

## **MERCHANT SHIPPING (CREWACCOMMODATION) RULES, 1960**

### CONTENTS

1. Short title, commencement and application
2. Definitions
3. Plans
4. Position of Crew Accommodation
5. Height of crew accommodation
6. Part of Crew accommodation
7. Overhead decks
8. Flooring
9. Protection from weather, etc
10. Heating
11. Lighting
12. Ventilation
- 12A. Air-Conditioning
13. Drainage
14. Painting, etc.
15. Marking
16. Sleeping Rooms
17. Beds
18. Furniture and fittings in sleeping rooms
19. Mess Rooms
20. Furniture and fittings in Mess Rooms
21. Recreation Spaces and Studies
22. Office Accommodation
23. Washing Accommodation
24. Supply of water to washing accommodation
25. Supply of Drinking water
26. Laundry Facilities, etc
27. Water Closets
28. Galleys
29. Dry Provision Rooms
30. Cold store rooms and Refrigerating Equipment
31. Hospitals
32. Medical Cabinet
33. Protection from Mosquitoes
34. Maintenancance and Inspect of Crew Accommodation
35. Inspection by a Surveyor
36. Fees
37. Accommodation shared with Passengers
38. Additional Exemptions
39. Penalties

**SCHEDULE 1 :- SCHEDULE**

**SCHEDULE 2 :- SCHEDULE**

**SCHEDULE 3 :- SCHEDULE**

**SCHEDULE 4 :- SCHEDULE**

**MERCHANT SHIPPING (CREWACCOMMODATION) RULES,  
1960**

<sup>1</sup>1. Published in the Gazette of India, 1960, Extraordinary, Pt. II, Sec. 3 (i), p. 741. In exercise of the powers conferred by Sec. 175 read with Sec. 457 of the Merchant Shipping Act, 1958 (44 of 1958), and in supersession of all previous rules and orders on the subject, the Central Government hereby makes the following rules the same having been previously published as required by sub-section (1) of Sec. 175 of the said Act, namely

**1. Short title, commencement and application :-**

(1) These rules may be called the Merchant Shipping (Crew Accommodation) Rules, 1960.

(2) They shall come into force on the 1st January, 1961.

(3) They shall apply to:

(a) every sea-going mechanically propelled ship of 200 tons gross and over for the time being registered in India, whether so registered before or after the date on which this rules come into force;

(b) every such ship which, at any time after that date is being constructed to the order of a person qualified to be the owner of an Indian ship and has not been registered in India; not being a fishing vessel, a pleasure yacht, a ship belonging to a general lighthouse authority, or a ship being constructed for use as a fishing vessel or pleasure yacht, or for use by a general lighthouse authority.

**2. Definitions :-**

(1) In these rules, unless the context otherwise requires:

(a) "Act" means the Merchant Shipping Act, 1958;

(b) "apprentice" includes a cadet and a midshipman;

- (c) "approved" means approved by the Central Government;
- (d) "chief officer" includes a first Mate and an only Mate;
- (e) "crew" means seamen and apprentices;
- (f) "petty officer" means a rating serving in a supervisory position or in a position of special responsibility who is classed as petty officer by collective agreement or custom;
- (g) "rating" means a member of the crew other than an officer;
- (h) "sanitary accommodation" means washing accommodation and accommodation containing water closets or urinals;
- (i) "Schedule" means a Schedule to these rules;
- (j) "sleeping room" does not include a hospital ward;
- (k) "surveyor" means a surveyor appointed under Sec. 9 of the Act;
- (l) "tons" means gross tons;
- (m) "trunked mechanical ventilation system" means a system of ventilation complying with the specifications set forth in the First Schedule;
- (n) "washing accommodation" does not include
  - (i) any sleeping room or hospital ward, whether or not provided with a wash-basin, bath or shower; or
  - (ii) any room appropriated for use only as a laundry.
- (2) Unless the context otherwise requires, no structure shall be deemed to be watertight, gastight or oiltight for the purposes of these rules 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.

### **3. Plans :-**

- (1) Every person to whose order a ship to which these rules apply is being constructed shall cause a plan of the ship, on a scale not smaller than 1 in 100, to be submitted to the Principal Officer, Mercantile Marine Department of the place where it is intended to

register the ship (hereafter in this rule referred to as the Principal Officer) 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.

(2) Every such person shall cause the following plans to be submitted to the Principal Officer 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 <sup>1</sup> [153 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 furnishing, fitting and obstructions therein; and

(b) plans showing clearly the purposed 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 rules apply shall submit or cause to be submitted to the Principal Officer, before any alteration or reconstruction is carried out in the crew accommodation thereof, plans on the scales and showing the information referred to in sub-rules (1) and (2), 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 India in consequence of an emergency or an accident to the ship, such plans shall be submitted to the Principal Officer as soon as practicable.

