

MERCHANT SHIPPING (CREW ACCOMMODATION) REGULATIONS 2010



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S. I. 20 of 2010

MERCHANT SHIPPING ACT
(2007 No. 27)
Merchant Shipping (Crew Accommodation)
Regulations 2010

[9th March, 2010] Commence-
ment.

In exercise of the powers conferred upon me by Section 185 of the Merchant Shipping Act, 2007 and of all other powers enabling me in that behalf, I, IBRAHIM ISA BIO, Minister of Transportation, hereby make the following Regulations:

1. These Regulations shall apply to all Nigerian sea-going ships except fishing boats and pleasure yachts. Application.

2. No structure shall be deemed to be watertight, gastight or oiltight for the purposes of these Regulations unless all openings in that structure, other than ventilation openings necessary for the admission of air from passageways to sanitary accommodation, laundries, drying rooms or galleys, are provided with means of closure which will enable such openings to be made watertight, gastight or oiltight, as the case may be. Structure.

3. — (1) Every person to whose order a ship to which these Regulations Apply is being constructed shall cause a plan of the ship, on a scale not smaller than 1 in 100, to be submitted to a surveyor of ships on a day not later than the day on which the keel of the ship is laid, showing clearly the proposed arrangement of the crew accommodation in the ship and its proposed position in relation to other spaces therein. Plans.

(2) Every such person shall cause the following plans to be submitted to a surveyor of ships on a day not later than the day on which the construction of any part of the crew accommodation is begun —

(a) plans of the proposed crew accommodation, on a scale not smaller than 1 in 50 in the case of a ship under 152 metres in length and not smaller than 1 in 100 in the case of any other ship, showing clearly the purpose for which each space therein is to be appropriated and the proposed disposition of the furnishings, fittings and obstructions therein; and

(b) plans showing clearly the proposed arrangements for supplying water to the crew accommodation and for heating, lighting and ventilating the accommodation.

(3) The owner of every ship to which these Regulations apply shall submit or cause to be submitted to a surveyor of ships before any alteration or reconstruction is carried out in the crew accommodation thereof plans on the scales and showing the information, referred to in paragraphs (1) and (2) of this regulation, and relating to the crew accommodation as altered or reconstructed, as the case may be :

Provided that if the crew accommodation in any ship is altered or reconstructed at a place outside Nigeria in consequence of an emergency or an accident to the ship, such plans shall be submitted to a surveyor of ships as soon as may be.

Position of
Crew
Accommoda-
tion.

4.—(1) In every ship to which these Regulations apply the crew accommodation, other than store rooms, shall be wholly situated above the summer load line, if any, marked on the ship in accordance with section 293 of the Act; and the Nigerian Maritime Administration and Safety Agency may exempt from the requirements of this paragraph any-

(a) ship of under 200 tonnes ;

(b) passenger ship;

(c) whale catcher;

(d) tug;

(e) cable ship;

(f) salvage ship;

(g) crane ship;

(h) dredger and any ship engaged in the conveyance of the spoil of dredging; and

(i) other ship not being a ship engaged in the carriage of cargo,

if he is satisfied that compliance therewith is unreasonable or impracticable by reason of the size or intended service of the ship.

(2) In every ship to which these Regulations apply, the crew accommodation other than store rooms, shall be situated amid-ships or aft; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of this paragraph to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable by reason of the size or intended service of the ship:

Provided that in ships of 500 tonness or over no part of the crew accommodation, other than storerooms, shall be forward of the collision bulkhead.

(3) Sleeping rooms forming part of the crew accommodation of a passenger ship to which these Regulations apply shall not be situated immediately beneath a working passageway.

Height of
Crew
Accommoda-
tion.

5. — (1) In every ship to which these Regulations apply the height of the crew accommodation measured from the top of the floor beams to the top of the crown beams shall not be less than the following —

- (a) in ships of under 1,600 tonnes .. 2 metres and
- (b) in ship of 1,600 tonnes or over .. 2° metres.

(2) The Nigerian Maritime Administration and Safety Agency may exempt from the requirements of this paragraph —

- (a) any ship, in respect of store rooms and sanitary accommodation; and
- (b) any sea-going ship which is for the greater part of her commission employed on inland waters,

to the extent to which he is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(3) Every sleeping room forming part of the crew accommodation in a ship to which these Regulations apply shall be so constructed as to provide a clear headroom of at least 2 metres at every point in the room which is available for free movement; and the Nigerian Maritime Administration and Safety Agency may exempt any ship under 500 tonnes from the requirements of this paragraph to the extent it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

6.—(1) In every ship to which these Regulations apply all bulkheads enclosing or within any part of the crew accommodation shall be properly constructed of steel or other and suitable material; and if the bulkheads are exposed to the weather they shall be of watertight and gastight construction, and means of closure shall be provided for all openings in such bulkheads so as to enable them to be made weathertight.

Construction
of Bulkheads
and Paneling.

(2) Any bulkhead which separates any part of the crew accommodation (other than a recreation deck space) from a space used as —

- (a) a permanent coal bunker;
- (b) an oil fuel bunker;
- (c) a cargo or machinery space;
- (d) a lamp room or paint room;
- (e) a store room not forming part of the crew accommodation (other than a dry provision store room);
- (j) a chain locker; or
- (g) a cofferdam,

shall be gastight, and shall be watertight where necessary to protect the crew accommodation.

(3) Any bulkhead which separates any part of the crew accommodation from a dry provision store room (whether or not such store room forms part of the crew accommodation) shall be gastight.

(4) Subject to the provisions of paragraph (5) of regulation 28 of these Regulations any bulkhead which separates any part of the crew accommodation from sanitary accommodation or from a laundry or drying room, galley or cold store room (whether or not such sanitary accommodation, laundry, drying room, galley or cold store room forms part of the crew accommodation) shall be gastight, and shall be watertight to such height as is necessary to prevent the passage of water into the adjoining space; and in particular any bulkhead separating sanitary accommodation from any other part of the crew accommodation shall, except in a doorway, be watertight to a height of at least 3.6 centimetres above the floor of the sanitary accommodation:

Provided that the requirements of this paragraph shall not apply to bulkheads separating-

- (a) sanitary accommodation from other sanitary accommodation;
- (b) a laundry or drying room from another laundry or drying room;
- (c) a galley from another galley or a pantry ;
- (d) a cold store room from another cold store room; or
- (e) sanitary accommodation appropriated for the sole use of one person from a sleeping room which it may be directly entered.

(5) Any inside panelling in the crew accommodation shall be constructed of plywood or other suitable material with a surface which can be easily kept clean and neither bulkheads nor inside panelling shall be constructed with tongued and grooved board or in a manner likely to harbour vermin.

Overhead
Deck.

7.—(1) In every ship to which these Regulations apply, being a ship constructed of steel or other metal, every deck which forms the crown of any part of the crew accommodation (in this regulation referred to as the “overhead deck”), and is exposed to the weather, shall be constructed of steel or other metal.

(2) The Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of paragraph (1) of this regulation to the extent to which it is satisfied that it is necessary to do so by reason of the intended service of the ship.

(3) The upper side of every such deck shall be sheathed with wood or with a material which complies with the requirements specified in the Second Schedule to these Regulations and such sheathing shall be properly laid and, if it consists of wood, shall be properly caulked.

(4) The Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of paragraph (3) of this regulation to the extent to which it is satisfied that the undersides of the overhead decks are insulated with a material (other than wood) which complies with the

requirements specified in the Third Schedule to these Regulations, and which is so fitted as to avoid as far as possible absorption of water, condensation, transmission of noise and harbouring of dirt and vermin.

(5) Every wooden overhead deck shall be at least 6.3 centimetre thick and every wooden sheathing shall be at least 5.7 centimetres thick.

(6) The Nigerian Maritime Administration and Safety Agency may exempt any ship from either of the requirements of paragraph (5) of this regulation to the extent that it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

8. —(1) In every ship to which these Regulations apply the decks which form the floors in the crew accommodation shall be properly constructed and shall have a surface which provides a good foothold and is capable of being easily kept clean. The floor covering shall be impervious to water and, if the deck is situated on top of an oil tank, impervious to oil. Flooring.

(2) Wooden decks which form the floors in the crew accommodation shall be at least 53.4 centimetres thick and shall be properly laid and caulked. The Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of this paragraph to the extent to which it is satisfied that the compliance therewith is unreasonable or impracticable in the circumstances.

(3) The surface of metal decks which form the floors of the crew accommodation, not being floors in sanitary accommodation, galleys, store rooms or laundries, shall be covered with linoleum or wooden planking, or with a material which complies with the requirements specified in the Second Schedule to these Regulations.

(4) The joining of the material with the side walls shall be rounded in a manner which will avoid crevices and such linoleum, planking or material shall be properly laid and shall provide a good foothold.

(5) The joining of the floors with the side walls shall be rounded in a manner which will avoid crevices.

9.—(1) In every ship to which these Regulations apply, the crew accommodation and the means of access thereto and egress therefrom shall be so arranged and constructed and situated in such a position as to ensure — Protection
from Weather.

(a) the protection of the crew against injury to the greatest practicable extent;

(b) the protection of the crew accommodation against the weather and the sea;

(c) the insulation of the crew accommodation from heat and cold;

(d) the protection of the crew accommodation against moisture due to condensation;

(e) the exclusion from the crew accommodation of effluvia originating in other spaces in the ship ; and

(f) the exclusion from the crew accommodation, to the greatest practicable extent, of noise originating in other spaces in the ship.

(2) Without prejudice to the generality of paragraph (1) of this regulation—

(a) every opening from an open deck into the crew accommodation shall be protected against the weather and the sea ;

(b) the crew accommodation shall be accessible at all times from the open deck;

(c) access to sleeping rooms, mess rooms, recreation rooms and studies which form part of the crew accommodation shall be obtained from a passageway which shall be provided with a hinged door at any entrances to the open deck; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of this sub-paragraph to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable by reason of the size or intended service of the ship;

(d) bow hawse pipes shall not be situated in the crew accommodation; and the Nigerian Maritime Administration and Safety Agency may exempt any ship of under 406 tonnes from the requirements of this sub-paragraph;

(e) steam supply and exhaust pipes for steering gear, winches and similar equipment shall not pass through the crew accommodation:

Provided that, if in the case of any ship of 500 tonnes or over; the Nigerian Maritime Administration and Safety Agency is satisfied that alternative arrangements are unreasonable or impracticable in the circumstances, he may permit such pipes, if properly encased, to pass through passageways forming part of the crew accommodation subject, in the case of supply pipes, to the following conditions—

(i) the pipes shall be constructed of solid drawn steel or other suitable material,

(ii) the pipes shall be of a scantling sufficient to withstand the maximum pressure from the ship's boiler system,

(iii) all connections in the pipes shall be by faced flanges properly jointed, and

(iv) the pipes shall be fitted with adequate drainage arrangement,

the Nigerian Maritime Administration and Safety Agency may exempt any ship of under 500 tonnes from the requirements of this sub-paragraph if it is satisfied that adequate arrangements have been made to ensure the safety of the crew;

(f) all steam pipes, hot water pipes and calorifiers in or serving the crew accommodation shall be efficiently lagged wherever lagging is necessary for the conservation of heat or the protection of the crew against injury or discomfort; and all cold water pipes in the crew accommodation shall be efficiently lagged wherever lagging is necessary for the prevention of condensation;

(g) chain pipes; and ventilator trunks to cargo spaces or tanks, shall be made of steel or other suitable material and shall be gastight where they pass through any part of the crew accommodation;

(h) batteries for the operation of the ship's radio installation, if any, shall not be placed in any sleeping room provided for the crew, and precautions shall be taken which will ensure that fumes from such batteries cannot discharge into any parts of the crew accommodation;

(i) the bulkheads and the parts of the ship's side which enclose the crew accommodation, shall be insulated in a manner which will prevent overheating of the accommodation and be covered with protective covering which will prevent the condensation of moisture; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of this sub-paragraph to the extent to which it is satisfied that the crew accommodation is adequately protected by its position and ventilation against overheating and condensation;

(j) every bulkhead casing and deck separating the crew accommodation from other spaces in the ship in which heat or cold may be generated shall be insulated in a manner which will prevent the crew accommodation being so affected by such heat or cold or by condensation as to prejudice the health or comfort of the crew;

