply to ships the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013.

#### Section 18 *Construction*

(1) The headroom in the accommodation shall be not less than 2,030 mm. The headroom may be reduced in areas where full and free movement is not necessary, when the reduction is reasonable and will not cause discomfort to the persons working on board.

(2) There shall be no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, paint rooms, laundry and drying rooms or communal sanitary rooms, or from engine, deck and other bulk storerooms. Bulkheads separating such rooms from sleeping rooms and external bulkheads shall be watertight, gas-tight and be efficiently constructed of steel or other material with equivalent properties.

(3) Internal bulkheads and ceilings in the accommodation shall be easily kept clean. If bulkhead surfaces and ceilings are painted, light colours shall be used. Lime wash must not be used. The bulkhead surfaces shall be renewed or restored as necessary.

(4) The floorings in the accommodation shall have a non-slip surface which is impervious to damp and easily kept clean. Where the floorings are made of composite materials, the joints where floor and bulkhead meet should be rounded or profiled to avoid crevices. Sufficient drainage for water shall be provided.

(5) Floorings, bulkheads and ceiling in sanitary rooms shall be insulated against external bulkheads and be made of steel or other watertight material. Floorings, bulkheads and ceilings in galleys, provision rooms and cold store and freezer rooms shall be of steel or other material which is easy to keep clean.

- (6) The doorway to private day rooms, sleeping rooms and sanitary rooms shall be of sufficient width.
- (7) Manholes or other openings in the accommodation to fuel oil tanks are permitted only in corridors.
- (8) Ships of 3,000 gross tonnage and upwards shall have a separate dish-washing room unless the galley is arranged with a separate dish-washing section equipped in accordance with section 14 (7). Ships of less than 3,000 gross tonnage are not required to have a separate dish-washing section if the galley is equipped with a dish-washing machine in accordance with the requirements of section 14 (8).
- (9) On ships required to have a galley, a separate provision room shall be provided. On ships of less than 24 metres in length (L) the Norwegian Maritime Authority permits the arrangement of alternative solutions for the storage of provisions. On passenger ships of more than 24 metres in length (L), the Norwegian Maritime Authority may upon written application from the company permit exemptions.

### Section 19 *Lighting*

- (1) Electric light shall be provided in the accommodation. If there are not two independent sources of electricity for lighting, additional lighting shall be provided for emergency use.
- (2) Sleeping rooms and mess rooms shall be lit by natural and artificial light. All other accommodation shall be well lit. On passenger ships of 3,000 gross tonnage and upwards 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. On ships of less than 24 metres in length (L) and on special purpose ships, where it is not possible to arrange the sleeping rooms so that they are lit by natural light, sleeping rooms may be fitted with only artificial light that satisfies the requirements of the fifth paragraph.
- (3) Artificial lighting shall be disposed so as to give the maximum benefit to the occupants of the room. In sleeping rooms, an electric reading lamp shall be installed at the head of each berth.
- (4) The requirement for natural light is satisfied when each room has one or more side scuttles with an overall glass surface of not less than 0.14 m<sup>2</sup>.
- (5) Artificial lighting shall satisfy the following conditions:
- a) The average artificial lighting in the accommodation shall be at least 150 lux.
  - 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 metre above the floor.
  - c) When the accommodation is located so that natural light is not provided, sufficient artificial lighting shall be provided.
- (6) On ships equipped with a generator connected only to the main engine, the accommodation, corridors and stairways shall in addition be fitted with sufficient battery lighting (emergency lighting). The electrical lighting system shall be operational at all times when the persons working on board, live or work on board. When the ship is in port 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.

### Section 20 *Sleeping rooms*

- (1) On ships other than passenger ships, single rooms shall be provided for the persons working on board, unless otherwise provided by this section.

(2) On ships of 100 gross tonnage and upwards, 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.

(3) On passenger ships, up to four people may share a sleeping room if the following conditions are satisfied:

- a) in sleeping rooms for two persons, the persons are on opposite watches, so that the person not on duty can have the sleeping room to him- or herself; sleeping rooms for three or four persons are so arranged that a maximum of two persons sleep at any one time;
- b) the person on watch has access to a private day room or equivalent additional space with comfortable seating;
- c) officers in charge of a department, and navigating and engineer officers in charge of a watch, have single rooms.

(4) On cargo ships of less than 24 metres in length (L), the following is allowed:

- a) washbasins are not provided in sleeping rooms that are in the immediate vicinity of bathrooms or toilets for use only by the persons working on board;
- b) two persons may share a sleeping room if the following conditions are satisfied:
  - i. the persons are on opposite watches, so that the person not on duty can have the sleeping room to him- or herself;
  - ii. the person on watch has access to a private day room or equivalent additional space with comfortable seating;
  - iii. officers in charge of a department, and navigating and engineer officers in charge of a watch, have single rooms.