1. Subs, by G.S.R. 61, dated 6th January, 1967.

#### **4. Position of Crew Accommodation :-**

(1) In every ship to which these rules 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 the provisions of the rules made under Sec. 311 of the Act. The Central Government may exempt from the requirement of this sub-rule

- (a) any passenger ship ;
- (b) any tug;
- (c) any cable ship ;
- (d) any salvage ship ;
- (e) any crane ship ;
- (f) any dredger and any ship engaged in the conveyance of the spoil of dredging;
- (g) any other ship not being a ship engaged in the carriage of cargo, if it is satisfied that compliance with such requirement is unreasonable or impracticable by reason of the size or intended service of the ship.

(2) In every ship to which these rules apply the crew accommodation, other than store rooms, shall be situated amidships or aft. The Central Government may exempt any ship from the requirement of this sub-rule to the extent that 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 tons or over, no part of the crew accommodation, other than store rooms shall be forward of the collision bulkhead.

(3) Sleeping rooms forming part of the crew accommodation of a passenger ship to which these rules apply shall not be situated immediately beneath a working passageway.<sup>1</sup>

(4) The sum of the unobstructed horizontal distances with three times the vertical distances involved in travelling from my radio officer's sleeping room to the radio office shall not exceed fifty-five metres.]

1. Ins. by G.S.R. 61, dated 6th January, 1967.

## **5. Height of crew accommodation :-**

(1) In every ship to which these rules apply, the height of the crew accommodation measured from the top of the floor beams to the top of the crown beams shall be not less than the following : In ships of under 1,600 tons[2.20 metres] In ships of 1,600 tons or over [2.30 metres]. The Central Government may exempt any ship from the requirement of this sub- rule in respect of store rooms and sanitary accommodation.<sup>1</sup>

(2) In every ship to which these rules apply, sleeping room and other part of crew accommodation requiring free movement shall be so constructed as to provide a clear headroom of at least 198 centimetres:

**2** [ Provided that the Central Government may if satisfied that the design or any other constructional feature of any ship renders compliance of this requirement unreasonable or impracticable, exempt such ship from the said requirement in full or to such extent as it may deem necessary.]

1. Subs, by G.S.R. 1390, dated 12th December, 1974.

2. Subs, by G.S.R. 278, dated 1st March, 1985.

#### **6. Part of Crew accommodation :-**

(1) In every ship to which these rules apply, an unknown enclosing or within any part of the crew accommodation shall be properly

(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) art 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);

(f) 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 sub-rule (5) of rule 27, any bulkhead which separates any part of the crew accommodation from sanitary accommodation or from a laundry or drying room, gallery or cold store room (whether or not such sanitary

accommodation, laundry, drying room, galley or cold store room from 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. 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 [23 centimetres] above the floor of the sanitary accommodation, Provided that the requirements of this sub-rule shall not apply to bulkheads separating

- (a) a sanitary accommodation from another sanitary accommodation;
- (b) a laundry or drying room from another laundry or drying room;
- (c) a cold store room from another cold store room;
- (d) a galley from another galley or a pantry;
- (e) sanitary accommodation appropriated for the sole use of one person from a sleeping room from 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. Neither bulkheads nor inside panelling shall be constructed with tongued and grooved boarding or in a manner or with material likely to harbour vermin.

## **7. Overhead decks :-**

(1) In every ship to which these rules 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 rule referred to as an "overhead deck") and is

(2) 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. Such sheathing shall be properly laid and, if it consists of wood, shall be properly caulked. The Central Government may exempt any ship from the requirements of this sub-rule to the extent that 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, 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.

(3) Every wooden overhead deck shall be at least <sup>1</sup>[6.4 centimetres] thick and every wooden sheathing shall be at least <sup>1</sup> [5.8 centimetres] thick, The Central Government may exempt any ship from either of the requirements of this sub-rule to the extent that it is satisfied that compliance there with is unreasonable or impracticable in the circumstances.

1. Subs, by G.S.R. 61, dated 6th January, 1967

## **8. Flooring :-**

(1) In every ship to which these these rules 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 the top of an oil tank, impervious to oil.

(2) Wooden decks which form the floors in the crew accommodation shall be at least <sup>1</sup> [6.4 centimetres] thick and shall be properly laid and caulked. The Central Government may exempt any ship from the requirements of this sub-rule, to the extent that it is satisfied that 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. The joinings of such material with the side walls shall be rounded in a manner which will avoid crevices. Such linoleum, planking or material shall be properly laid.

(4) The floors of sanitary accommodation, galleys and laundries in the crew accommodation shall be covered with terrazo, tiles, or other hard material which is impervious to liquids. The floor-covering shall be properly laid and shall provide a good foothold. The joinings of the floors with the side walls shall be rounded in a manner which will avoid crevices.