(k) every ship for the time being regularly engaged on voyages to; within or through the Tropics or the Persian Gulf shall be provided with awnings which will cover—

(i) all exposed decks and house-tops situated immediately above any part of the crew accommodation,

(ii) all exposed sides of galleys situated on an open deck,

(iii) such portions of the deck spaces provided for the recreation of the crew in compliance with paragraph (6) of regulation 21 of these Regulations as will provide a shaded area adequate in extent having regard to the number of persons in the crew and to any shade provided for such spaces by overhanging decks,

the awnings shall be supported by stanchions or by other suitable means;

(l) there shall be no direct opening between the crew accommodation (other than recreation deck spaces) and any space used as a store room for engine room stores or deck department stores. The Nigerian Maritime Administration and Safety Agency may exempt-

(i) any ship of under 500 tonnes, and

(ii) any whale catcher from the requirements of this sub-paragraph to the extent to which he is satisfied that compliance therewith is impracticable in the circumstances;

(m) there shall be no direct opening between the crew accommodation (other than recreation deck spaces) and spaces used as-

(i) permanent coal bunkers,

(ii) oil fuel bunkers,

(iii) cargo or machinery spaces,

(iv) lamp rooms or paint rooms,

(v) store rooms not forming part of the crew accommodation (other than store rooms for engine rooms or deck department stores),

(vi) chain lockers, or

(vii) cofferdams:

Provided that there may be a direct opening between machinery spaces and sanitary accommodation and changing rooms provided for the sole use of officers and ratings of the engine room department; but the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of this sub-paragraph in so far as it relates to a direct opening between any passageway forming part of the crew accommodation and any of the aforesaid spaces; and may further exempt any whale catcher from such requirements in so far as it relates to a direct opening between any machinery space and any part of the crew accommodation;

(n) subject to the provisions of paragraph (3) of regulation 23, paragraph (6) of regulation 27 and paragraph (16) of regulation 31 of these Regulations, there shall be no direct opening between the crew accommodation (other than recreation deck spaces or passageways) and any sanitary accommodation, laundry or drying room (whether or not such sanitary accommodation, laundry or drying room forms part of the crew accommodation):

Provided that nothing in this sub-paragraph shall prohibit direct openings between spaces forming part of the sanitary accommodation, or between spaces appropriate for use as laundries or drying rooms;

(o) any part of the crew accommodation which is adjacent to any part (other than the crown) of a tank in which oil may be carried in bulk, shall be separated therefrom by a gastight division additional to the division which retains the oil, and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of this sub-paragraph if it is satisfied that the division which retains the oil is likely to remain oiltight under service conditions;

(p) if any part of the crew accommodation is situated on a deck which forms the crown of a space in which oil may be carried in bulk, such deck shall be oiltight. No manholes or other openings to the oil tanks shall be situated in the crew accommodation, and the Nigerian Maritime Administration and Safety Agency may exempt any ship used in treating whales or for the carriage of persons employed in catching or treating whales from the requirements of this sub-paragraph in so far as they relate to manholes or other openings in the oil tanks;

(q) if any part of the crew accommodation is situated on a deck forming the crown of a permanent coal bunker, such deck shall be gas tight;

(r) the means of access to and egress from every part of the crew accommodation shall be so situated that in the event of fire in any lamp room or paint room in the ship, access to and egress from the crew accommodation will not be impeded.

10.— (1) In every ship to which these Regulations apply, other than a ship employed solely within the Tropics or the Persian Gulf, all sleeping rooms, mess rooms, recreation rooms, sanitary accommodation, offices, studies and hospitals forming part of the crew accommodation shall be provided with a heating system which shall be permanently installed and capable of ensuring that when the ventilation system provided for such rooms or accommodation in compliance with these Regulations is working so as to furnish at least 0.4 cubic metres of fresh air per minute for each person whom the room or accommodation is designed to accommodate at one time and the temperature of the open air is 1° centigrade the temperature therein can be maintained at 10 degrees centigrade:

Heating.

Provided that the temperature within a water closet shall not be required to be maintained at more than 1° centigrade above the ambient temperature in the open air. If the temperature within any water closet is capable of being so maintained by heat derived from an adjoining compartment, a heating system shall not be required to be provided in that water closet; and the Nigerian Maritime Administration and Safety Agency may exempt from the requirements of this paragraph—

(a) any ship of under 500 tonnes, and

(b) any ship intended to be engaged solely on voyages in the Tropics or the Persian Gulf, if it is satisfied that the crew accommodation is fitted with stoves which are properly installed and adequately guarded, or with other suitable means of heating.

(2) The permanent heating system required by the foregoing paragraph shall be operated by steam, hot water or electricity, or shall be a system supplying warm air.

(3) The heating equipment shall be so constructed, installed and, if necessary, shielded as to avoid the risk of fire and not to constitute a source of danger or discomfort to the crew and in particular, means shall be provided, unless the provision thereof is unreasonable or impracticable in the circumstances, by which, without the use of a tool or key, the heat emitted by the radiator or other heating device fitted in any space can be turned off and on and varied.

(4) The heating equipment shall be so constructed that its operation is not affected by the use or non-use of any steering gear, deck machinery, calorifiers or cooking appliances in the ship.

(5) The heating system shall be in operation at all times when any members of the crew are living or working on board the ship and circumstances require its use :

Provided that while the ship is in port, the heating system shall not be required to be in operation if efficient temporary means of heating are provided for such parts of the crew accommodation as are in use.

Lighting.

11. — (1) In every ship to which these Regulations apply, every part of the crew accommodation, other than pantries, laundries, drying rooms, lockers and store rooms shall be properly lighted by natural light :

Provided that if in any space in a passenger ship or in a ship engaged in the whaling industry it is impracticable to provide proper natural lighting, such lighting shall not be required if adequate electric lighting is always available in that space. The Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of this paragraph in relation to sanitary accommodation and passageways to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable in the circumstance.

(2) The natural light of a sleeping room, mess room, recreation room or hospital ward shall be deemed to be proper for the purposes of this regulation if it is sufficient to enable an ordinary newspaper to be read by a person of normal vision at any point in the room, being a point available for free movement, during day time and in clear weather.

(3) Every side scuttle in a sleeping room, mess room, smoking room or recreation room in the crew accommodation shall be capable of being opened:

Provided that this paragraph shall not apply to a side scuttle which is required to be of the non-opening type by the provisions of the Merchant Shipping (Passenger Ship Construction) Rules .

(4) In every ship of 3,000 tonnes or over every such side scuttle shall be at least 4.8 centimetres in diameter and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of this paragraph to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable in the circumstance.

(5) In every ship to which these Regulations apply, an electrical system shall be installed which is capable of providing adequate lighting in every part of the crew accommodation.

(6) The electric lights shall be so arranged as to give the maximum benefit to the crew, and in particular an electric reading light shall be fitted at the head of each bed and shall be capable of being switched on and off from the bed.

(7) A lamp emitting at least 200 lumens shall be fitted in every such reading light in a sleeping room, and a lamp emitting at least 400 lumens shall be fitted in every such light in a hospital ward.

(8) An efficient alternative system of lighting or source of electric power shall always be available for lighting the crew accommodation.

(9) The Nigerian Maritime Administration and Safety Agency may exempt any ship of under 500 tonnes from the requirement of this paragraph if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstance and that other suitable artificial lighting is provided in the crew accommodation.

(10) In addition to any other lights required by these Regulations, the spaces referred to in sub-paragraphs (a) to (k) inclusive of paragraph 12 of this regulation shall be provided with the lighting therein specified.

(11) The electric lighting of the spaces referred to in sub-paragraphs (a) to (k) inclusive of paragraph 12 shall be deemed to be adequate for the purposes of these Regulations if, when the lamps and paintwork are new, the illumination in the horizontal plane, when measured at the points and in the manner prescribed in paragraph 11 of this regulation is steady and subject to a tolerance of ten *per cent* is maintained at a value of not less than that prescribed for every such space."

(12) The points at which illumination shall be measured shall be as follows —

(a) where general measurement points are prescribed for the illumination of a space, then measurements shall be taken at every point midway between every two adjacent lamps and at every point midway between every lamp and any position on any boundary of the space:

Provided always that where within any space a part of that space (being a part of that space available for free movement) is shaded from the direct rays of a lamp by a re-entrant angle formed in the boundary of the space, then the central point of the part of the space so shaded shall also be a general measurement point; and

(b) where particular measurement points are also prescribed for a space, then measurements shall in addition be taken at every such point,

and in all cases, measurements shall be taken at a height of 0.83 metre above the floor, except that in the case of passageways, companionways, and covered recreation deck spaces, measurements may be taken either at a height of 0.83 metre above the floor or at floor level, provided that in the latter case the reflection factor of the floor surface shall not be less than forty *per cent*. Illumination of provision storerooms shall be measured when the rooms are empty.

(13) The following spaces shall be provided with the lighting therein specified—

(a) sleeping rooms and day rooms-

(i) 22 lux immediately in front of any drawer, bookcase, clothes locker, wardrobe and toilet mirror,

(ii) 54 lux at any wash-basin,

(iii) 65 lux at any seat at a writing desk or table, and at not less than half the remaining seats in a sleeping room provided for the use of more than one person,

and for the purposes of this sub-paragraph reading lights at the heads of beds shall not be taken into account in determining the illumination of a space except in the case of a sleeping room provided for the use of one person only;

(b) mess rooms-

(i) 22 lux at general measuring points,

(ii) 54 lux at any table and sink ;

(c) recreation and smoking room-

(i) 2 lux at general measuring points,

(ii) 54 lux at the recreation tables,

(iii) 65 lux at any seat at a writing position at a desk or table and at not less than half the remaining seats;

(d) hospital wards —

- (i)* 22 lux at general measuring points,
- (ii)* 54 lux at any wash-basin,

and in addition to the electric reading lamp required to be provided at the head of each bed in accordance with paragraph (5) of this Regulation, at least one fixed lamp shall be installed. The portable electric lamp required to be provided by paragraph (10) of regulation 31 of these Regulations shall emit at least 600 lumens for the purposes of this sub-paragraph, reading lights at the head of beds shall not be taken into account in determining illuminations except in the case of a hospital ward provided for the use of one person only;

(e) Offices and Studies —

- (i)* 22 lux immediately in front of any drawer and any bookcase,
- (ii)* 86 lux at every writing position at a desk or table;

(f) Sanitary Accommodation (including such accommodation in Hospitals) —

- (i)* water closets, 32 lux in way of the pan,
- (ii)* wash rooms and bathrooms, 32 lux at all general measurement points,
- (iii)* 54 lux at any wash-basin or washing trough and at or near the head of any bath;

(g) laundries —

- (i)* 32 lux at general measuring points,
- (ii)* 54 lux at any washing trough;

(h) Drying Rooms 22 lux in the centre of the space;

(i) galleys (including Bakeries and Pantries) 64 lux at working positions and the lamps shall be so disposed as to ensure that the food preparation tables, the range top, the serving tables and the washing up sinks receive the maximum amount of light;

(j) provision store rooms —

- (i)* dry store rooms, 22 lux at general measurement points and 22 lux immediately in front of shelving and any cupboard,
- (ii)* cold store rooms, half the standard prescribed for a dry store Room;

(k) passageway, companionways and covered recreation deck spaces, 22 lux at general measurement points; and a lamp shall be placed at or near the head of each stairway or ladder or hatchway and at or near doors of any lockers provided for oilskins or working clothes.

Ventilation.

12. —(1) In every ship to which these Regulations apply the enclosed parts of the crew accommodation shall be ventilated by a system which will maintain the air therein in a state of purity adequate for the health and comfort of the crew.

(2) The system shall be capable of being so controlled as to ensure sufficiency of air movement under all conditions of weather and climate to which the ship is likely to be subjected during the voyages on which she is intended to be engaged, and shall be additional to any side scuttles, skylights, companions, doors or other apertures not intended solely for ventilation.