(5) On cargo ships of less than 3,000 gross tonnage, the Norwegian Maritime Authority may, upon written application from the company and after consultation with Norwegian shipowners' and seafarers' organisations, permit that two persons share a sleeping room. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(6) On special purpose ships, two persons may share a sleeping room if the company submits documentation to the Norwegian Maritime Authority demonstrating that the following conditions are satisfied:

- a) the persons are on opposite watches, so that the person not on duty can have the sleeping room to him- or herself;
- b) the person on watch has access to a private day room or equivalent additional space with comfortable seating;
- c) officers in charge of a department, and navigating and engineer officers in charge of a watch, have single rooms.

(7) On special purpose ships, the Norwegian Maritime Authority may upon written application from the company permit that four persons share a sleeping room, after consultation with Norwegian shipowners' and seafarers' organisations. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(8) The master, chief engineer officer and chief mate shall be provided with a private day room or equivalent additional space adjacent to their sleeping rooms, and the company shall consider whether the requirement may be extended to the first engineer. Ships of less than 24 metres in length (L) are exempt from the requirement for private day room or equivalent additional space. On ships of less than 3,000 gross tonnage, the Norwegian Maritime Authority may upon written application from the company grant exemptions from this requirement after consultation with Norwegian shipowners' and seafarers' organisations. There must be special reasons that make such exemptions necessary and it must be justifiable in terms of safety.

(9) Sleeping rooms, except in passenger ships, shall have a washbasin with hot and cold drinking water. This does not apply when there is such a washbasin in a private bathroom. On ships of less than 200 gross tonnage, the Norwegian Maritime Authority may upon written application from the company grant exemptions from this requirement after consultation with Norwegian shipowners' and seafarers' organisations, and when the exemption is reasonable based on the size of the ship and the number of persons on board.

(10) The maximum number of persons to be accommodated in a sleeping room shall be indelibly and legibly marked in a conspicuous place in the room.

(11) There shall be a sufficient number of sleeping rooms to provide women and men with separate sleeping rooms.

(12) Toilets and bathrooms shall be located in conjunction with each separate sleeping room, or so that two sleeping rooms have access to one common toilet and bathroom.

#### Section 21 *Requirements for size of sleeping rooms*

(1) The floor area of sleeping rooms shall satisfy the requirements of this section. When the floor area is measured, spaces occupied by berths, lockers, chests of drawers and seating shall be included in the floor area. Small or irregularly shaped spaces not available for free movement or for installing furniture shall not be included in the floor area. The distance from the edge of a berth to the opposite bulkhead shall be an average of not less than 700 mm.

		Ships of less than 3,000 gross tonnage	Ships of 3,000 gross tonnage and upwards, but less than 10,000	Ships of 10,000 gross tonnage and upwards
Sleeping rooms for masters or officers in charge of a department, who do not have private day rooms	Cargo ships	7.50 m <sup>2</sup>	8.50 m <sup>2</sup>	10.00 m <sup>2</sup>
	Passenger ships	8.50 m <sup>2</sup>		
Sleeping rooms for officers not in charge of a department, who do not have private day rooms	Cargo ships	7.50 m <sup>2</sup>	8.50 m <sup>2</sup>	10.00 m <sup>2</sup>
	Passenger ships	7.50 m <sup>2</sup>		
Sleeping rooms for one person	Ships	4.50 m <sup>2</sup>	5.50 m <sup>2</sup>	7.00 m <sup>2</sup>
Sleeping rooms for two persons	Cargo ships	7.00 m <sup>2</sup>		
	Passenger ships and special purpose ships	7.50 m <sup>2</sup>		
Sleeping rooms for three persons	Passenger ships and special purpose ships	11.50 m <sup>2</sup>		
Sleeping rooms for four persons	Passenger ships and special purpose ships	14.50 m <sup>2</sup>		

(2) To facilitate single rooms on ships of less than 24 metres in length (L), the floor area of single rooms may be reduced to 3.75 m<sup>2</sup>.

(3) On ships of less than 200 gross tonnage, the Norwegian Maritime Authority may upon written application from the company grant exemptions from the requirement for floor area of this section after consultation with Norwegian shipowners' and seafarers' organisations, when the exemption is reasonable based on the size of the ship and the number of persons on board.

## Section 22 *Berths*

- (1) A separate berth shall be provided for each person working on board. In sleeping rooms for one person on ships of less than 1,000 gross tonnage, combined berths and sofas may be permitted provided that a drawer or similar compartment for bedding is fitted beneath the berth.
- (2) The minimum inside dimensions of a berth shall be at least 1,980 mm by 800 mm.
- (3) Berths shall not be placed side by side in such a way that access to one berth can be achieved only over another.
- (4) Berths shall not be arranged in tiers of more than two. When the berth is located under a side scuttle, there shall only be a single tier.
- (5) 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.
- (6) The framework and the lee-board, if any, of a berth shall be of material which is hard and smooth.
- (7) When tubular frames are used for the construction of berths, they shall be sealed and without perforations which could give access to vermin.
- (8) All berths shall be fitted with a comfortable mattress and cushioning bottom or a combined cushioning mattress.
- (9) When one berth is placed over another, a dust-proof bottom shall be fitted beneath the bottom mattress or bottom of the upper berth.
- (10) In sleeping rooms for two or more persons, the berths shall be provided with draw curtains.