1. Subs, by G.S.R. 61, dated 6th January, 1967

## **9. Protection from weather, etc :-**

(1) In every ship to which these rules 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

(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 effuvia 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 the foregoing sub-rule:

(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 not forming part of the crew accommodation shall be obtained from a passageway which shall be provided with a hinged door at any entrances from the open deck. The Central Government may exempt any ship from the requirement of this clause to the extent that 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. The Central Government may exempt any ship of under 400 tons from the requirement of this clause.

(e) Steam supply and exhaust pipes for steering gear, winches and similar equipment shall not pass through crew accommodation. Provided that, if in the case of any ship of 500 tons or over the Central Government is satisfied that alternative arrangements are unreasonable or impracticable in the circumstances, it 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 pipes shall be by faced flanges properly jointed; and

(iv) the pipes shall be fitted with adequate drainage arrangements. The Central Government may exempt any ship of under 500 tons from the requirements of this clause 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. 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 part 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 shall be covered with protective covering which will prevent the condensation of moisture. The Central Government may exempt any ship from the requirements of this clause to the extent that 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 in 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 portion of the deck spaces provided for the recreation of the crew in compliance with sub-rule (6) of rule 21 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.

(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 Central Government may exempt any ship of under 500 tons from the requirement of this clause to the extent that it 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 room 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. The Central Government may exempt any ship from the requirement of this clause is so far as it relates to a direct opening between any passageway forming part of the crew accommodation and any of the aforesaid spaces.

(n) Subject to the provisions of sub-rule (3) of rule 23, sub-rule (6) of rule 27 and sub-rule (16) of rule 31 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 clause shall prohibit direct openings between spaces forming part of sanitary accommodation, or between spaces appropriated 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 steel division additional to the division which retains the oil. The Central Government may exempt any ship from the requirement of this clause 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.

(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 gastight.

(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. Heating :-**

(1) In every ship to which these rules apply, other than a ship employed or intended to be employed solely within the tropics or the Persian Gulf, all sleeping rooms, mess rooms recreation room, 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 rules is working so as to furnish at least <sup>1</sup>[0:42 cubic metres] of fresh air per minute for each person for whom the room or accommodation is designed to accommodate at one time and the temperature of the open air is <sup>1</sup>[1.2] the temperature therein can be maintained at <sup>1</sup>[19.4C.]. Provided that the temperature within a water closet shall not be required to be maintained at more than <sup>1</sup> [12.2C] 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, heating system shall not be required to be provided in that water closet. The Central Government may exempt any ship of under 500 tons from the requirements of this sub-rule if it is satisfied that the crew accommodation is fitted with stores which are properly installed and adequately guarded, or with other suitable means of heating.

(2) The permanent heating system required by the forgoing sub-rule 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. 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 on and off and varied. 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.

(4) 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.

1. Subs, by G.S.R. 61, dated 6th January, 1967.

## **11. Lighting :-**

(1) In every ship to which these rules apply, every part of the crew accommodation, other than pantries, laundries, drying rooms, lockers and storerooms, shall be properly lighted by natural light. Provided that if in any space in a passenger ship 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 Central Government may exempt any ship from the requirement of this sub-rule in relation to the sanitary accommodation and passageways to the extent that it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(2) The natural lighting of a sleeping room mess room recreation room or hospital ward shall be deemed to be proper for the purpose of this rule 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 of a ship to which these rules apply, shall be capable of being opened. Provided that this sub-rule shall not apply to any side scuttle, in a passenger ship which is required by any rule framed under the Act to be of a non-opening type.

(4) In every ship of 3,000 tons or over every such side scuttle shall be at least <sup>1</sup> [30.5 centimetres] in diameter. The Central Government may exempt any ship from the requirements of this sub-rule to the extent that it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

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

power shall be always available for lighting the crew accommodation. The Central Government may exempt any ship of under 500 tons from the requirement of this sub-rule if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances and that other suitable artificial lighting is provided in the crew accommodation.

(6)

(a) In addition to any other lights required by these rules the spaces referred to in clauses (d) to (n) (both inclusive) shall be provided with the lighting therein specified.

(b) The electric lighting of the spaces referred to in clauses (d) to (n) (both inclusive) shall be deemed to be adequate for the purposes of these rules if, when the lamp and paintwork are new, the illumination in the horizontal plane when measured at the points and in the manner prescribed in clause (c) is steady and subject to a tolerance of 10 per cent is maintained at a value not less than that prescribed for every such space.

(c) The points at which illumination shall be measured shall be as follows:

(i) where a general measurement points are prescribed for the illumination of a space, then measurements shall be taken at every point midway between every 2 adjacent lamps and at every point midway between every lamp and any position on any

(ii) where particular measurement points are also prescribed for a space, then measurements shall in addition be taken at every such point. In all cases, measurements shall be taken at a height of [83.8 centimetres] above the floor, except that in the case of passageways, companion ways, and covered recreation deck spaces, measurements may be taken either at a height of 2 feet 9 inches above the floor or at floor level, provided that in the case of measurements taken at floor level, the reflection factor of the floor surface shall not be less than 40 percent. Illumination of provision store rooms shall be measured when the rooms are empty.