(3) Every such enclosed space, being a space not ventilated by a trunked mechanical ventilation system, shall be provided with a natural system of inlet and exhaust ventilation and every inlet ventilator forming part of such system, being a ventilator situated in the open air, shall be of a cowl or other equally efficient type and shall be so situated that, as far as is practicable, it is not screened from the wind in any direction; and no such ventilator shall be situated directly over a doorway, stairway or exhaust opening.

(4) The sectional area of every part of the inlet and exhaust system (other than a part serving only a drying room or locker) shall be at least six square inches for each person for whose use at anyone time the space is appropriated, shall be not less than 123 square centimetres in all at any point in the system; and the effective area of the inlet and exhaust system serving each space shall be capable of being adjusted from fully open down to a minimum of 20 square centimetre for each person likely to use the space at any one time.

(5) Every such closed space, other than a cold store room, forming part of the crew accommodation of a ship to which these Regulations apply, of 500 tonnes or over, shall be provided with a trunked mechanical ventilation system complying with the requirements specified in the First Schedule to these Regulations :

Provided that such a system shall not be required in any galley, which is situated on an open deck and exposed to the weather on the fore end and the port and starboard sides; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of this paragraph, in so far as it relates to the ventilation of a store room for the storage of dry provisions, if it is satisfied that compliance with that requirement is unnecessary by reason of the position of the store room.

(6) In the crew accommodation of every ship to which these Regulations apply, being a ship not provided with trunked mechanical ventilation and not being a ship for the time being regularly engaged only on voyages north of 53° North latitude or south of 45° South latitude, an electric fan shall be fitted in every sleeping room, mess room, recreation room, study, office, galley and

pantry; and the Nigerian Maritime Administration and Safety Agency may exempt any ship of under 500 tonnes from the requirement of this paragraph.

(7) Power for the operation of the trunked mechanical ventilation system or fans, as the case may be, required by the foregoing paragraphs of this Regulation shall be available at all times when any members of the crew are on board the ship and circumstances require such system or fans to be used.

(8) The following spare gear shall be provided for each size of electric motor employed to operate a trunked mechanical ventilation system in the crew accommodation of a ship to which these Regulations apply-

(a) for direct Current Motors-

- (i) 1 armature,
- (ii) 1 field coil,
- (iii) 1 set of bearings,
- (iv) 1 set of carbon brushes,
- (v) 1 brush holder;

(b) for alternating current motors-

- (i) 1 set of stator windings, complete with insulation pieces,
- (ii) 1 set of bearings,

the spare gear shall be properly packed for storage.

13.—(1) In every ship to which these Regulations apply efficient drainage by pipes or channels shall be provided for every part of the crew accommodation situated on an open deck wherever such drainage is necessary for clearing water shipped from the sea.

Drainage.

(2) There shall be no drainage from any source (not being sanitary accommodation) into the sanitary accommodation forming part of the crew' accommodation.

3) Every space appropriated for use as sanitary accommodation shall be served by one or more scuppers which do not serve any space other than sanitary accommodation. The scuppers shall be at least two inches in diameter and shall be situated wherever water is likely to collect on the floor of the space:

Provided that no scupper shall be required in washing accommodation appropriated for the sole use of one person.

14.—(1) In every ship to which these Regulations apply the interior sides and ceilings of every part of the crew accommodation shall be covered with enamel, paint or other suitable material and the paint, enamel or other material shall be of good quality and white or light in colour.

Painting, etc.

(2) Lime wash or paint containing nitro-cellulose shall not be applied in the crew accommodation.

(3) The wooden parts of the furniture and fittings in the crew accommodation shall be finished externally with paint, varnish, polish or by other suitable means.

(4) All paint, varnish, polish and other finishes in the crew accommodation shall be capable of being easily kept clean and shall be maintained in good condition.

Marking.

15.—(1) Every sleeping room forming part of the crew accommodation of a ship to which these Regulations apply shall be marked inside the room with whichever of the markings specified in Part I of the Fourth Schedule to these Regulations is appropriate in the circumstances.

(2) Every space, other than a sleeping room or an open deck, forming part of the crew accommodation of such a ship shall be marked either inside the space or on or over the door to such space with whichever of the markings specified in Part II of the Fourth Schedule to these Regulations is appropriate in the circumstances.

(3) All markings required by the foregoing provisions of this regulation shall be in clear characters and in a readily visible position on the ship's structure and the markings shall be cut into the structure or otherwise marked in an equally permanent manner.

(4) No space forming part of the crew accommodation of a ship to which these Regulations apply shall be marked, whether inside or outside the space, with any markings which may be taken to indicate that the space is appropriated for use by persons differing in number or description from the persons for whose use the space has been certified by a surveyor of ships.

Sleeping
Rooms.

16.—(1) In every ship to which these Regulations apply, unless the circumstances are such that no members of the crew are required to sleep on board, sleeping rooms shall be provided for the crew in accordance with the following provisions of this regulation; and separate and appropriate sleeping rooms shall be provided wherever required by the widely different national habits and customs of groups of persons in the crew.

(2) Each of the following classes of person shall be provided with sleeping rooms separated from those provided for the other classes—

(a) officers;

(b) petty officers;

(c) apprentices;

(d) ratings of the deck department, other than petty officers;

- (e) ratings of the engine room department, other than petty officers;
- (f) ratings of the catering department, other than petty officers.

(3) Every watch of ratings shall be provided with sleeping rooms separate from those of other watches. Day-men shall be provided with sleeping rooms separate from those of watch-keepers.

(4) The Nigerian Maritime Administration and Safety Agency may exempt from the requirements of paragraph (2) and (3) of this regulation —

(a) any whale catcher; and

(b) any other ship to the extent that he is satisfied that compliance with the said requirement is unreasonable or impracticable by reason of the size of the ship.

(5) The Nigerian Maritime Administration and Safety Agency may further exempt any ship engaged in the whaling industry from the requirements of paragraph (3) of this regulation.

(6) The maximum number of persons accommodated in sleeping rooms shall be as follows —

(a) officers in charge of a department, navigating and engineer officers in charge of a watch, and First or only Radio Officers, 1 person per room;

(b) other officers,-wherever practicable, 1 person per room and in no event more than 2 persons per room;

(c) apprentices.-wherever practicable not more than 3 persons per room, and in no event more than 4 persons per room ;

(d) chief or only steward and chief or only cook, in either case in a ship of 3,000 tonnes or over regularly employed otherwise than as a home trade ship, 1 person per room;

(e) petty officers not being persons referred to in sub-paragraph (d) of this paragraph, wherever practicable, 1 person per room, and in no event more than 2 persons per room;

(f) other ratings-wherever practicable, 2 or 3 persons per room, and in no event more than 4 persons per room:

Provided that in any passenger ship the Nigerian Maritime Administration and Safety Agency may permit more than 4, but not more than 10, such ratings to be accommodated in one room if it is satisfied, after consultation with the owner of the ship or with such organisation or organisations as appear to him to be representative of the ratings concerned, that the comfort of these ratings will thereby be increased.

(7) The Nigerian Maritime Administration and Safety Agency may exempt any ship used in treating whales or for the carriage of persons employed in catching or treating whales, from the requirements of paragraph (6) of this regulation in so far as they relate to sleeping accommodation for persons not engaged to work the ship.

(8) The Nigerian Maritime Administration and Safety Agency may exempt also any whale catcher from the requirements of sub-paragraph (a) of paragraph (6) of this regulation and any ship of under 400 tonnes from the requirements of sub-paragraphs (a) and (d) of this paragraph.

(9) Subject to the provisions of sub-paragraphs (b) and (c) of this paragraph, the minimum floor area provided for each person in a sleeping room forming part of the crew accommodation of a ship to which these Regulations apply shall be as follows —

<i>(a)</i> in ships of	<i>square metre</i>
<i>(i)</i> under 400 tonnes	1.4
<i>(ii)</i> 400 tonnes or over but under 800 tonne	1.9
<i>(iii)</i> 800 tonnes or over but under 3,000 tonnes	2.3
<i>(iv)</i> 3,000 tonnes or over	2.8

(b) subject to the provisions of sub-paragraph (c) of this paragraph the minimum floor area provided in a sleeping room in a passenger ship shall be 2.2 square per person if more than 4 rating are accommodated in that room;

(c) subject to the provisions of this sub-paragraph the minimum floor area provided for each person in a sleeping room for such ratings as are referred to in paragraph (2) of regulation 38 of these Regulations (in this sub-paragraph referred to as “special ratings”) shall be, in ships of—

	<i>Square metre</i>
<i>(i)</i> under 400 tonnes	1.3
<i>(ii)</i> 400 tonnes or over but under 3,000 tonnes	1.7
<i>(iii)</i> 3,000 tonnes or over	1.9

(d) the total floor area of the sleeping rooms provided in the ship for special ratings shall not be less than would be required by sub-paragraph (a) of this paragraph to be provided for such number of ratings as would be necessary in substitution for the special ratings if the special ratings were replaced by other ratings;

e) in determining the floor area of a room for the purpose of this paragraph spaces occupied by berths, lockers, seats or chests of drawers shall be taken into account and spaces which by reason of their small size or irregular shape cannot accommodate furniture and do not contribute to the area available for free movement shall not be taken into account.

17. — (1) Every sleeping room in the crew accommodation of a ship to which these Regulations apply shall be fitted with a bed for each person accommodated in the room.

Beds.

(2) The framework of each bed, and the lee-boards or lee-rails thereof, if any, shall be constructed of metal or other material which is hard smooth and unlikely to become corroded.

(3) The framework shall be so made as not to be likely to harbour vermin, and in particular, if the bed is constructed with tubular frames, the frames shall be completely sealed and without perforations.

(4) There shall be unobstructed access to at least one side of each bed and, in particular, if the adjacent sides of two beds in the same room are parallel to each other or, when projected, make an angle of less than 90° with each other, the distance between those sides at any point shall not be less than 0.76 metres if both beds are in single tier or 1 metre in any other case.

(5) Where beds abut upon each other they shall be separated by screens made of wood or other suitable material.

(6) No bed shall be placed —

(a) within 10 centimetres of a ventilation trunk which may be used for circulating hot air, or

(b) within 5 centimetres of a bulkhead or the ship's side, unless the bed is so supported and the room so constructed as to avoid harbouring dirt and vermin in or near the bed, to enable the bedding to be kept clean and dry, and to minimise the soiling of paint work in way of the bed.

(7) Beds shall not be arranged in tiers of more than two.

(8) Beds placed along the ship's side shall be in single tier, except in a room in which there is no side scuttle and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of this paragraph to the extent to which it is satisfied that the beds in the sleeping room are clear of side scuttles, and that the comfort of the crew will thereby be increased.

(9) No bed shall —

(a) be less than 1 foot from the floor of the room measured from the bottom of the mattress referred to in paragraph (12) of this regulation ; and

(b) if the upper bed in a double tier, be at least 0.76 metre below the lower side of the deck head beams or other obstructions measured from the bottom of the mattress; and the bottom of the mattress in the lower bed shall be at least 1 metre below the bottom of the mattress in the upper bed if the height of the sleeping room is .3 metres or more, and at least 0.8 metre below the bottom of the mattress in the upper bed if the height of the sleeping room is less than 2.3 metres, and for the purposes of this sub-paragraph the height of the room shall be measured from the top of the floor beams to the top of the crown beams.

(10) The Nigerian Maritime Administration and Safety Agency may exempt—

(a) any ship of under 500 tonnes from any of the requirements of paragraph (9) of this regulation; and

(b) any ship from the requirements of sub-paragraph (b) of paragraph (9) of this regulation to the extent to which it is satisfied that it is unreasonable or impracticable in the circumstances to remove obstructions above the beds in the crew accommodation of that ship.

(11) The size of the beds provided for the crew shall-

(a) subject to the provisions of sub-paragraph (b) of this paragraph, be at least 1.9 metres by, 0.7 metres the measurements being taken inside the lee-boards or lee-rails, if any, and at right angles to each other;

(b) in a ship of 3,000 tonnes or over for the Chief Officer and for the Chief and Second Engineers, be at least 1.9 metres by 0.8 metre in a passenger ship and at least 1.9 metres by 1.1 metre in any other ship, the measurements in each case being taken as aforesaid.