## Section 23 *Furnishing and other equipment in sleeping rooms*

- (1) Sleeping rooms shall be so planned and equipped that they are easy to keep tidy and provide reasonable comfort for the occupants.
- (2) The furnishings in sleeping rooms shall include a lockable clothes locker for each occupant. The clothes locker shall be fitted with a shelf and have a volume of at least 475 litres. In addition there shall be drawer or equivalent space at not less than 56 litres for each occupant. If the drawer is incorporated in the clothes locker, the combined minimum volume of the clothes locker shall be 500 litres.
- (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. The table may be of the fixed, drop-leaf or slide-out type. The sleeping room shall have comfortable seating for at least one person more than the room is intended for. On ships of less than 24 metres in length (L), it is sufficient with one seat in the sleeping room when sufficient day rooms are arranged otherwise on the ship.
- (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.

## Section 24 *Bathrooms, etc.*

- (1) At least one washbasin and one shower or bathtub shall be provided for every six persons or less who do not have a private bathroom in accordance with the second paragraph.
- (2) The requirements of subparagraphs a) to c) apply in addition to the requirement of the first paragraph:

- a) On ships of 5,000 gross tonnage and upwards, but less than 15,000, the single rooms for at least five officers shall have a private bathroom. The washbasin may be fitted in the sleeping room. Ships of 10,000 gross tonnage and upwards, but less than 15,000, shall have private bathrooms in conjunction with all sleeping rooms for officers or communal bathrooms for two officers located between the officers' sleeping rooms.
  - b) On ships of 15,000 gross tonnage and upwards the single rooms for officers shall have a private bathroom.
  - c) Ships of 25,000 gross tonnage and upwards, except passenger ships, shall have one bathroom for every two persons working on board, not including the master and other officers. The bathroom shall be located between two sleeping rooms or opposite the entrance to such rooms.
- (3) Bathrooms shall have a washbasin and a shower or bathtub. All bathrooms shall have hot and cold drinking water. Private bathrooms shall also have a toilet.
- (4) Washbasins, showers and bathtubs shall be of adequate size and constructed of material with a smooth surface not liable to crack, flake or corrode.
- (5) Ships of less than 200 gross tonnage shall have at least one communal bathroom. Ships of 200 gross tonnage and upwards shall have private bathrooms for the master, chief engineer officer and chief mate. Passenger ships of 2,500 gross tonnage and upwards shall have one or more separate bathrooms for the catering crew.
- (6) Ships shall have separate bathrooms for women and men. Ships engaged on domestic voyages with up to six persons working on board may have one communal bathroom for women and men.
- (7) Ships of 1,600 gross tonnage and upwards which do not have private sleeping rooms and private bathrooms for all engine department personnel, shall have a changing room which shall be:
- a) located outside the machinery space, but with easy access to it; and
  - b) fitted with shower or bathtub, and washbasins having hot and cold drinking water.
- (8) On passenger ships normally engaged on voyages of not more than four hours' duration, the Norwegian Maritime Authority may upon written application from the company permit special arrangements or a reduction of the number of facilities required pursuant to this section.
- (9) 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 have an alarm connected to an alarm bell in the corridor outside sleeping rooms and on the bridge.

#### Section 25 *Laundry facilities*

- (1) Ships shall have a separate washing machine for use by the persons working on board, and facilities shall be provided for drying clothes.
- (2) Tumble dryers as well as irons and ironing boards or their equivalent shall be provided on board.
- (3) Drying rooms shall be located apart from the sleeping rooms and mess rooms. They shall be well ventilated and heated, and equipped with clothes lines or other fittings for hanging clothes.
- (4) On cargo ships of less than 50 gross tonnage, and on passenger ships, the Norwegian Maritime Authority may upon written application from the company grant exemptions from this section after consultation with Norwegian shipowners' and seafarers' organisations, when the exemption is reasonable based on the size of the ship and the number of persons on board.

## **Chapter 4 Provisions on accommodation for ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction from 1 November 1992 up to 20 August 2013**

### *Section 26 Scope of application for chapter 4*

Sections 27 to 34 apply to ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction from 1 November 1992 up to 20 August 2013.

### *Section 27 Construction*

(1) The headroom in the accommodation shall be not less than 1,980 mm. The headroom may be reduced in areas where full and free movement is not necessary, and when the reduction is reasonable and will not cause discomfort to the persons working on board.

(2) There shall be no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, paint rooms, laundry and drying rooms or communal sanitary rooms, or from engine, deck and other bulk storerooms. Bulkheads separating such rooms from sleeping rooms and external bulkheads shall be watertight, gas-tight and be efficiently constructed of steel or other material with equivalent properties.