(d) Sleeping Rooms and Day Rooms [21.53 lux.] immediately in front of any drawer, bookcase, clothes locker, wardrobe and toilet mirror. [53.82 lux.] at any wash-basin. [64.58 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. For the purpose of this clause, reading lights at the heads of the 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.

(e) Mess Rooms [21.53 lux] at general measurement points. [53.82 lux] at any table and sink.

(f) Recreation and Smoking Rooms [21.53 lux] at general measurement points. [53.82 lux] at the recreation tables. [64.58 lux] at any seat at a writing position at a desk or table and at not less than half the remaining seats.

(g) Hospital Wards [21.53 lux] at general measurement points. [53.82 lux] at any wash-basin. In addition to the electric reading lamp required to be provided at the head of each bed in accordance with sub-rule (5) at least one fixed lamp shall be installed. The portable electric lamp required to be provided by sub-rule (10) of rule 31 shall remit at least 600 lumens.

(h) Offices and Studies [21.53 lux] immediately in front of any drawer and bookcase. [86.11 lux] at every writing position at a desk or table.

(i) Sanitary Accommodation (including sanitary accommodation in hospitals) Water Closets : [32.29 lux.] in way of the pan. Shower spaces : [21.53 lux] in the centre of the space. Wash-Rooms and Bath-Rooms: :[32.29 lux] at general measurement points. [53.82 lux.] at any wash-basin or washing trough and at or near the head of any bath.

(j) Laundries [32.29 lux.] at general measurement points. [53. 82 lux.] at any washing trough.

(k) Drying Rooms [21.53 lux.] in the centre of the space.

(l) Galleys (including Bakeries and Pantries) [64.58 lux.], at working position. 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.

(m) Provision Store Rooms Dry Store Rooms: [21.53 lux] at general measurement points. [21.53 lux] immediately in front of shelving and any cupboard. Cold Store Rooms: Half the standard prescribed for a dry store room.

(n) Passageways, Companionway and covered Recreation Deck Spaces [21.53 lux ] at general measurement points. 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.

1. Subs, by G.S.R. 61, dated 6th January, 1967.

## **12. Ventilation :-**

(1) In every ship to which these rules 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. Such system shall be capable of being so controlled as to ensure a 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.

(2)

<sup>1</sup>[( a ) Every enclosed space forming part of the crew accommodation of a ship to which these rules apply being a space not fully air-conditioned or not ventilated by a trunked mechanical ventilation system shall be provided with a natural system of inlet and exhaust ventilation. Every inlet 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 practicable, it is not screened from the wind in any direction. No such ventilator shall be situated directly over a doorway, stairway, exhaust opening or a bunk.<sup>2\*\*\*</sup>]

(b) The sectional area of every part of the inlet and exhaust system (other than a part serving a drying room or locker) shall be at least <sup>1</sup>[38.7 sq. centimetres] for each person for whose use at any one time the space is appropriated and shall not be less than <sup>1</sup>[122.58 sq. centimetres] in all at any point in the system. 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 <sup>4</sup>[19.35 sq. centimetres] for each person likely to use the space at any one time.

(3)<sup>5</sup>[\*\*\*\*\*]

(4)<sup>3</sup> [\*\*\*\*\*]

(5) Power for the operation of the trunked mechanical ventilation system or fans, as the case may be, required by the foregoing sub-rules shall be available at all times when any members of the crew are onboard the ship and circumstances require such system or fans to be used.

(6) 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 rules apply: For direct current motors 1 armature 1 field coil 1 set of carbon brushes 1 set of bearings 1 brush holder. For alternating current motors 1 set of stator windings complete with insulation pieces. 1 set of bearings. The spare gear shall be properly packed for storage.

1. Subs, by G.S.R. 61, dated 6th January, 1967.

4. Omitted by G.S.R. 1390, dated 12th December, 1974.

5. Omitted by G.S.R. 278, dated 1st March, 1985.

## **12A. Air-Conditioning :-**

**1**

(1) In every ship of 3000 tons or over, the keel of which was laid or which was at a similar stage of construction on or after the date of coming into force of the Merchant Shipping (Crew Accommodation) Amendment Rules, 1974, every enclosed space forming part of crew accommodation other than any store room shall be equipped with air-conditioning system:

Provided that the Central Government may exempt any ship regularly engaged in trades, where temperate climatic conditions exist, from the requirement of this sub- rule.

(2) The air-conditioning system, whether of a centralised type or individual unit type shall be so designed as to

(a) maintain the air at a satisfactory temperature and relative humidity as compared to outside air conditions;

(b) ensure a sufficiency of air charges in all air conditioned spaces; and

(c) take into account particular characteristics of operations at sea so as to avoid producing objectionable noises or vibrations.]