(12) Every bed provided for a member of the crew shall be fitted with a spring bottom or spring under-mattress, and with a mattress made of material which will resist damp and is unlikely to harbour vermin. A bottom of wood, canvas or other dust-proof material shall be fitted to every bed which is fitted above another bed.

Furniture and
Fittings in
Sleeping
Rooms.

18. — (1) In every ship to which these Regulations apply every sleeping room for ratings other than petty officers shall be provided with the following equipment—

(a) for each person accommodated in the room-

- (i) one drawer having a capacity of at least 0.0566 cubic metres; and
- (ii) one clothes locker or wardrobe, in either case at least 1.68 metres in height and 2030 square centimetres in internal sectional area; the locker or wardrobe shall be fitted with a shelf not less than 23 centimetres and

not more than 38 centimeters below its top and with fittings on which clothes may be hung;

(iii) at least one coat hook in addition to any coat hooks fitted in a locker or wardrobe;

(b) a table of fixed or drop-leaf type, or a desk, or a sliding leaf or top fitted to a chest of drawers;

(c) comfortable seats sufficient to accommodate at one time all the persons accommodated in the room and such seats shall be provided in addition to the beds in the room; but the Nigerian Maritime Administration and Safety Agency may exempt any passenger ship or ship engaged in the whaling industry from the requirements of this sub-paragraph to the extent to which he is satisfied that a lesser number of seats is adequate in the circumstances;

(d) a mirror suitable for toilet purposes;

(e) a cabinet suitable for containing toilet requisites;

(f) a book rack;

(g) a runner of jute, coir or other suitable material at one side of each bed or tier of beds, as the case may be ;

(h) a curtain fitted to each bed, unless the room accommodates only one person;

(i) a curtain fitted to each side scuttle, unless the side scuttle is fitted with blinds or jalousies,

and the Nigerian Maritime Administration and Safety Agency may exempt any whale catcher from any of the requirements of sub-paragraphs (g), (h) and (i) of this paragraph.

(2) Paragraph (1) of this regulation shall apply to sleeping rooms for petty officers as it applies to sleeping rooms for other ratings, subject to the following modifications and additions —

(a) for each person accommodated in the room a second drawer having a capacity of at least 0.04 cubic metres shall be provided in addition to the drawer referred to in sub-paragraph (a) of paragraph (1) of this regulation;

(b) the clothes lockers or wardrobes provided shall be made of hardwood;

(c) each room shall be provided with-

(i) a rack for holding one drinking water bottle and one tumbler for each person accommodated in the room and the rack may be fitted inside the cabinet for toilet requisites:

Provided that a rack for holding a drinking water bottle shall not be required in any room in which a supply of drinking water is laid on, .

(ii) a wash-basin, of vitreous china or other equally hygienic and durable material, which shall be fitted with an efficient and hygienic discharge overside or to an enclosed tank with a suction pipe served by a mechanically operated pump:

Provided that a wash-basin shall not be required to be fitted in a sleeping room for petty officers if washing accommodation is readily accessible from the sleeping room.

(3) In every sleeping room in which more than one petty officer or other rating is accommodated, every drawer, locker and wardrobe shall be fitted with a secure lock or hasp for a padlock and in every sleeping room in which only one petty officer or other rating is accommodated the locker or wardrobe shall be fitted with such a lock or hasp.

(4) Subject to the provisions of paragraph 4 of this regulation every sleeping room for officers shall be provided with the following equipment —

(a) for each officer accommodated in the room —

(i), at least three drawers with a total capacity of 0.283 cubic metres or as near thereto as is practicable in the circumstances,

(ii) a wardrobe at least 1.67 metres in height and 2970 square centimetres in internal sectional area,

(iii) at least two coat hooks, in addition to any coat hooks fitted in the wardrobe;

(b) a writing desk fitted, if practicable, with drawers additional to the aforesaid drawers ;

(c) a chair with arm rests;

(d) a settee at least 1.8 metres in length or as near thereto as is practicable in the circumstances:

Provided that the Nigerian Maritime Administration and Safety Agency may permit the settee to be dispensed with—

(i) if agency is satisfied that a settee of adequate dimensions cannot be placed in the room without interfering with the comfort of the officers, or

(ii) in the case of a room which only accommodates one officer, if the Nigerian Maritime Administration and Safety Agency has consulted with such organisation as appears to it to be representative of the class of officer concerned and is satisfied that a fully upholstered easy chair with closed arms is provided in the room ;

(e) a mirror suitable for toilet purposes;

(j) a cabinet suitable for containing toilet requisites;

(g) a rack suitable for holding —

(i) one drinking water bottle, and

(ii) one tumbler for each officer accommodated in the room and the rack may be fitted inside the cabinet for toilet requisites:

Provided that a rack for holding a drinking water bottle shall not be required in any room in which a supply of drinking water is laid on;

(h) a wash-basin of vitreous china or other equally hygienic and durable material, which shall be fitted with an efficient and hygienic discharge overside or to an enclosed tank with a suction pipe served by a mechanically operated pump:

Provided that a wash-basin shall not be required to be fitted in a sleeping room if washing accommodation is readily accessible therefrom;

(i) a splash plate or other means of protection for the wall above the wash-basin, if any;

(j) a carpet runner of wool or similar material;

(k) curtains fitted to each bed, unless the room accommodates only one officer;

(l) curtains fitted to each side scuttle, unless the sidescuttle is fitted with blinds or jalousies;

(m) a book case in any room which accommodates a Chief Officer, Chief Engineer or Second Engineer, or in the case of a passenger ship a First Radio Officer; and

(n) a book case or book rack in rooms which accommodate other Officers, and the Nigerian Maritime Administration and Safety Agency may exempt any ship of under 400 tonness from any of the requirements of sub-paragraphs (a), (b) and sub-paragraphs (k) to (n) inclusive, of this paragraph to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(5) Any of the equipment referred to in sub-paragraphs (b), (c), (d), (m) and (n) of paragraph (4) of this regulation may be provided in a day room available for the sole use of the officers concerned, instead of their sleeping room, and any of the equipment referred to in sub-paragraphs (e) to (i) inclusive of the said paragraph may be provided in washing accommodation approved for the exclusive use of one officer instead of in the sleeping room of that officer.

(6) Sleeping rooms for apprentices shall so far as is reasonable and practicable in the circumstances be provided with the equipment (other than a book case) referred to in paragraph (4) of this regulation:

Provided that any of the equipment referred to in sub-paragraphs (b), (c), and (d) of the said paragraph may be provided in a study for the sole use of the apprentices instead of in their sleeping rooms.

(7) Subject to the foregoing provisions of this regulation, all lockers, wardrobes, tables, desks, the un-upholstered parts of chairs and settees and similar furnishings provided in compliance with this regulation shall be made of polished hardwood, rustproof metal or other smooth and impervious material not likely to crack, warp or become corroded, and all furniture provided in sleeping rooms shall be so made as not to be likely to harbour vermin.

Mess Rooms.

19. — (1) In every ship to which these Regulations apply, unless the circumstances are such that no members of the crew are required to mess on board, mess rooms shall be provided for the crew and shall be of such dimensions as will be sufficient to accommodate the greatest number of persons likely to use them at any one time.

(2) Separate and appropriate mess rooms shall be provided wherever required by the widely different national habits and customs of groups of persons in the crew.

(3) No mess room shall be combined with a sleeping room, and the Nigerian Maritime Administration and Safety Agency may exempt any ship of under 305 tonnes from the provision of this paragraph if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(4) In every ship of 500 tonnes or over the mess rooms provided for ratings shall be separate from those provided for the Master of the ship or for officers.

(5) In every ship of 1,000 tonnes or over a single mess room shall be provided for all officers in the ship:

Provided that the officers may be accommodated in separate mess rooms if their sleeping rooms are in widely separated portions of the ship.

(6) In every ship of 1,000 tonnes or over each of the following classes of ratings shall be provided with mess rooms separate from those provided for the other classes —

- (a) petty officers of the deck department;
- (b) petty officers of the engine room department;
- (c) other ratings of the deck department;
- (d) other ratings of the engine room department.

(7) Subject to the provisions of paragraph (1) of this regulation, the Nigerian Maritime Administration and Safety Agency may permit the provision in any ship of combined mess rooms as follows —

- (a) for petty officers of the deck and engine room departments;
- (b) or petty officers and other ratings of the same department;
- (c) for all ratings (other than petty officers) of the deck and engine room departments.

(8) Subject as aforesaid the Nigerian Maritime Administration and Safety Agency may further permit the provision in any ship of a single mess room for all petty officers and other ratings of all departments, if it is satisfied that such an arrangement is preferred either by the owner of the ship or by an organisation which appears to the Nigerian Maritime Administration and Safety Agency to be representative of owners of Nigerian ships; and by an organisation which appears to it to be representative of the seamen concerned.

(9) In every ship of 3,000 tonnes or over, being either-

(a) a ship other than a home trade ship; or

(b) a home trade ship with a catering department of more than 5 persons,

mess rooms shall be provided for ratings of the catering department which shall be separate from those provided for ratings of other departments, unless the Nigerian Maritime Administration and Safety Agency permits a combined mess room for petty officers and other ratings of all departments in accordance with the provisions of paragraph (6) of this regulation.

(10) If in any other ship, a separate mess room is not provided for ratings of the catering department, messing accommodation shall be provided for them in mess rooms provided for other ratings.

(11) Apprentices shall be provided with a separate mess room or with messing accommodation in the officers' mess room.

(12) The Nigerian Maritime Administration and Safety Agency may exempt —

(a) any passenger ship; and

(b) any ship engaged in the whaling industry,

from the requirements of this regulation to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

20. — (1) Every mess room forming part of the crew accommodation in a ship to which these Regulations apply shall be provided with sufficient tables to allow a space of at least 16 centimetres measured along the edge of a table for each person likely to use the room at any one time.

Furniture and
Fittings in
Mess Rooms.

(2) Each table shall be at least 60 centimetres wide if seats are provided on both sides of the table, and at least 38 centimetres wide if seats are provided

only on one side of the table and the table shall be of such a size and so situated as to be readily accessible.

(3) Single chairs shall be provided in the mess room for each person using the room at anyone time and such chairs shall be fitted with arm rests unless chairs with arm rests are available in a recreation room for the persons using the mess room:

Provided that settees may be substituted for chairs adjacent to a bulkhead or the ship's side and such settees shall be at least 38 centimetres wide and shall be fitted with upholstered or padded seats covered with material impervious to dirt and moisture, and shall be provided with comfortably shaped backs; and if the mess room is appropriated for use by officers or petty officers, whether or not together with other ratings, the backs of the settees shall also be padded or upholstered and shall be covered with material impervious to dirt and moisture.

(4) Every mess room provided for persons who do not provide their own food shall be fitted with either-

(a) a storage locker or rack in either case capable of holding sufficient mess utensils for those persons; or

(b) a storage locker at least 38 centimetres by 38 centimetres by 30 centimetres in size for each of those persons.

(5) Every mess room provided for persons who provide their own food shall be fitted with a storage locker for each person which shall be of sufficient size to be capable of containing his mess utensils together with a supply of food sufficient for him for at least 7 days.

(6) All storage lockers provided in compliance with paragraph 4 shall be adequately ventilated, and all storage lockers provided for one person shall be fitted with a lock or hasp for a padlock, and shall be so fixed as to clear the floor by at least 0.3 metres:

Provided that the lockers or racks may be fitted in a pantry, store room or other suitable place outside a mess room, and readily accessible therefrom. No lockers or racks, being lockers or racks intended to contain food, shall be fitted in a sleeping room, not being a sleeping room combined with a mess room.

(7) A dresser, hot-press, sink and boiler or other means from which boiling drinking water shall always be available shall be fitted in each mess room, unless such equipment is fitted in a pantry readily accessible from the mess room or, in the case of a ship of under 1,000 tonnes, in a galley. Such equipment shall be adequate in size for the number of persons likely to use the room at anyone time.

(8) If in the case of a mess room provided for officers or petty officers the dresser is fitted in a pantry a sideboard shall be provided in the mess room.

(9) A supply of fresh water shall be laid on to the sink and boiler.

(10) The Nigerian Maritime Administration and Safety Agency may exempt —

- (a) any ship of under 1,000 tonnes from the requirement of a hot-press;
- (b) any ship of under 500 tonnes from any of the requirements of paragraphs 7, 8 and 9.