(3) The floorings in the accommodation shall have a surface which is impervious to damp and easily kept clean. Where the floorings are made of composite materials, the joints where floor and bulkhead meet should be rounded or profiled to avoid crevices. Sufficient drainage for water shall be provided.

(4) Internal bulkheads and ceilings in the accommodation shall be easily kept clean. If bulkhead surfaces and ceilings are painted, light colours shall be used. Lime wash must not be used. The bulkhead surfaces shall be renewed or restored as necessary.

(5) Floorings, bulkheads and ceiling in sanitary rooms shall be insulated against external bulkheads and be made of steel or other watertight material. Floorings, bulkheads and ceilings in galleys, provision rooms and cold store and freezer rooms shall be of steel or other material which is easy to keep clean.

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

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

(8) Ships of 3,000 gross tonnage and upwards shall have a separate dish-washing room unless the galley is arranged with a separate dish-washing section equipped in accordance with section 14 (7). Ships of less than 3,000 gross tonnage are not required to have a separate dish-washing section if the galley is equipped with a dish-washing machine in accordance with the requirements of section 14 (8).

(9) On ships required to have a galley, a separate provision room shall be provided. On cargo ships of less than 24 metres in length (L), and on passenger ships, the Norwegian Maritime Authority may upon written application from the company permit alternative solutions for the storage of provisions to be arranged.

### *Section 28 Lighting*

(1) Electric light shall be provided in the 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.

(2) Sleeping rooms and mess rooms shall be lit by natural and artificial light. All other accommodation shall be well lit. On passenger ships of 3,000 gross tonnage and upwards 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. On ships of less than 24 metres in length (L), where it is not possible to arrange the sleeping rooms so that they are lit by natural light, sleeping rooms may be fitted with only artificial light that satisfies the requirements of the fifth paragraph.

(3) Artificial lighting shall be disposed so as to give the maximum benefit to the occupants of the room. In sleeping rooms, an electric reading lamp shall be installed at the head of each berth.

(4) The requirement for natural light is satisfied when each room has one or more side scuttles with an overall glass surface of not less than 0.14 m<sup>2</sup>.

(5) Artificial lighting shall satisfy the following conditions:

- a) The average artificial lighting in the accommodation shall be at least 150 lux.
- b) Sufficient lighting shall be arranged so that the necessary assignments and chores may be performed.
- c) 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 metre above the floor.
- d) When the accommodation is located so that natural light is not provided, sufficient artificial lighting shall be provided.

(6) On ships equipped with a generator connected only to the main engine, the accommodation, corridors and stairways shall in addition be fitted with sufficient battery lighting (emergency lighting). The electrical lighting system shall be operational at all times when the persons working on board, live or work on board. When the ship is in port 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.

#### Section 29 *Sleeping rooms*

(1) On ships of 100 gross tonnage and upwards, 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.

(2) On ships other than passenger ships, the persons working on board shall be provided with single rooms when the ship's size, mode of operation and the arrangement on board make this reasonable and practicable.

(3) On ships of 3,000 gross tonnage and upwards, the master, chief engineer officer and chief mate shall be provided with a private day room or equivalent additional space adjacent to their sleeping rooms where practicable.

(4) On ships of 5,000 gross tonnage and upwards, except passenger ships, 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 33 second paragraph (a) to (c).

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

- a) officers in charge of a department, navigating and engineer officers in charge of a watch: one person per room;
- b) officers other than the ones mentioned in subparagraph a): one person per room wherever possible, and in no case more than two;
- c) other persons working on board: up to two persons per room.

(6) On passenger ships, sleeping rooms for up to four persons are permitted.

(7) The maximum number of persons to be accommodated in a sleeping room shall be indelibly and legibly marked in a conspicuous place in the room.

(8) There shall be a sufficient number of sleeping rooms to provide women and men with separate sleeping rooms.

(9) Toilets and bathrooms shall be located in conjunction with each separate sleeping room, or so that two sleeping rooms have access to one common toilet and bathroom.

### Section 30 *Requirements for size of sleeping rooms*

(1) The floor area of sleeping rooms shall satisfy the requirements of this section. When the floor area is measured, spaces occupied by berths, lockers, chests of drawers and seating shall be included in the floor area. Small or irregularly shaped spaces not available for free movement or for installing furniture shall not be included in the floor area. The distance from the edge of a berth to the opposite bulkhead shall be an average of not less than 700 mm.