1. Ins. by G.S.R. 1390, dated 12th December, 1974.

**13. Drainage :-**

(1) In every ship to which these rules 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.

(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 <sup>1</sup> [5.10 centimetres] 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.

1. Subs, by G.S.R. 61, dated 6th January, 1967.

**14. Painting, etc. :-**

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

(2) Lime wash or paint containing nitro-cellulose shall not be applied to 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 paints, varnish, polish and other finishes in the crew accommodation shall be capable of being easily kept clean and shall be maintained in good condition.

**15. Marking :-**

(1) Every sleeping room forming part of the crew accommodation of a ship to which these rules apply, shall be marked inside the room with the marking specified in Part I of the Fourth Schedule.

(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 is appropriate in the circumstances.

(3) All markings required by the foregoing provisions of this rule shall be in clear characters and in a really visible position on the ship's structure. 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 rules apply shall be marked whether inside or outside with any marking which may be taken to indicate that the space is appropriated for use by persons differing in number or description from the person for whose use the space has been certified by a surveyor.

(5) If a place is used by seamen the marking should be "Certified to accommodation.....Seamen".

#### **16. Sleeping Rooms :-**

(1) In every ship to which these rules 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 rule.

(2)

(a) Each of the following classes of persons shall be provided with sleeping rooms separate from those provided for the other classes:

(i) Officers.

(ii) Petty Officers.

(iii) Apprentices.

(iv) Ratings of the deck department other than petty officers.

(v) Ratings of the engine room department other than petty officers.

(vi) Ratings of catering department other than petty officers.

(b) 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. The

Central Government may exempt any ship to the extent that it is satisfied that compliance with the said requirement is unreasonable or impracticable by reason of the size of the ship from the requirement of this sub-rule.

(3) 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<sup>1</sup> 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 tons or over regularly employed otherwise than as a home trade ship<sup>1</sup> 1 person per room.

(e) Petty officers not being persons referred to in clause (d). Wherever practicable 1 person per room and in no event, more than 2 persons per room.

<sup>1</sup>[(f) Other ratings. Not more than 3 persons per room in a cargo ship and not more than 6 persons per room in a passenger ship :

Provided that the Central Government may, if it is satisfied, after consultation with the owner of the ship or with such organisation or organisations in India as it may consider to be most representative of employers of seamen and of seamen, that full compliance of this requirement is unreasonable or impracticable, permit up to four persons to be accommodated in a cabin in any specified part of crew accommodation of a cargo ship and up to eight persons in a cabin in any such accommodation of a passenger ship.] The Central Government may exempt any ship of under 400 tons from the requirements of clauses (a) and (b) of this sub-rule.

<sup>1</sup>[(4)

(a) In every ship to which these rules apply, the minimum floor area provided for each person in a sleeping room forming part of crew accommodation of such ship shall be as follows :

(i)	In ship other than passenger ships	Accommodating	For a room
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	In ships other than passenger ships of 1,000 tons or over but less than 3,000 tons .....	Accommodating one rating 2.75 sq. metres	Accommodating two or more rating 2.75 sq. metres.
(ii)	In ships other than passenger ships of 3,000 tons or over but less than 10,000 tons .....	3.75 sq. metres	2.75 sq. metres.
(in)	In ships other than passenger ships of 10,000 tons or over but less than 20,000 tons .....	4.25 sq. metres	3.25 sq. metres.
(iv)	In ships other than passenger ships of 20,000 tons or over .....	4.75 sq. metres	3.75 sq. metres.
(v)	In passenger ships of 1,000 tons or over but less than 3,000 tons .....		2.0 sq. metres.
(vi)	In passenger ships of 3,000 tons or over but less than 10,000 tons .....		2.75 sq. metres.
(vii)	In passenger ships of 10,000 tons or over .....	30.25 sq. metres	2.75 sq. metres.

(b) Subject to the provision of clause (c), in every ship to which these rules apply, if private sitting rooms or day rooms are not provided, the per head floor area of a sleeping room for an officer shall be as follows:

(c) In every ship of 3,000 tons or over there shall, as far as practicable, be provided and adjoining sitting room or a day room in addition to the sleeping room for the Chief and Second Engineer, Officer and the Chief Navigating Officer.

(d) In determining floor area of a room for the purposes of this sub-rule, spaces occupied by berths, lockers, seats or chests of drawers shall be taken into account but any 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.]

**3** [Provided that the Central Government may, if satisfied after consultation with the owner of the ship or with such organisation or organisations in India as it may consider to be most representative of employers of seamen and of seamen that peculiar constructional features of any ship renders full compliance of this requirement

unreasonable or impracticable, permit upto 4 persons to be accommodated in a cabin in any specified part of crew accommodation of a cargo ship and upto 8 persons in a cabin in any such accommodation of a passenger ship.]