(11) All tables, lockers, dressers and the un-upholstered parts of chairs and settees in the mess room shall be made of polished hardwood, rustproof metal or other smooth and impervious material not likely to crack, warp or become corroded ; and all furniture provided in the mess room shall be so made as not to be likely to harbour vermin.

(12) The Nigerian Maritime Administration and Safety Agency may exempt —

- (a) any passenger ship;
- (b) any ship engaged in the whaling industry,

from the requirements of this regulation to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

21. — (1) In every ship to which these Regulations apply, being a ship of 3048 tonnes or over employed otherwise than as a home trade ship, a smoking room shall be provided for the recreation of the officers, and shall not be combined with a mess room.

Recreation
Spaces and
Studies.

(2) The smoking room shall be provided with tables each having a top approximately 0.37 square metres in area with tub chairs or easy chairs sufficient to accommodate at one time at least one-third of the number of officers for whose use the room is provided, and a bookcase.

(3) In every ship to which these Regulations apply, being a home trade ship of 300 tonnes or over, or a ship of under 3,000 tonnes regularly employed otherwise than as a home trade ship, the mess room provided for the officers shall be available and furnished for use as a smoking room, unless a separate smoking room is provided for their use.

(4) In every ship to which these Regulations apply recreation accommodation shall be provided in a mess room or elsewhere for ratings and shall be conveniently situated and appropriately furnished and where such accommodation is provided elsewhere than in a mess room the seating provided

shall be sufficient to accommodate at one time at least one-third of the number of ratings for whom that accommodation is provided.

(5) The Nigerian Maritime Administration and Safety Agency may exempt any whale catcher from the requirements of paragraph (4) of this regulation.

(6) If more than two apprentices are accommodated in one sleeping room in a ship to which these Regulations apply, a separate room shall be provided in the ship for their use as a study, unless another suitable place is available to them for purposes of study.

(7) In every ship to which these Regulations apply, being a ship of 500 tonnes or over, a bookcase shall be provided for, and shall be accessible to, all members of the crew; and the Nigerian Maritime Administration and Safety Agency may exempt any whale catcher from the requirements of this paragraph.

(8) In every ship to which these Regulations apply space shall be provided on an open deck for the use of the crew for recreational purposes and the space shall be adequate in area (in so far as the ship allows) having regard to the number of persons in the crew.

(9) Separate and appropriate recreation rooms shall be provided wherever required by the widely different national habits and customs of groups or persons in the crew.

Office
Accommoda-
tion.

22. — (1) In every ship to which these Regulations apply, being a ship of 3000 tonnes or over, and not being a ship used in treating whales or engaged in the carriage of persons employed in catching or treating whales, two separate rooms shall be provided for use as offices and shall be appropriately furnished for that purpose and one of such rooms shall be appropriated for use by the Chief Officer or the officers of the deck department, and the other for use by the Chief Engineer or for the officers of the engine room department.

(2) The office accommodation shall be in a room not used for any other purpose except study :

Provided that an office appropriated solely for use by an individual officer may be combined with the day room of that officer.

Washing
Accommoda-
tion.

23.— (1) In every class of ship to which these Regulations apply each of the following classes of persons shall be provided with washing accommodation separate from that provided for the other classes —

- (a) officers and apprentices;
- (b) petty officers;
- (c) ratings other than petty officers:

Provided that the Nigerian Maritime Administration and Safety Agency may, in relation to any ship, permit any combination of the foregoing classes to be treated as one class for the purposes of these Regulations, if it is satisfied that the circumstances so require.

(2) The washing accommodation shall be situated close to the sleeping accommodation of the persons for whose use it is appropriated:

Provided that part of the washing accommodation for ratings of the engine room department may be adjacent to the engine room and stokehold; and the Nigerian Maritime Administration and Safety Agency may exempt any whale catcher from the requirements of this paragraph.

(3) Access to washing accommodation shall not be directly obtained from a mess room or a sleeping room and shall wherever reasonable and practicable in the circumstances be obtained from a passageway:

Provided that access to washing accommodation may be obtained directly from not more than two sleeping rooms accommodating not more than four persons in all, if the washing accommodation is appropriated for use solely by the person or persons accommodated in those sleeping rooms.

(4) The following equipment shall be provided in the washing accommodation for each class of persons referred to in paragraph (1) of this regulation—

- (a) one bath or shower for every eight persons;
- (b) one wash-basin for every six persons; and
- (c) one mirror suitable for toilet purposes for every six persons.

and each of such classes shall be provided with at least one bath or shower and at least one wash-basin. One additional bath or shower shall be provided for any of such classes in which the total number of persons exceeds by four or more a multiple of eight, and one additional wash-basin shall be provided for any of such classes in which the number of persons exceeds by three or more a multiple of six.

(5) For the purposes of paragraph (4) of this regulation—

- (a) a bath and shower combined shall be deemed to be only a bath;
- (b) no account shall be taken, in determining the number of baths and showers required, of—
 - (i) any private bath or shower, or
 - (ii) the persons for whose use a private bath or shower is appropriated;
- (c) no account shall be taken, in determining the number of wash-basins required of—

(i) any private wash-basin, or

(ii) the persons for whose use a private wash-basin is appropriated;

(d) a bath, shower or wash-basin shall be deemed to be private if it is appropriated for the exclusive use of not more than four persons.

(6) The Nigerian Maritime Administration and Safety Agency may exempt from any of the requirements of paragraph (4) of this regulation-

(a) any ship in which the crew number more than 100; and

(b) any passenger ship engaged solely on voyages which are normally of less than 4 hours duration.

(7) The wash-basins shall be made of vitreous china or other material having a smooth and impervious surface not likely to crack, flake or become corroded.

(8) Every wash-basin provided in a passenger ship, being a basin fitted with hot and cold fresh-water taps, shall have a capacity of at least 4.5 litres, and every other wash-basin provided in compliance with these Regulations shall have a capacity of at least 7 litres.

(9) The capacity of wash-basins shall be measured for the purposes of paragraphs (7) and (8) of this regulation to a level at least 4 centimetres below the rim of the bowl.

(10) Every bath shall be at least 1.3 metres in internal length unless it is combined with a shower.

(11) Every bath shall be made of vitreous enamelled iron, or other material having a smooth and impervious surface not likely to crack, flake or become corroded.

(12) The floor area of every shower space shall be at least 0.58 square metres, and each side of the space shall be at least 0.76 metres long.

(13) Baths and showers provided for any class of persons shall be situated in or adjacent to a room containing wash-basins and provided for that class of person.

(14) Screening shall be provided to ensure privacy for any bath or shower which is in the same room as any wash-basin and any other bath or shower, unless the room is appropriated for the sole use of one person.

(15) The screening shall be made of robust and opaque material, and shall be rigid on at least three sides of every bath and shower space and shall, wherever reasonable and practicable in the circumstances, enclose sufficient space to permit a person to dress and undress in comfort therein.

(16) Every wash-basin, bath and shower shall be fitted with an efficient and hygienic discharge system and, in particular, the waste pipes shall be fitted in a manner which will minimise the risk of obstruction and facilitate cleaning.

(17) Every shower space shall be fitted with a handrail, a kerb and individual drainage; and every bath and shower space shall be provided with a grating or mat.

(18) Spring loaded draw off taps for hot and cold fresh water shall be fitted on a bulkhead or partition in every wash room provided for ratings, unless taps for hot and cold fresh water are fitted to each wash-basin in that room; and draw off taps for cold salt water shall be fitted in every such wash room unless there are other adequate means of washing down the room.

(19) The Nigerian Maritime Administration and Safety Agency may exempt—

(a) any ship of under 500 tonnes ; and

(b) any whale catcher,

from the requirements of paragraph (18) of this regulation relating to hot water taps to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(20) Nothing in this regulation shall apply to the washing accommodation forming part of a permanent hospital, and for the purposes of paragraph (4) thereof no account shall be taken of any wash-basin, bath or shower fitted in a permanent hospital.

24. (1) In every ship to which these Regulations apply there shall be available a supply of fresh water sufficient for the wash-basins, baths and showers fitted in compliance with these Regulations.

(2) The supply shall be provided from tanks of a capacity of at least 45.5 litres for each member of the crew for each day likely to elapse between successive replenishments of the water or by other equally efficient means.

(3) If service tanks are fitted for that purpose they shall be directly connected with the ship's main washing water or drinking water storage tanks.

(4) In ships of 1,000 tonnes or over any pumping necessary for the supply of fresh water shall be by mechanical power.

(5) Hot and cold water shall be laid on to all wash-basins, baths and showers fitted in compliance with these Regulations:

Provided that—

(a) in the case of a bath and shower combined, hot and cold fresh water shall be required to be laid on only to the bath or the shower; and

Supply of
Water to
Washing
Accommoda-
tion.

(b) hot and cold fresh water shall not be required to be laid on to wash-basins provided for the sole use of ratings if it is laid on to spring-loaded draw-off taps in the same room in accordance with paragraph (18) of regulation 23 of these Regulations.

(6) Cold fresh water shall be laid on to any wash-basins which are additional to those required by these Regulations and are fitted in sleeping rooms.

(7) The hot fresh water shall be at a constant temperature of at least 66°C and shall be supplied by thermostatically controlled calorifiers or by other equally safe and efficient means.

(8) Every shower bath shall be provided with an anti-scalding mixture valve, which shall be adjusted so that the temperature of the shower-water (whether salt or fresh) can be varied by the person using a shower over the range of temperatures between the ambient temperature and a temperature of between 42°C and 46°C.

(9) The Nigerian Maritime Administration and Safety Agency may exempt—

- (a) any ship of under 500 tonnes; and
- (b) any whale catcher,

from the requirement of this regulation relating to the supply of hot water to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

Supply of
Drinking
Water.

25.—(1) In every ship to which these Regulations apply a supply of drinking water shall be provided in the crew accommodation from tanks of an adequate capacity for the purpose having regard to the number of persons in the crew and the time likely to elapse between successive replenishment of the water, or by other equally efficient means.

(2) If service tanks are fitted for that purpose they shall be directly connected to the ship's main drinking water storage tanks and, in ships of 3000 tonnes or over, any pumping necessary for the supply of drinking water in crew accommodation shall be by mechanical power.

(3) Cold drinking water shall be laid on to taps in the galleys and pantries, and in the mess rooms provided for those members of the crew for whose use service pantries are not provided.

(4) In every ship to which these Regulations apply, being a ship of 1000 tonnes or over employed otherwise than as a home trade ship, means shall be provided whereby the crew shall obtain access to drinking water which has been cooled by passing it through a cooling-tank or by either suitable means.

26. — (1) In every ship to which these Regulations apply, being a ship of 500 tonnes or over washing troughs or other suitable facilities shall be provided to enable the crew to wash their clothes, and shall be adequate in size and sufficient in number for that purpose.

(2) The troughs shall be made of or coated with hygienic and durable material having a smooth and impervious surface not likely to crack, flake or become corroded and the troughs or other facilities shall be situated in room appropriated for use only as a laundry:

Provided that the troughs or other facilities may be situated in the crew's washing accommodation if the provision of a separate laundry is unreasonable or impracticable in the circumstances and the troughs or other facilities shall be provided with an adequate supply of hot and cold fresh water, and shall be so arranged as to discharge overboard or into an enclosed tank served by a mechanically operated suction pump.

(3) The Nigerian Maritime Administration and Safety Agency may exempt any whale catcher from the requirements of paragraph (2) of this regulation if it is satisfied that the wash-basins provided therein in compliance with regulation 24 of these Regulations are suitable for washing clothes.

(4) In every ship to which these Regulations apply, rooms for drying the crew's clothes shall be provided and shall be separate from sleeping rooms, mess rooms, recreation rooms, offices, store rooms, galleys, pantries and hospitals and shall be fitted with racks or rods with sufficient space having regard to the number of persons in the crew and the duration of the voyages on which the ship is intended to be engaged.

(5) The heating of such rooms shall be capable of being controlled independently of the heating of any other space in the ship, and the exhaust ventilation of such rooms shall be independent of all other spaces in the ship unless it is provided by a trunked mechanical ventilation system:

Provided that in ships of under 500 tonnes drying cabinets or other suitable facilities may be substituted for a drying room.