		Ships of less than 200 gross tonnage	Ships of 200 gross tonnage and upwards, but less than 3,000	Ships of 3,000 gross tonnage and upwards, but less than 10,000	Ships of 10,000 gross tonnage and upwards
Sleeping rooms for masters and other officers who do not have private day rooms	Ships	6.50 m <sup>2</sup>		7.50 m <sup>2</sup>	
Sleeping rooms for one person	Cargo ships	3.50 m <sup>2</sup>	4.00 m <sup>2</sup>	4.25 m <sup>2</sup>	4.75 m <sup>2</sup>
	Passenger ships	2.00 m <sup>2</sup>	3.00 m <sup>2</sup>	3.75 m <sup>2</sup>	
Sleeping rooms for two persons	Cargo ships	5.00 m <sup>2</sup>	6.00 m <sup>2</sup>	6.50 m <sup>2</sup>	7.50 m <sup>2</sup>
	Passenger ships	4.00 m <sup>2</sup>		6.00 m <sup>2</sup>	
Sleeping rooms for three persons	Passenger ships	6.00 m <sup>2</sup>	9.00 m <sup>2</sup>		
Sleeping rooms for four persons	Passenger ships	8.00 m <sup>2</sup>	12.00 m <sup>2</sup>		

(2) Reduced floor area in sleeping rooms may be accepted if an additional, private day room is arranged, and the total floor area is in accordance with the requirements for floor area in the first paragraph.

(3) To facilitate single rooms on cargo ships of less than 24 metres in length (L), the floor area of single rooms may be reduced to 3.75 m<sup>2</sup>.

### Section 31 *Berths*

(1) A separate berth shall be provided for each person working on board. In sleeping rooms for one person on ships of less than 1,000 gross tonnage, combined berths and sofas may be permitted provided that a drawer or similar compartment for bedding is fitted beneath the berth.

(2) The minimum inside dimensions of a berth shall be at least 1,980 mm by 800 mm.

(3) Berths shall not be placed side by side in such a way that access to one berth can be achieved only over another.

(4) Berths shall not be arranged in tiers of more than two. When the berth is located under a side scuttle, there shall only be a single tier.

(5) 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.

(6) The framework and the lee-board, if any, of a berth shall be of material which is hard and smooth.

(7) When tubular frames are used for the construction of berths, they shall be sealed and without perforations which could give access to vermin.

- (8) All berths shall be fitted with a comfortable mattress and cushioning bottom or a combined cushioning mattress.
- (9) When one berth is placed over another, a dust-proof bottom shall be fitted beneath the bottom mattress or bottom of the upper berth.
- (10) In sleeping rooms for two or more persons, the berths shall be provided with draw curtains.

### Section 32 *Furnishing and other equipment in sleeping rooms*

- (1) Sleeping rooms shall be so planned and equipped that they are easy to keep tidy and provide reasonable comfort for the occupants.
- (2) The furnishings shall include a lockable clothes locker for each occupant. The locker shall be fitted with a shelf, and shall at least be 1,520 mm in height and of a cross-section of 19.30 dm<sup>2</sup>. In addition there shall be drawer or equivalent space at not less than 56 litres for each occupant.
- (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. On ships of less than 24 metres in length (L), it is sufficient with one seat in the sleeping room when sufficient day rooms are arranged otherwise on the ship.
- (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.

### Section 33 *Bathrooms, etc.*

- (1) At least one washbasin and one shower or bathtub shall be provided for every six persons or less who do not have a private bathroom in accordance with the second paragraph.
- (2) The requirements of subparagraphs a) to c) apply in addition to the requirement of the first paragraph:
  - a) On ships of 5,000 gross tonnage and upwards, but less than 15,000, the single rooms for at least five officers shall have a private bathroom. Ships of 10,000 gross tonnage and upwards, but less than 15,000, shall have private bathrooms in conjunction with all sleeping rooms for officers or common bathrooms for two officers located between the officers' sleeping rooms.
  - b) On ships of 15,000 gross tonnage and upwards the single rooms for officers shall have a private bathroom. The washbasin may be fitted in the sleeping room.
  - c) Ships of 25,000 gross tonnage and upwards, except passenger ships, shall have one bathroom for every two persons working on board, not including the master and other officers. The bathroom shall be located between two sleeping rooms or opposite the entrance to such rooms.
- (3) Bathrooms shall have a washbasin and a shower or bathtub. All bathrooms shall have hot and cold drinking water. Private bathrooms shall also have a toilet.
- (4) Washbasins, showers and bathtubs shall be of adequate size and constructed of material with a smooth surface not liable to crack, flake or corrode.
- (5) Ships of less than 200 gross tonnage shall have at least one communal bathroom. Ships of 200 gross tonnage and upwards shall have private bathrooms for the master, chief engineer officer and chief mate. Passenger ships of 2,500 gross tonnage and upwards shall have one or more separate bathrooms for the catering crew.

(6) Ships shall have separate bathrooms for women and men. Ships engaged on domestic voyages with up to six persons working on board may have one communal bathroom for women and men.

(7) Ships of 1,600 gross tonnage and upwards which do not have private sleeping rooms and private bathrooms for all engine department personnel, shall have a changing room which shall be:

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

(8) The Norwegian Maritime Authority may upon written application from the company permit special arrangements or a reduction of the number of facilities required pursuant to this section, on:

- a) ships having more than one hundred persons working on board;
- b) passenger ships normally engaged on voyages of not more than four hours' duration.

(9) 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 have an alarm connected to an alarm bell in the corridor outside sleeping rooms and on the bridge.