1. Subs, by G.S.R. 1390, dated 12th December, 1974.

3. Subs, by G.S.R. 278, dated 1st March, 1985.

### **17. Beds :-**

(1) 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 <sup>1</sup>[76.20 centimetres] if both beds are in single tier or <sup>1</sup>[91.44 centimetres] in any other case.

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

<sup>1</sup>[(3) No bed shall be placed :

(a) within 10.2 centimetres of ventilation trunk which may be used for circulating hot air; or

(b) within 5.10 centimetres of a bulkhead of 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 paintwork in way of the bed; or

(c) below any joint in an overhead water pipe or sanitary discharge.]

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

(5) Beds placed along the ship's side shall be in single tier, except in a room in which there is no side scuttle. The Central Government may exempt any ship from the requirements of this sub-rule, to the extent that 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.

(6)

(a) No bed shall be less than <sup>1</sup>[30.5 centimetres] from the floor of the room measured from the bottom of the mattress referred to in

sub-rule (10).

(b) The upper bed in a double tier shall be at least <sup>1</sup>[76.20 centimetres] below the lower side of the deck head beams or other obstructions measured from the bottom of the mattress. The bottom of the matters in the lower bed shall be at least <sup>1</sup>[91.44 centimetres] below the bottom of the mattress in the upper bed if the height of the sleeping room is <sup>1</sup>[2.30 metres] or more and at least <sup>1</sup>[83.8 centimetres] below the bottom of the mattress in the upper bed if the height of the sleeping room is less than <sup>1</sup>[2.30 metres]. For the purposes of this sub-rule the height of the room shall be measured from the top of the floor beams to the top of the crown beams.

(c) The Central Government may exempt:

(i) any ship under 500 tons from any of the requirements of this sub-rule;

(ii) any ship from the requirements of clause (b) of this sub-rule to the extent that 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.

## **10** [(7)

(a) Subject to the provisions of clause (b), the minimum size of beds provided for the crew shall be at least 1980 millimetres by 800 millimetres the measurements being taken inside lee-boards and lee-rails, if any, and at right angles to each other.

(b) The minimum size of beds provided in a ship of 3,000 tons, or over for the Chief Navigating Officer and the Chief and Second Engineers shall be at least 2,000 millimetres by 900 millimetres in a passenger ship and at least 2,000 millimetres by 1,100 millimetres in any other ship, the measurement in each case being taken inside the lee-boards or lee-rails, if any, at right angles to each other.]

(8) 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, canvass or other dust-proof material shall be fitted to every bed which is fitted above another bed.

1. Subs, by G.S.R. 61, dated 6th January, 1967.

10. Subs, by G.S.R. 1390, dated 12th December, 1974.

**18. Furniture and fittings in sleeping rooms :-**

(1) In every ship to which these rules 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 <sup>1</sup>[0.056 cubic metres];

(ii) one clothes locker or wardrobe, in either case at least <sup>1</sup>[1.68 metres] in height and <sup>1</sup>[2032.25 sq. centimetres] in internal sectional area; the locker or wardrobe shall be fitted with a shelf not less than <sup>1</sup>[23 centimetres] and not more than <sup>1</sup>[38.10 centimetres] below its top and with fittings on which the 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. Such seats shall be provided in addition to the beds in the room. The Central Government may exempt any passenger ship from the requirements of this clause to the extent that it 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; and

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

(2) Sub-rule (1) 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 <sup>6</sup>[0.056 cubic metres] shall be provided in addition to the drawer referred to in clause (a) of sub-rule (1).

(b) The clothes lockers or wardrobes provided shall be made of hardwood.

(c) Each room shall be provided with:

(i) a rack suitable for holding:

(a) one drinking-water bottle; and

(b) one tumber for each person accommodated in the room. 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. In every sleeping room in which only petty officer or other rating is accommodated the locker or ward robe shall be fitted with such a lock or hasp.

(4) Subject to the provisions of sub-rule (5) 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 <sup>2</sup>[0.28 cubic metres] or as near thereto as is practicable in the circumstances;

(ii) a wardrobe at least <sup>2</sup>[1.68 metres] in height and <sup>2</sup>[2967.74 sq. 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 <sup>2</sup>[1.83 metres] in length or as near thereto as may be practicable in the circumstances:

Provided that the Central Government may permit the settee to be dispensed with

(i) if it is satisfied that a settee of adequate dimensions cannot be placed in the room without interfering with the comfort of the occupants; or

(ii) in the case of a room which accommodates only one officer, if the Central Government has consulted such organisations 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;

(f) 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. 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 side scuttle 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 officer. The Central Government may exempt any ship of under 400 tons from any of the requirements of clauses (a) and clauses (k) to (n) inclusive, of this sub-rule to the extent that it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(5) Any of the equipment referred to in clause (b), (c), (d), (m) and (n) of sub-rule (4) of this rule may be provided in a day room available for the sole use of the officers concerned, instead of in their sleeping rooms. Any of the equipment referred to in clauses (e) to (i) inclusive, of the said sub-rule may be provided in washing accommodation appropriated 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 sub-rule (4) of this rule. Provided that any of the equipment referred to in clauses (b), (c) and (d) of the said sub-rule may be provided in a study for the sole use of the apprentices instead of in their sleeping rooms.