(6) In every ship to which these Regulations apply adequately ventilated compartments or lockers shall be provided for hanging oilskins and working clothes used by the crew, and separate compartments or lockers shall be provided for officers and ratings.

(7) The compartments or lockers shall be situated outside the sleeping rooms of the crew and in a position readily accessible therefrom; and the Nigerian Maritime Administration and Safety Agency may exempt any ship of under 500 tonnes from any of the requirements of this paragraph; and paragraph (6) of this regulation.

27. — (1) In every ship to which these Regulations apply each of the following classes of persons shall be provided with water closets separate from those provided for the other classes —

- (a) officers and apprentices;
- (b) petty officers;
- (c) ratings other than petty officers:

Provided that the Nigerian Maritime Administration and Safety Agency may, in relation to any ship, permit any combination of the foregoing classes to be treated as one class for the purposes of this regulation if it is satisfied that the circumstances so require.

(2) Water closets shall be provided as follows —

(a) one for every eight persons in each of the classes as aforesaid and each of such classes shall be provided with at least one water closet, and one additional water closet shall be provided for any of such classes in which the total number of persons exceeds by four or more a multiple of eight:

Provided that —

(i) in determining the number of water closets required by this sub-paragraph, no account shall be taken of any private water closet, or the persons for whose use a private water closet is appropriated,

(ii) if the number of persons in any class exceeds 100, the number of water closets provided for that class shall be the greater of the following thirteen, or ten, together with four *per cent* of the number of persons in excess of 100, calculated to the next following whole number,

and for the purpose of this sub-paragraph, a water closet shall be deemed to be private if it is appropriated for the sole use of not more than 4 persons; and the Nigerian Maritime Administration and Safety Agency may exempt from the requirements of this sub-paragraph any passenger ship engaged solely in voyages the normal duration of which does not exceed 4 hours;

(b) in addition to the water closets required by sub-paragraph (a) there shall be provided such number of water closets, if any, as is required to increase the total number of water closets provided for the crew to the following —

- | | |
|---|----|
| (i) in ships of 500 tonnes but under 800 tonnes | 3, |
| (ii) in ships of 800 tonnes but under 3000 tonnes | 4, |
| (iii) in ships of 3,000 tonnes or over | 6, |

(b) in determining the number of water closets required by this paragraph no account shall be taken of any water closet forming part of a permanent hospital.

(3) The water closets shall be situated close to the sleeping rooms of the persons for whom they are provided and in particular, a water closet shall be situated close to the sleeping rooms of any radio officers in the crew if such sleeping rooms are in a position remote from other sleeping rooms.

(4) If the entrance to a water closet is from an open deck, the entrance shall, if practicable, be properly screened.

(5) If the means of entry into water closets forming part of the crew accommodation is from a passageway leading to other parts of the crew accommodation, a lobby shall be provided at the entrance of the water closet or, where a lobby is not practicable, a self closing door and any doors between a water closet and a passageway shall be close fitting and without apertures.

(6) The Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement that the doors shall be close fitting and without apertures to the extent to which it is satisfied that the exhaust ventilation arrangements from the water closet render compliance therewith unnecessary.

(7) Access to water closets shall not be obtained directly from a mess room or sleeping room:

Provided that access to a water closet may be obtained directly from not more than two sleeping rooms altogether accommodating not more than four persons, if the persons so accommodated are three or four in number, the water closet pedestal shall be so screened as to ensure privacy.

(8) Every water closet shall be completely enclosed by bulkheads and shall be provided with exhaust ventilation directly to the open air:

Provided that a water closet may be separated by a partition consisting of steel or other opaque and rigid material open at the top and bottom from—

(a) another water closet;

(b) a urinal; or

(c) washing accommodation if the water closet is served by a trunked mechanical ventilation system which effectively removes odours therefrom.

(9) Every water closet shall be so constructed as to facilitate cleaning and not to harbour dirt or vermin.

(10) Subject to the provisions of paragraph (11) of this regulation, every water closet shall be provided with the following—

(a) a water closet pedestal of single type with—

- (i) a pan of white vitreous china or other suitable material,
 - (ii) a seat of polished hardwood or other suitable material, with an opening of 10 centimetres at the front,
 - (iii) a trap with a metal inspection plate, and
 - (iv) an efficient ventilator connected to the outlet;
- (b) an adequate flush of water, which shall be always available and supplied through self-closing non-concussive supply valves with a portable seating in metal which is not likely to become corroded;
- (c) a soil pipe not less than 10 centimetres in diameter, so constructed as to facilitate cleaning and minimise the risk of obstruction; the pipe shall have a direct overboard outfall fitted with a storm-valve, unless it is connected with a main sewage outfall by an efficient and hygienic system;
- (d) a device for holding toilet paper; .
- (e) a handrail or grip.

(11) Every water closet provided for the exclusive use of such ratings as are referred to in paragraph (2) of regulation 38 of these Regulations shall be designed and equipped in a manner suited to the national habits and customs of those ratings and in particular, shall be provided with-

- (a) a water closet pedestal of single type with a trapped pan of white vitreous china or other suitable material;
- (b) an arrangement which automatically flushes the pan at intervals not exceeding 5 minutes and provides a continuous trickle of water; and
- (c) a soil pipe such as is referred to in sub-paragraph (c) of paragraph (10) of this regulation; and the pipe shall be fitted with a metal inspection plate and efficient ventilation,

and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of this paragraph if it is satisfied that the water closets provided for the aforesaid ratings comply with the requirements of paragraph (10) of this regulation and have been properly adapted so as to be suited to the national habits and customs of those ratings.

(12) The provisions of this regulation shall not apply to water closets forming part of a permanent hospital.

Galleys.

28. — (1) Every ship to which these Regulations apply shall be provided with a galley for the preparation of food for the crew, unless the circumstances are such that no members of the crew are required to mess on board.

(2) The galley shall be situated as near as may be to the mess rooms provided for the crew and any necessary equipment shall be provided to enable food to be served hot in the mess rooms under all weather conditions.

(3) The galley shall be situated in a position, which will prevent, as far as is practicable, the entry into the galley of coal dust from coal chutes or bunker hatchways.

(4) There shall be no direct opening between the galley and any sleeping room and the Nigerian Maritime Administration and Safety Agency may exempt any ship of under 500 tonnes from the requirements of this paragraph.

(5) Any galley situated on an open deck shall be provided with weather doors which are horizontally divided into halves, so that the upper half can be opened independently of the lower half, if such a division is necessary for the lighting, ventilation or privacy of the galley or for the service of food therefrom.

(6) Every galley shall, so far as is reasonable and practicable, be lighted by natural lighting from all the sides and from overhead.

(7) Every galley shall be provided with at least three fixed points for artificial lighting, one of which shall be situated close to a cooking range required by this regulation. The Nigerian Maritime Administration and Safety Agency may exempt any ship of under 1000 tonnes from the requirements of this paragraph.

(8) If the galley is situated on an open deck, openings shall be cut in the sides and ends of the galley for ventilation purposes and shall be fitted with dust-tight shutters made of steel or other suitable material and permanently attached to the structure of the galley; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of this paragraph if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(9) Every galley shall be provided with exhaust fans which discharge the fumes into the open air; and the Nigerian Maritime Administration and Safety Agency may exempt from the requirement of this paragraph—

(a) any ship of under 1000 tonnes;

(b) any other ship, if he is satisfied that the galley is so situated that the fumes therefrom can discharge only into the open air.

(10) The floor of the galley shall be provided with gutters and with scuppers which shall be led overboard or to an enclosed tank served by a mechanically operated suction pump and the position and number of the gutters shall be such as will ensure the efficient drainage of the floor.

(11) The cooking appliances in the galley shall be arranged in a manner which will facilitate the cleaning of the galley.

(12) All cupboards and dressers in the galley shall be made of material which is impervious to dirt and moisture, and can easily be kept clean and all metal part of the cupboards and dressers shall be rustproof

(13) The cupboards and dressers shall be so made as not to be likely to harbour dirt or vermin and the bottoms of all the cupboards and dressers shall either be flush with the deck or shall be so fitted as to enable the deck space, beneath them to be readily accessible for cleaning.

(14) Every galley shall be provided with such equipment as will enable food in sufficient quantity to be properly and readily prepared for the persons whom the galley is intended to serve, and the cooking utensils to be hygienically cleansed.

(15) Without prejudice to the generality of the preceding paragraph—
 (a) every galley shall be provided with one or more cooking appliances with—

(i) a total oven capacity, suitable for roasting and baking, of at least 0.0071 cubic metres, and

(ii) an area of range top-plate or boiling table, amounting to at least 0.028 square metres,

for each person whom the galley is intended to serve ; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from any of the requirements of this sub-paragraph in so far as they relate to cooking appliances in galleys intended to serve more than 60 persons, or to the area of any top-plate or boiling table in which electricity or heat-storage is employed, or to the area of any appliance which the Nigerian Maritime Administration and Safety Agency is satisfied is of unusual design;

(b) every galley shall be provided with at least the number of ovens and fire-grates specified in the following table—

<i>Number of persons whom the galley is intended to serve</i>	<i>Number of ovens</i>	<i>Number of fire-gates</i>
Not more than 20	1	1
More than 20, but not more than 30 ...	2	1
More than 30 but not more than 60	2	2
More than 60	3	2

Provided that no fire-grate shall be required in a galley fitted only with electric or gas cooking appliances; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of a second fire-grate if it is satisfied that adequate heat is readily available from one fire-grate and that adequate provision of spare parts is made for such grate and for any equipment necessary for its proper operation;

(c) the top-plate of every cooking range shall be at a height which will enable it to be conveniently used by a person of normal standing on the floor of the galley, unless a separate boiling table is provided at such a height; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of this paragraph, if it is satisfied that compliance therewith is unnecessary by reason of the voyages on which the ship is intended to be engaged or the national habits and customs of the persons whom the galley is intended to serve.

(16) Salt water taps shall not be fitted over a sink in any galley or other place in which food may be prepared for the crew.

(17) Hot and cold fresh water shall be laid on to a sink in the galley for washing up purposes, and a connection shall be provided on a water pipe in the galley, and shall be suitable for the connection of a hose with which the floor may be scoured.

29. — (1) In every ship to which these Regulations apply, not being a ship in which each member of the crew provides his own food, one or more store rooms shall be provided for the storage of dry provisions for the crew and such rooms shall be fitted with sufficient shelves, cupboards and bins having regard to the maximum period likely to elapse between successive replenishments of stores and to the maximum number of persons for whom food is to be served.

Dry Provision
Store Room.

(2) Every dry provision store room shall be enclosed by bulkheads constructed of steel or other suitable material.

(3) Access to every dry provision store room shall be obtained from a passageway; galley, pantry or another store room, or from a position on an open deck which, in so far as is reasonable and practicable in the circumstances, shall be a protected position.

(4) Every dry provision store room shall be so situated, constructed and ventilated as to avoid deterioration of the stores through heat, draught, condensation or infestation by insects or vermin.

(5) Without prejudice to the generality of the foregoing paragraph, no dry provision store room shall be situated over a boiler room or any other space in which heat is generated or shall adjoin a galley or machinery casing; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of this paragraph if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances and that the dry provision store room is adequately insulated.

(6) No part of a dry provision store room shall be used for the storage of bedding or textiles.

Cold Store
Rooms and
Refrigerating
Equipment.

30. — (1) In every ship to which these Regulations apply, refrigerating equipment and cold store rooms shall be provided and shall be, having regard to the period likely to elapse between successive replenishments of stores, adequate for the storage of perishable provisions for the crew. The Nigerian Maritime Administration and Safety Agency may exempt any ship of under 1,000 tonnes from the requirements of this paragraph if it is satisfied that the ship is provided with adequate alternative equipment for the storage of perishable provisions.

(2) Access to every cold store room shall be obtained from a passageway, galley or pantry or from another store room.

Hospitals.

31.— (1) Every ship to which these Regulations apply, being a ship (other than a whale catcher or a tug) which is intended to be at sea on any occasion for a continuous period of more than three days with a crew of 15, or more persons, shall be provided with a space appropriated for use as a permanent hospital for the crew and the space so appropriated shall not at any time be used for any purpose other than for the treatment of sick persons.