#### Section 34 *Laundry facilities*

(1) Facilities shall be provided on board for the necessary washing and drying of clothes.

(2) If the ship does not have a separate washing machine for use by the persons working on board, and a separate washing room for clothes has not been arranged, the washing room shall be fitted with sinks for washing clothes with an adequate supply of hot and cold drinking water.

(3) Tumble dryers as well as irons and ironing boards or their equivalent shall be provided on board.

(4) Drying rooms shall be located apart from the sleeping rooms and mess rooms. They shall be well ventilated and heated, and equipped with clothes lines or other fittings for hanging clothes.

### **Chapter 5 Provisions on accommodation for ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 1 November 1992**

#### Section 35 *Scope of application for chapter 5*

Sections 36 to 43 apply to ships of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 1 November 1992.

#### Section 36 *Construction*

(1) The headroom in the accommodation shall be not less than 1,980 mm. On ships which are flagged in, the headroom in sleeping rooms may be 1,900 mm. The headroom in the accommodation may be reduced in areas where full and free movement is not necessary, when the reduction is reasonable and will not cause discomfort to the persons working on board.

(2) There shall be no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, paint rooms, laundry and drying rooms or communal sanitary rooms, or from engine, deck and other bulk storerooms. Bulkheads separating such rooms from sleeping rooms and external bulkheads shall be watertight, gas-tight and be efficiently constructed of steel or other material with equivalent properties.

(3) Internal bulkheads and ceilings in the accommodation shall be easily kept clean. If bulkhead surfaces and ceilings are painted, light colours shall be used. Lime wash must not be used. The bulkhead surfaces shall be renewed or restored as necessary.

(4) The floorings in the accommodation shall have a surface which is impervious to damp and easily kept clean. Where the floorings are made of composite materials, the joints where floor and bulkhead meet should be rounded or profiled to avoid crevices. Sufficient drainage for water shall be provided.

### Section 37 *Lighting*

(1) Electric light shall be provided in the 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.

(2) Sleeping rooms and mess rooms shall be lit by natural and artificial light. All other accommodation shall be well lit. On passenger ships of 3,000 gross tonnage and upwards 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. On ships of less than 24 metres in length (L), where it is not possible to arrange the sleeping rooms so that they are lit by natural light, sleeping rooms may be fitted with only artificial light that satisfies the requirements of the fifth paragraph.

(3) Artificial lighting shall be disposed so as to give the maximum benefit to the occupants of the room. In sleeping rooms, an electric reading lamp shall be installed at the head of each berth.

(4) The requirement for natural light is satisfied when each room has one or more side scuttles with an overall glass surface of not less than 0.14 m<sup>2</sup>.

(5) Artificial lighting shall satisfy the following conditions:

- a) The average artificial lighting in the accommodation shall be at least 150 lux.
- b) Sufficient lighting shall be arranged so that the necessary assignments and chores may be performed.

(6) On ships equipped with a generator connected only to the main engine, the accommodation, corridors and stairways shall in addition be fitted with sufficient battery lighting (emergency lighting). The electrical lighting system shall be operational at all times when the persons working on board, live or work on board.

### Section 38 *Sleeping rooms*

(1) On ships of 100 gross tonnage and upwards, 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.

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

- a) Officers in charge of a department, navigating and engineer officers in charge of a watch: One person per room.
- b) Officers other than the ones mentioned in subparagraph a): One person per room wherever possible, and in no case more than two.
- c) Other persons working on board: Up to two persons per room.

(3) On passenger ships, sleeping rooms for up to four persons are permitted.

(4) The maximum number of persons to be accommodated in a sleeping room shall be indelibly and legibly marked in a conspicuous place in the room.

(5) There shall be a sufficient number of sleeping rooms to provide women and men with separate sleeping rooms.

(6) Toilets and bathrooms shall be located in conjunction with each separate sleeping room, or so that two sleeping rooms have access to one common toilet and bathroom.

Section 39 *Requirements for size of sleeping rooms*

(1) The floor area of sleeping rooms shall satisfy the requirements of this section. When the floor area is measured, spaces occupied by berths, lockers, chests of drawers and seating shall be included in the floor area. Small or irregularly shaped spaces not available for free movement or for installing furniture shall not be included in the floor area. The distance from the edge of a berth to the opposite bulkhead shall be an average of not less than 700 mm.

		Ships of less than 200 gross tonnage	Ships of 200 gross tonnage and upwards
Sleeping rooms for masters and other officers who do not have private day rooms	Ships	4.50 m <sup>2</sup>	6.50 m <sup>2</sup>
Sleeping rooms for one person	Cargo ships	3.50 m <sup>2</sup>	4.00 m <sup>2</sup>
	Passenger ships	2.00 m <sup>2</sup>	3.00 m <sup>2</sup>
Sleeping rooms for two persons	Cargo ships	5.00 m <sup>2</sup>	6.00 m <sup>2</sup>
	Passenger ships	4.00 m <sup>2</sup>	
Sleeping rooms for three persons	Passenger ships	6.00 m <sup>2</sup>	9.00 m <sup>2</sup>
Sleeping rooms for four persons	Passenger ships	8.00 m <sup>2</sup>	12.00 m <sup>2</sup>

(2) Reduced floor area in sleeping rooms may be accepted if an additional, private day room is arranged, and the total floor area is in accordance with the requirements for floor area in the first paragraph.