**11** [(7) Subject to the foregoing provisions of this rule all lockers, wardrobes, tables, desks, the un-upholstered parts of chair and settees and similar furnishings provided in compliance with this rule shall be made of polished hardwood, rustproof metal or other smooth and impervious material not likely to crack, warp or become corroded. All furniture provided in sleeping rooms shall be so made as not to be likely to harbour vermin and any furniture installed under beds shall be readily removable for cleaning purposes.

1. Subs, by G.S.R. 61, dated 6th January, 1967.

6. Subs, by G.S.R. 61, dated 6th January, 1967.

11. Subs, by G.S.R. 61 dated 6th December, 1967.

## **19. Mess Rooms :-**

**1** (1) In every ship to which these rules apply, unless the circumstances are such as to require no member of crew to mess on Board, mess rooms shall be provided for the crew. In every ship of 1,000 tons or over, the floor area of mess rooms provided for officers and crew shall be as follows:

(a) for officers: One square metre per person;

(b) for crew: 0.7 square metre per person.]

(2) No mess room shall be combined with a sleeping room. The Central Government may exempt any ship of under 300 tons from the provisions of this sub-rule if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

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

(4) In every ship of 1,000 tons or over, a single mess room shall be provided for all officers in the ship. Provided that the officer may be accommodated in separate mess rooms if their sleeping rooms are in widely separate portions of the ship.

(5) In every ship of 1,000 tons 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, Subject to the provisions of sub-rule (1), the Central Government may permit the provision in any ship of combined mess rooms as follows:

(i) for petty officers of the deck and engine room departments;

(ii) for petty officers and other ratings of the same departments;

(iii) for all ratings (other than petty officers) of the deck and engine room departments. Subject as aforesaid the Central Government 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 Central Government to be most representative of owners of Indian ships, and by an organisation which appears to it to be most representative of the seamen.

(6) In every ship of 3,000 tons or over with a catering department of more than 7 persons mess room shall be provided for ratings of the catering department which shall be separate from those provided for ratings of other department, unless the Central Government permits a combined mess room for petty officers and other ratings of all departments in accordance with the provisions of sub-rule (5). 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.

(7) Apprentices shall be provided with messing accommodation in the officers' mess room.

(8) The Central Government may exempt any passenger ship from the requirements of this rule to the extent that it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

1. Subs, by G.S.R. 1390, dated 12th December, 1974.

## **20. Furniture and fittings in Mess Rooms :-**

(1) Every mess room forming part of the crew accommodation in a ship to which these rules apply, shall be provided with sufficient tables to allow a space of at least <sup>1</sup>[50.80 centimetres] measured along the edge of a table, for each person likely to use the room at any one time. Each table shall be at least <sup>1</sup>[61.00 centimetres] wide if seats are provided on both sides of the table, <sup>3</sup>[38.10 centimetres] wide if seats are provided only on one side of the table. The table shall be of such size and so situated as to be readily accessible.

(2) Single chairs shall be provided in the mess room for each person using the room at any one time. 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. Such settees shall be at least <sup>2</sup>[38.10 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. 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.

(3) 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 <sup>2</sup>[38.10 centimetres] by <sup>2</sup>[38.10 centimetres] by <sup>2</sup>[30.5 centimetres] in size for each of those persons. 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. All storage lockers, provided in compliance with this sub-rule shall be adequately ventiled and all storage lockers provided for one person shall be fitted with a lock or hasp for a pad lock, and shall be so fixed as to clear the floor by at least <sup>2</sup> [30.5 centimetres]:

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.

(4) 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 tons, in a gaily. Such equipment shall be adequate in size for the number of the persons likely to use the room at any one time. 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. A supply of fresh water shall be laid on the sink and boiler. The Central Government may exempt:

(a) any ship of under 1,000 tons from the requirement of a hot-

press;

(b) any ship of under 500 tons from any of the requirement of this sub-rule.

(5) All tables, lockers, dressers and un-upholstered part 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. All furniture provided in the mess room shall be so made as not to be likely to harbour vermin.