(2) The Nigerian Maritime Administration and Safety Agency may exempt from the requirement of paragraph (1) any ship engaged only on voyages or excursions wholly between ports within Nigeria.

(3) In every other ship to which these Regulations apply a room shall be appropriated for use, when necessary, as a temporary hospital and when such room is in use as a hospital it shall not be used for any purpose other than the treatment of sick persons.

(4) The Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of paragraph (3) of this regulation if it is satisfied that compliance therewith is unnecessary in the circumstances,

(5) Every hospital, whether permanent or temporary, shall be situated in a position, which will ensure the greatest possible quiet and comfort for the patients.

(6) The hospital shall be readily accessible and, in the case of a ship not carrying a duly qualified medical practitioner or duly qualified nurse exclusively employed as a member of the crew, shall be so situated as to be readily accessible from the sleeping accommodation of the Master of the ship or a person appointed by the Master to take charge of the patients and be so situated as to facilitate the proper treatment of patients in all weathers.

(7) The minimum width of the entrance to every permanent hospital shall be 76 centimetres or as near thereto as is practicable in the circumstances and the hospital shall be so arranged that a stretcher can easily be carried into the hospital and placed alongside at least one single-tier bed therein,

(8) The floor covering in every permanent hospital shall, as far as is practicable be free from joints.

(9) Every permanent hospital shall include a hospital ward fitted on at least two sides with side scuttles at least 30 centimetres in diameter and the side scuttles shall be capable of being opened:

Provided that, if it is not practicable to fit a side scuttle on two sides of the hospital ward, a skylight, capable of being opened and of as large a size as is practicable, may be substituted for a side scuttle on one side of the ward; and all side scuttles in the hospital, and any skylight therein which is exposed to the direct rays of the sun, shall be provided with curtains, blinds or jalousies.

(10) The Nigerian Maritime Administration and Safety Agency may exempt from the requirements of paragraph (8) of this regulation-s-

(a) any ship of under 1000 tonnes ; and

(b) any other ship, if it is satisfied that the permanent hospital therein is fully air-conditioned or served by a trunked mechanical ventilation system.

(11) In addition to any mechanical ventilation required by regulation 12 of these Regulations, every permanent hospital shall be provided with adequate natural supply and exhaust ventilation to the open air by means of ventilators, independent of the ventilators provided for any other space in the ship; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of this regulation if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(12) Every permanent hospital shall be provided with an electric fan, unless it is served by a trunked mechanical ventilation system.

(13) Any radiators in a permanent hospital shall be installed as far away as is practicable from the heads of beds.

(14) In addition to the lighting required by regulation 11 of these Regulations, every permanent hospital shall be provided with a portable electric lamp and with such accessories as are necessary for its use.

(15) In every ship which is required by this regulation to be provided with a permanent hospital at least one bed shall be provided in a hospital ward for every 50, or fraction of 50, members of the crew; and the Nigerian Maritime Administration and Safety Agency may exempt from the requirement of this paragraph any ship carrying more than 300 persons, to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(16) At least one single tier bed shall be provided in a ward in every permanent hospital and the bed shall, if practicable, be so arranged as to be accessible from both sides and from the foot.

(17) If any beds in the ward are arranged in double tiers, the upper tier shall be hinged or shall be removable .

(18) Subject to the foregoing provisions of paragraphs (16) and (17) of this regulation, the provisions of paragraphs (3) to (13) (a) inclusive and paragraph (12) of regulation 17 of these Regulations shall apply to hospital beds as they apply to beds in a sleeping room.

(19) In every ward in a permanent hospital one of each of the following items of equipment shall be provided for each bed in the hospital ward and shall be within reach of that bed —

(a) a locker approximately 0.0929 metre square by 0.6 metres high, and fitted with a flat top and a shelf;

(b) a water bottle; and

(c) a tumbler.

(20) In every ward in a permanent hospital the following items of equipment shall be provided —

(a) seats adequate in number, having regard to the number of beds in the ward;

(b) a clothes locker additional to that required by paragraph (19) of this regulation, and complying with the specifications set forth in sub-paragraph (a) (ii) of paragraph (1) of regulation 18 of these Regulations;

(c) a box cover which will conceal a bed-pan; and

(d) electric bell pushes so arranged as to be within reach of each bed and communicating with the sleeping room of the person in charge of the patients.

(21) A wash basin having a capacity of at least 6.8 litres shall be fitted in every permanent hospital and in ships of 5000 tonnes or over a bath at least 1.3 metres in internal length shall be fitted in washing accommodation forming part of the hospital and adjacent to the hospital ward.

(22) The wash basin and bath shall be made of or coated with hygienic and durable material having a smooth and impervious surface not likely to crack, flake or become corroded and be fitted with an efficient and hygienic discharge system separate, if practicable, from any other discharge system in the ship and in particular the waste pipes shall be fitted in a manner which will facilitate cleaning.

(23) A scupper at least 5 centimetres in diameter shall be fitted in the lowest part of any room (other than a ward) which contains such wash basin or bath.

(24) The Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of a bath in a permanent hospital, if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(25) A water closet pedestal shall be fitted as part of every permanent hospital and it shall comply with the following specifications—

(a) it shall be fitted either in a water closet or in washing accommodation forming part of the hospital;

(b) access to the water closet pedestal (or washing accommodation, as the case may be) shall be obtained directly from the hospital ward or from a lobby forming part of the hospital; and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of this sub-paragraph if it is satisfied that compliance therewith is impracticable in the circumstances, and that the water closet forming part of the hospital is situated sufficiently near to the ward;

(c) the room in which the water closet is installed shall be provided with a gas-tight, self-closing door unless it is served by a mechanical system of exhaust ventilation, and shall be so constructed as to facilitate cleaning and not to harbour dirt or vermin;

(d) such room shall be ventilated in the manner specified in paragraph (8) of regulation 27 of these Regulations and shall comply with the requirements of paragraph (10) or (11) of the said regulation whichever shall be applicable in the circumstances.

(26) In all ships engaged whether temporarily or permanently on voyages to the Persian Gulf area between the months of May and October inclusive, consideration shall, wherever practicable, be given to the provision in every hospital in every such ship for a means of air-conditioning of sufficient capacity to maintain 28° Centigrade (dry bulb) with 52 *per cent* relative humidity when the ambient conditions are 32° Centigrade (dry bulb) and 78 *per cent* relative humidity and this may be by independent unit.

(27) The Nigerian Maritime Administration and Safety Agency may exempt any ship of under 508 tonnes from any of the requirements of this regulation.

32.—(1) In every ship to which these Regulations apply a medical cabinet shall be provided in a position adjacent to the permanent hospital, if any, required by regulation 31 of these Regulations or near to the sleeping room of the person in charge of sick persons on board and the medical cabinet shall be fitted in a position which is remote from all sources of heat, and will remain dry.

Medical
Cabinet.

(2) The medical cabinet shall be of a size, design and construction suitable for storing the medicines, medical stores and the book of instruction provided in the ship for the benefit of the seamen on board, and in particular, the medical cabinet shall be provided with the following —

(a) an outer door fitted with an efficient lock;

(b) an inner cupboard fitted with a door and a lock which shall be incapable of being opened by the key to the lock referred to in sub-paragraph (a) of this paragraph; and such inner cupboard shall be used solely for the storage of poisonous drugs;

(c) shelves so constructed as to facilitate the identification of medicine stored thereon ;

(d) a dispensing counter or dispensing table, in either case with a surface which can easily be kept clean;

(e) at least two drawers suitable for the storage of medical stores and used solely for that purpose;

(f) fittings which will enable hot water bottles to be carried in a hanging position;

(g) a rack suitable for holding devices for measuring medicines;

(h) a book containing readily understandable instructions for the use of medicines and medical stores provided for the crew, unless the ship carries a duly qualified medical practitioner as a member of the crew,

and the Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of this paragraph to the extent to which it is satisfied that compliance therewith is impracticable having regard to the size or intended service of the ship,

(3) The medical cabinet shall be lighted by an electric light which shall be inside or immediately outside the cabinet, and which will enable all the contents of the cabinet to be clearly seen in the absence of light from any other source,

(4) The medical cabinet and the place in which it is fitted shall be so ventilated as to avoid deterioration of the contents of the cabinet.

(5) The Nigerian Maritime Administration and Safety Agency may exempt from any of the requirements of this regulation any ship of under 500 tonnes, being a ship wholly engaged on voyages or excursions between ports in Nigeria only, if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances, .

33. — (1) In every ship to which these Regulations apply, being a ship regularly engaged on voyages to any port to which this regulation relates, the crew accommodation, other than galleys, store rooms and recreation spaces on the open deck shall be provided with protection against the admission of mosquitoes; and such protection shall be provided by means of screens of rust-proof wire or other suitable material which shall be fitted to all side scuttles, natural ventilators, skylights, and doors leading to the open deck.

Protection
from
Mosquitoes

(2) Any door to which such screens are fitted, being a door at the entrance to a permanent or temporary hospital, shall be of a self-closing type.

(3) The ports to which this regulation relates are the following —

(a) Ports between 20° North Latitude and 20° South Latitude on the coasts of—

(i) Asia including the East Indian Archipelago and the Philippine Islands, but excluding Aden, Bombay, Madras, Vizagapatam, Colombo, Trincomalee, Singapore, Penang and Port Swettenham,

(ii) Africa, excluding Port Sudan and Massawa,

(b) New Guinea, New Britain, New Ireland, New Hebrides and the Solomon Islands;

(c) Ports on the coasts of Madagascar.

(4) Any ship the crew accommodation of which is fully air conditioned may not be required to comply with all of the requirements of paragraph (1) of this regulation provided that special locking arrangements are incorporated for all side scuttles and windows, and openings which are required by these Rules as means of escape or those forming permanent openings to the open deck, must however, at all times, be adequately fitted with screens.

34.—(1) The crew accommodation in every ship to which these Regulations apply shall be maintained in a clean and habitable condition, and all equipment and installations required by these Regulations shall be maintained in good working order.

Maintenance
and
Inspection of
Crew
Accommoda-
tion.

(2) Every part of the crew accommodation (not-being a store room) shall be kept free of stores and other property not belonging to or provided for the use of persons from whom that part of the accommodation is appropriated, and in particular no cargo shall be kept in any part of the crew accommodation.

(3) The Master of the ship or an officer appointed by him for the purpose shall inspect every part of the crew accommodation at intervals not exceeding seven days, and shall be accompanied on the inspection by one or more members of the crew.

(4) The Master of the ship shall cause to be entered in the ship's official log book a record of—

(a) the time and date of the inspection;

(b) the names and ranks of the persons making the inspection; particulars of any respects in which the crew accommodation or any part thereof was found by any of the persons making the inspection not to comply with these Regulations.

35. The crew accommodation in every ship to which these Regulations apply shall be inspected by a surveyor of ships whenever—

(a) the ship is registered or re-registered in Nigeria;

(b) any part of the crew accommodation in the ship undergoes substantial alterations or repairs;

(c) the number of persons accommodated in any sleeping room is increased above that marked in accordance with paragraph (1) of regulation 15 of these Regulations;

(d) in the opinion of a surveyor there is reason to believe (whether or not in consequence of a complaint) that any of the provisions of these Regulations has been contravened in respect of that ship, or that any condition subject to which the Nigerian Maritime Administration and Safety Agency has exempted the ship from a requirement of these Regulations has not been satisfied;

(e) a request for an inspection of the crew accommodation has been made to the Nigerian Maritime Administration and Safety Agency or to a surveyor of ships by or on behalf of the owner of the ship or of any organisation which appears to the Nigerian Maritime Administration and Safety Agency to be representative of the owners of Nigerian ships or the seamen concerned; or

(f) a complaint has been lodged with a surveyor of ships or with a superintendent or shipping master, which complies with the following requirements—

(i) the complaint shall be in writing, signed by one member of the crew in the case of a ship of under 1000 tonnes, and by three members of the crew in the case of any other ship,

(ii) the complaint shall specify the respects in which it is alleged that the crew accommodation in the ship does not comply with these Regulations,

(iii) the complaint shall be lodged without undue delay,

(iv) the complaint shall be lodged at least 24 hours before the ship is due to sail, unless the ship is in port for less than 24 hours.