(3) To facilitate single rooms on cargo ships of less than 24 metres in length (L), the floor area of single rooms may be reduced to 3.75 m<sup>2</sup>.

Section 40 *Berths*

(1) A separate berth shall be provided for each person working on board. In sleeping rooms for one person on ships of less than 1,000 gross tonnage, combined berths and sofas may be permitted provided that a drawer or similar compartment for bedding is fitted beneath the berth.

(2) The minimum inside dimensions of a berth shall be at least 1900 mm by 680 mm.

(3) Berths shall not be placed side by side in such a way that access to one berth can be achieved only over another.

(4) Berths shall not be arranged in tiers of more than two. When the berth is located under a side scuttle, there shall only be a single tier.

(5) 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.

(6) The framework and the lee-board, if any, of a berth shall be of material which is hard and smooth.

(7) When tubular frames are used for the construction of berths, they shall be sealed and without perforations which could give access to vermin.

(8) All berths shall be fitted with a comfortable mattress and cushioning bottom or a combined cushioning mattress.

(9) When one berth is placed over another, a dust-proof bottom shall be fitted beneath the bottom mattress or bottom of the upper berth.

(10) In sleeping rooms for two or more persons, the berths shall be provided with draw curtains.

Section 41 *Furnishing and other equipment in sleeping rooms*

- (1) Sleeping rooms shall be so planned and equipped that they are easy to keep tidy and provide reasonable comfort for the occupants.
- (2) The furnishings shall include a lockable clothes locker for each occupant. The locker shall be fitted with a shelf, and shall at least be 1,520 mm in height and of a cross-section of 19.30 dm<sup>2</sup>. In addition there shall be drawer or equivalent space at not less than 56 litres for each occupant.
- (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. On ships of less than 24 metres in length (L), it is sufficient with one seat in the sleeping room when sufficient day rooms are arranged otherwise on the ship.
- (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.

#### Section 42 *Bathrooms, etc.*

- (1) Each department on the ship shall have at least one shower or bathtub for every eighth person or less who do not have a private bathroom, and at least one washbasin for every six persons or less who do not have a private bathroom.
- (2) All bathrooms shall have hot and cold drinking water.
- (3) Washbasins, showers and bathtubs shall be of adequate size and constructed of material with a smooth surface not liable to crack, flake or corrode.
- (4) Ships of less than 200 gross tonnage shall have at least one communal bathroom. Ships of 200 gross tonnage and upwards shall have private bathrooms for the master, chief engineer officer and chief mate. Passenger ships of 2,500 gross tonnage and upwards shall have one or more separate bathrooms for the catering crew.
- (5) Ships shall have separate bathrooms for women and men. Ships engaged on domestic voyages with up to six persons working on board may have one communal bathroom for women and men.
- (6) The Norwegian Maritime Authority may upon written application from the company permit special arrangements or a reduction of the number of facilities required pursuant to this section, on:
  - a) ships having more than one hundred persons working on board;
  - b) passenger ships normally engaged on voyages of not more than four hours' duration.
- (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 have an alarm connected to an alarm bell in the corridor outside sleeping rooms and on the bridge.

#### Section 43 *Laundry facilities*

- (1) Facilities shall be provided on board for the necessary washing and drying of clothes.
- (2) If the ship does not have a separate washing machine for use by the persons working on board, and a separate washing room for clothes has not been arranged, the washing room shall be fitted with sinks for washing clothes with an adequate supply of hot and cold drinking water.
- (3) Drying rooms shall be located apart from the sleeping rooms and mess rooms. They shall be well ventilated and heated, and equipped with clothes lines or other fittings for hanging clothes.

## **Chapter 6    General provisions on food, catering and cleaning, etc.**

### Section 44    *Scope of application for chapter 6*

Sections 45 to 50 apply to ships:

- a) the keel of which is laid or which are at a similar stage of construction on or after 20 August 2013;
- b) of 50 gross tonnage and upwards, the keel of which was laid or which were at a similar stage of construction before 20 August 2013.

### Section 45    *Diet and hygiene*

- (1) The diet on ships shall be satisfactory with regard to health and composed in accordance with the dietary standards laid down by the Norwegian National Nutrition Council.
- (2) Food and drink shall be stored, prepared and served in a safe and hygienic manner.
- (3) The food and drinking supplies shall be of suitable quantity and shall be in proportion to:
  - a) the number of persons working on board, and their religious needs and cultural customs with regard to food;
  - b) the type and duration of the voyage.
- (4) Frequent inspections shall be carried out with respect to provisions and the handling of food for the persons working on board. The results from the inspections shall be documented and be available for control on board.