36. In respect of any inspection of a ship carried out for the purposes of sub-paragraphs (b), (c) (d), (e), or (f) of regulation 35 of these Regulations, the following fee shall be paid —

	₦	k
(a) For each visit to the ship	5,000	00
(b) Maximum total fee in each case	35,000	00

Provided that no fee shall be payable in respect of an inspection made in pursuance of the aforesaid sub-paragraph (f) if the Nigerian Maritime Administration and Safety Agency is satisfied that the inspection was made in consequence of an unjustified complaint.

37. — (1) No accommodation provided in compliance with these Regulations shall be used or appropriated for use, by passengers. No galley or storeroom provided in compliance with these Regulations shall be used, or appropriated for use, for the preparation or storage of food for passengers. Accommodation Shared with Passengers.

(2) The Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirements of these Regulations, not being requirements relating to sleeping rooms, or office accommodation, to the extent to which it is satisfied that accommodation equal or superior in standard to the accommodation required by these Regulations is available for the-use of service of the crew in common with passengers.

38. — (1) The Nigerian Maritime Administration and Safety Agency may exempt — Additional Exemptions.

- (a) any ship while under construction;
- (b) any ship while undergoing trials;
- (c) any ship of under 200 tonnes ;
- (d) any tug;
- (e) any ship which, in his opinion, is primarily employed in a harbour, river, estuary, lake or canal;
- (j) any passenger steamer in respect of which there is in force a passenger certificate of Class III or IV ; and
- (g) any ship engaged in the whaling industry,

from the requirements of these Regulations to the extent to which it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(2) The Nigerian Maritime Administration and Safety Agency may exempt from the requirements of these Regulations any ship in which by reason of the type of ratings employed, it is necessary to employ a substantially greater

number of ratings than would normally be required, if it is satisfied that the ship is provided with crew accommodation for such ratings that is suited to their distinctive national habits and customs and, in the case of mess rooms, sanitary accommodation and hospitals, is equal or comparable in standard to the crew accommodation required by these Regulations.

(3) The Nigerian Maritime Administration and Safety Agency may, after consultation with the owners of the ship, or such organisation or organisations as appear to him to be representative of owners of Nigerian ships, and with such organisation or organisations as appear to it to be representative of seamen employed in Nigerian ships, exempt any ship from any of the requirements of these Regulations if it is satisfied that corresponding advantages are provided in the ship so that the crew accommodation, considered as a whole is equivalent or superior in standard to that required by these Regulations.

Non-Deductible Space.

39. In the measurement of a ship to which these Regulations apply for the purpose of ascertaining her registered tonnage no deduction shall be allowed for—

(a) any space appropriated for the storage of fresh water for the use of the crew;

(b) any excess in volume of the space appropriated for the storage of provisions (other than fresh water) for the crew over 15 *per cent* of the total volume of the other spaces provided in the ship as crew accommodation and accommodation for the Master of the ship; and

(c) any space forming part of the crew accommodation which has not been first included in the measurement of the ship's tonnage.

Interpretation.

40. In these Regulations, unless the context otherwise requires—

"apprentice" includes a Cadet and a Midshipman;

"chief officer" includes a first Mate and an only mate;

"crew" means seamen and apprentices;

"sanitary accommodation" means washing accommodation and accommodation containing water closets or urinals;

First Schedule.

"trunked mechanical ventilation system" means a system of ventilation complying with the specification set forth in the First Schedule to these Regulations;

"washing accommodation" does not include—

any sleeping-room or hospital ward whether or not provided with a wash-basin, bath or shower; and

any room appropriated for use only as a laundry;

"whale catcher" includes a ship engaged in towing whales;

“Whaling” includes the taking and treatment of seals and walrus, and references to whales shall be construed accordingly.

41. These Regulations may be cited as the Merchant Shipping (Crew Accommodation) Regulations 2010. Citation.

FIRST SCHEDULE
[Regulations 12 (5)]

TRUNKED MECHANICAL VENTILATION SYSTEM

1. The trunked mechanical ventilation system referred to in regulation 3 and paragraph (5) of regulation 13 of these Regulations (in this Schedule referred to as "the system") shall, in relation to the spaces specified in the second column of Table I annexed hereto, be capable of the respective standards of performance specified in the third or fourth column of that Table, whichever standard shall be the higher in the circumstances :

Provided that nothing in Table I shall be taken to relate to a space specified in the second column of Table II annexed hereto.

2. The system shall, in relation to the spaces specified in the second column of Table II, be capable of the respective standards of performance specified in the third and fourth columns of that Table,

3. If any store room is served by a fan which provides warmed air for any other space, the store room shall be provided with ventilation trunking separate from that serving such other space,

4. The clear area of the exhaust openings provided in conjunction with the system shall be sufficient to ensure that the velocity of air at each exhaust opening does not exceed 305 metres per minute when the system is in operation.

5. The speed of every supply fan forming part of the system shall be capable of being varied, where direct current motors are used.

6. The system shall be quiet in operation,

7. All trunking forming part of the system shall be provided with non-return flaps where such flaps are necessary for the exclusion of effluvia and the preservation of the health of the crew.

8. If the system is designed to circulate heated air as the sole means of heating the crew accommodation, the system shall be sub-divided into sections, which can be separately controlled to the extent necessary to enable a comfortable temperature to be maintained in all parts of the crew accommodation.

TABLE I

1 Category	2 <i>per minute,</i>	3 <i>Fresh air changes</i>	4 <i>Volume of fresh air, in cubic metres per hour.</i> <i>for each person likely to use the room at anyone time.</i>
A	Rooms (other than rooms in Category C) in deck houses above the upper or shelter deck—		
	(a) outside rooms (other than rooms adjoining machinery casing) ;	10	1.4
B	(b) inside rooms and rooms adjoining machinery casing.	15	1.4
	Rooms (other than rooms in Category C) in side-to-side super structures above the upper or shelter deck —		
C	(a) outside rooms (other than rooms adjoining machinery casing) ;		
	(b) Inside rooms and rooms adjoining machinery casing.	12	1.4
C	Mess rooms, smoking rooms and recreation rooms (in each case above the upper or shelter deck) —		
	(a) not adjoining machinery casing;	15	0.75 (a)
C	(b) adjoining machinery casing.	18	0.7 (a)

D	Passageways adjoining machinery casings.	4	—
E	Rooms in between decks (including shelter between decks) of ships propelled by internal combustion Machinery —		
	(a) rooms clear of machinery casing;	12	1.4
	(b) rooms abreast of but not adjoining machinery casing;	12	1.4
	(c) rooms adjoining machinery casing (other than mess rooms, smoking rooms and recreation rooms) ;	18	1.7
(d) mess rooms, smoking rooms and recreation rooms (in each case adjoining machinery Casing).	20	0.8	
F	Rooms in between decks (including shelter between decks) of steamships-		
	(a) rooms clear of machinery casing;	12	1.4
	(b) rooms abreast of, but not adjoining machinery casing;	15	1.7
	(c) rooms immediately above machinery casing or abreast of and adjoining machinery casing (other than mess rooms, smoking rooms and recreation rooms) ;	18	1.7
(d) mess rooms, smoking Rooms and recreation rooms (in each case adjoining machinery casing).	20	0.8	

1. Whatever the number of persons likely to use the room at anyone time, the total volume of fresh air per minute shall not be required to be such as would result in more than twenty fresh/changes per hour.

TABLE II

1 <i>Category</i>	2	3	4
		<i>Fresh air changes per hour</i>	
		<i>Supply</i>	<i>Exhaust</i>
G	Galleys	20 (c), (d)	40 (d)
H	Sanitary Accommodation, drying rooms and pantries.	10	
I	Wards in permanent hospital.	12 or such greater number as would result in the supply of not less than 1.42 cubic metres of fresh air per minute for each bed in the room.	
J	Dry provision storerooms.	Not less than 10 (e) and not more than 20	

2. Whatever the number of persons likely to use the, room at anyone time, the total volume of fresh air per minute shall not be required to he such as would result in more than 25 fresh air changes per hour or 15, if at least two sides of the galley are exposed to the weather.

3. The Nigerian Maritime Administration Safety Agency may exempt any ship from these requirements to the extent that it is satisfied that compliance therewith is unnecessary by reason of the insulation of the equipment in the galley, or by reason of the size of the galley, subject to the provisions of regulation 29 (4) of these Regulations.

SECOND SCHEDULE
[Regulations 7 (3) and 8 (3).]

DECK SHEATHINGS

1. The material referred to in paragraph (3) of regulation 8 and paragraph (3) of regulation 9 of these Regulations (in this Schedule referred to as "the material") shall comply with the following requirements —

(a) *Foothold* —the material, whether wet or dry, shall provide a good foothold.

(b) *Thermal Insulation* —

(i) if the material covers a deck exposed to the weather, it shall provide thermal insulation not less than that provided by a wooden deck 6.35 centimetres thick;

(ii) if the material covers any other deck, it shall provide a warm and comfortable surface;

(c) *Fire Resistance*—the material shall be such as will not readily ignite in the position in which it is laid.

(d) *Water Absorption*—the material shall be such that, after being immersed in water for a period of 48 hours, the moisture content of the material will not exceed 7 per cent of its dry weight. The Nigerian Maritime Administration and Safety Agency may exempt any ship from the requirement of this sub-paragraph.

(e) *Adhesion* — the material shall be so laid as to adhere closely under all conditions of service to the surface on which it is laid.

(f) *Non-corrosion*— the material shall not contain any substance, which may cause corrosion of the deck on which it is laid, unless the deck is effectively protected from corrosion by a coating applied for that purpose.

(g) *Danger to persons*—the material shall be such as will not produce any injurious effect upon persons who may come in contact with it.

(h) *Resistance to wear and weather*—the material shall be sufficiently hard and strong to withstand all conditions of service and shall be sufficiently flexible to prevent cracking under those conditions.

2. If the material is laid in a permanent hospital, it shall be material not likely to be damaged by surgical spirit or other liquids, which may be used in the hospital.

3. If the material is laid on the crown of an oil fuel tank, the material shall be such that if it is immersed in fuel oil for a period of 24 hours at a temperature of 65°C the weight of the material will not increase by more than 1 per cent and the material will not be penetrated by the oil.

THIRD SCHEDULE

[Regulation 7(3)]

INSULATING MATERIAL FOR THE UNDERSIDE OF DECKS

The insulating material referred to in paragraph (3) of regulation 8 of these Regulations (in this Schedule referred to as "the material") shall comply with the following requirements —

(a) *Thermal Insulation* —the material shall provide thermal insulation not less than that provided by a wooden deck 13 cm thick.

(b) *Fire Resistance*—the material shall be such as will not readily ignite in the position in which it is laid.

(c) *Adhesion* — the material shall be so laid as to adhere closely under all conditions of service to the deck under which it is laid.

(d) *Non-corrosion* — the material shall not contain any substance which may cause corrosion of the deck under which it is laid, unless the deck is effectively protected from corrosion by a coating applied for that purpose.

FOURTH SCHEDULE

[Regulation 16.]

Marking

PART I

MARKINGS FOR SLEEPING ROOMS

Certified for (a)* seamen.

Certified for (b)* seamen.

Certified for (a)* seamen or (b)* seamen.

PART II

MARKINGS FOR SPACES OTHER THAN SLEEPING ROOMS

Certified for Chief Officer (c) *

Certified for Officers.

Certified for Petty Officers.

Certified for Apprentices.

Certified for Crew.

(a)* There shall here be inserted the maximum number of seamen who may be accommodated in the room in accordance with these Regulations when it is not appropriated for use solely by such ratings as are referred to in regulation 38(2).

(b)* There shall here be inserted the maximum number of seamen who may be accommodated in the room in accordance with these Regulations when it is appropriated for use solely by such rating as are referred to in regulation 38(2).

(c)* In the case of a room intended for the sole use of any other Officer the rank of that Officer shall here be substituted.

MADE at Abuja this day of March, 2010.

IBRAHIM ISA BIO
Minister of Transportation