### Section 46    *Drinking water*

- (1) Drinking water shall be provided on board in a sufficient quantity.
- (2) A written procedure for the treatment of drinking water on board shall be available for control on board. The procedure shall designate a person responsible for sampling the drinking water.
- (3) Test equipment that can detect whether the threshold values of the Regulations of 4 December 2016 No. 1868 on water supply and water intended for human consumption (Drinking Water Regulations) have been exceeded, shall be used for the sampling. The person responsible for sampling shall 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.

### Section 47    *Manuals and other information*

Manuals, brochures, wall charts, etc. with information about nutrition and the purchase, storage, preparation and service of food shall be available on board.

### Section 48    *Precautions in the event of the outbreak of disease caused by food or drinking water*

- (1) If serious disease may have been caused by the hygienic or nutritional condition of food or drinking water, it shall be considered whether the ship should proceed to a port.
- (2) Samples of food and drinking water that may have caused disease shall be kept refrigerated or frozen in clean and properly closed containers. The samples shall be sent to a competent laboratory for further analysis as soon as possible.
- (3) A written report regarding circumstances pursuant to the first paragraph shall be submitted to the Norwegian Maritime Authority. The report shall include the following information:
  - a) cases of disease entered in the deck log book;
  - b) information about assumed cause of disease;
  - c) measures implemented to prevent spread of disease;
  - d) treatment and care of affected persons.

#### Section 49 *Cleaning and hygiene in the galley*

- (1) Glassware, service sets and cutlery shall be of such a quality that it is easy to keep clean, and shall be cleaned and stored in a hygienic manner. The galley and associated rooms shall be thoroughly cleaned. 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 of the galley shall be carried out at least three times a year and otherwise as often as necessary.
- (2) Painted parts of the galley and painted furnishings shall be repainted when necessary.
- (3) Food waste and other rubbish shall be removed at least twice per day, and shall be kept in closed containers.
- (4) Spraying with insecticides shall be done only when protection cannot be obtained by other means.
- (5) 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.
- (6) Persons suffering from contagious disease or other infection and similar, which could cause infections to be transferred by foodstuffs, may participate in work with food and drink only if measures have been implemented that protect against the transfer of infection.

#### Section 50 *General cleaning and maintenance on board*

- (1) The accommodation shall be maintained in a clean and tidy condition and shall be kept free of goods and stores not the personal property of the occupants.
- (2) Sleeping rooms and recreation rooms shall be cleaned and aired daily.
- (3) At least three times per year, and after the ship has been laid up or after a stay in a yard, a thorough, all-out cleaning shall be carried out of all recreation rooms and other rooms for use by the persons working on board, and of corridors and stairways leading to such rooms. The same applies when other circumstances so require, such as outbreaks of contagious disease. Sleeping rooms shall undergo a thorough, all-out cleaning before being taken over by new occupants, and in addition the bedding shall be changed and mattresses aired.
- (4) On ships purchased from abroad, all rooms intended for use by the persons working on board shall be disinfected and cleaned before use. Newbuildings are exempt from this requirement.
- (5) The persons working on board are entitled to clean bedding of good quality, towels, soap and toilet paper.
- (6) Frequent inspections shall be carried out to ensure that the accommodation is clean, tidy and in good condition. The results from the inspections shall be documented and be available for control on board.

### **Chapter 7 Concluding provisions**

#### Section 51 *Exemptions*

- (1) The Norwegian Maritime Authority may upon written application from the company permit other solutions than those required by these Regulations, if the company documents that such solutions are equivalent to the requirements of the Regulations.
- (2) The Norwegian Maritime Authority may exempt a ship from one or more of the requirements of the Regulations when the company applies for an exemption in writing: For ships operating in trade area 3 / Class D or greater trade areas, the exemption must not be in contravention of the Maritime Labour Convention (MLC). The company must establish that one of the following conditions is met:
  - a) the requirement is not essential and the exemption is justifiable in terms of safety;

b) compensating measures will maintain the same level of safety as the requirement of these Regulations.

(3) An exemption pursuant to this section from the requirements of section 7 may only be granted after the Norwegian Maritime Authority has consulted with Norwegian shipowners' and seafarers' organisations.

(4) On ships where it is necessary to take into account interests related to various religious and social customs, the Norwegian Maritime Authority may upon written application from the company permit exemptions from these Regulations that do not result in the overall accommodation becoming less favourable than required by these Regulations. Exemptions may only be granted following consultation with Norwegian shipowners' and seafarers' organisations, and provided that the floor area measurements in the sleeping rooms are not less than:

- a) 1.67 m<sup>2</sup> per person on ships of 3,000 gross tonnage or less;
- b) 1.85 m<sup>2</sup> per person on ships of more than 3,000 gross tonnage.

Section 52 *Entry into force, etc.*

(1) These Regulations enter into force on 1 May 2017.

(2) As from the same date, the Regulations of 15 September 1992 No. 707 on the accommodation and catering service on ships are repealed.