(6) The Central Government may exempt any passenger ship from the requirements of this rule to the extent that it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

1. Subs, by G.S.R. 1390, dated 12th December, 1974.

3. Subs, by G.S.R. 61, dated 6th January, 1967.

## **21. Recreation Spaces and Studies :-**

(1) In every ship to which these rules apply, been a ship of 3,000 tons or over employed otherwise than on a home trade voyage a smoking room shall be provided for the recreation of the officers, and shall not be combined with a mess room. The smoking room shall be provided with tables each having a top approximately 37.16 square decimetres in area and 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 book case.

(2) In every ship to which these rules apply being a home trade ship of 300 tons or over or a ship of under 3,000 tons 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.

(3) In every ship to which these rules apply recreation accommodation shall be provided in a mess room or elsewhere for ratings and shall be conveniently situated and appropriately furnished. 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.

(4) If more than two apprentices are accommodated in one sleeping room in a ship to which these rules 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 purpose of study.

(5) In every ship to which these rules apply, being a ship of 500 tons or over, a book case shall be provided for and shall be accessible to all members of the crew.

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

**1**[(7) In every ship of 10,000 tons or over to which these rules apply there shall be provided the following recreation facilities, namely:

(i) arrangement for showing films or television in a smoking room, library room or a mess room properly equipped for the purposes;

(ii) a hobby-cum-games room;

(iii) a swimming pool:

**2** [Provided that the Central Government may, if satisfied that the design or any other constructional feature of any ship renders compliance of this requirement unreasonable or impracticable, exempt such ship from the said requirement in full or to such extent as it deems necessary]

1. Ins. by G.S.R. 1390, dated 12th December, 1974.

2. Subs, by G.S.R. 278, dated 1st March, 1985.

## **22. Office Accommodation :-**

In every ship to which these rules apply, being a ship of 3,000 tons or over, two separate rooms shall be provided for use as offices and shall be furnished for than purpose. 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 or the engine room department. 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.

### **23. Washing Accommodation :-**

(1) In every ship to which the rules 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 Central Government may, in relation to any ship, permit any combination of the foregoing classes to be treated as one class for the purposes of this rule, if it is satisfied that the circumstances so require.

[(1A) In every ship to which these rules apply being a ship of 7,500 tons or over but less than 15,000 tons, washing accommodation provided in pursuance of sub-rule (1) shall include separate private bath rooms attached to sleeping rooms of at least four senior officers. Every such bath room shall be fitted with a tub or shower bath or both and a wash-basin having hot and cold running fresh water. In addition, in every ship of 15,000 tons or over, sleeping rooms of all senior officers shall have private or intercommunicating bath-rooms similarly fitted.

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

Provided that in ships of 1600 tons or over in which private sleeping rooms and private or semi-private bath-rooms are not provided for engine department personnel, there shall be provided facilities for changing clothes which shall be

- (i) located outside the machinery space but with easy access to it; and
- (ii) fitted with individual clothes lockers as well as with tubs or shower baths and wash-basins having hot and cold running fresh water.]

(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 2 sleeping rooms accommodating not more than 4 persons in all, if the washing accommodation is appropriated for use solely by the person or persons accommodated in those sleeping rooms.

[(4) Subject to the provisions of sub-rule (1 A), washing accommodation for all ' classes of persons provided in pursuance of sub-rule (1) shall include one bath or shower, one wash-basin and one toilet mirror for every six persons or a part thereof exceeding two persons in the case of a ship of less than 25,000 tons and the same 1. Subs, by G.S.R. 1390 dated 12th December, 1974. equipment for every four persons or a part thereof exceeding one person in the case of ships of 25,000 tons or over:

[Provided that the Central Government may, if satisfied that limitations imposed by design or any other constructional feature of any ship being

(a) a passenger ship engaged solely on voyages which are normally of less than 24 hours duration: or

(b) a cargo ship in which the number of members of crew are more than 100, render full compliance of this requirement unreasonable or impracticable exempt such ship from the requirement in full or to such extent as it deems necessary.

(i) a bath and a shower combined shall be deemed as a bath only:

(ii) in determining the required number of baths or showers or washbasins no account shall be taken of any private baths or showers or wash-basins provided in pursuance of these rules or of persons for whose use such baths or showers or wash-basins are provided;

(iii) 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.]

(5) 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. 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 <sup>1</sup>[4.55 litres]. Every other washbasin provided in compliance with the rule shall have a capacity of at least <sup>1</sup>[6.82 litres]. The capacity of wash-basms shall

be measured for the purpose of this sub-rule to a level at least <sup>1</sup>[3.75 centimetres] below the rim of the bowl.

(6) Every bath shall be at least <sup>1</sup>[1.35 metres] in internal length unless it is combined with a shower. 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. The floor area of every shower space shall be at least [0.58 square metre] and each side of the space shall be at least <sup>1</sup> [76.20 centimetres] long.

(7) 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 persons. Screening shall be provided to ensure privacy for any bath or shower which is in the same room as any wash-basin or any other bath or shower unless the room is appropriated for the sole use of one person. 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. The screening shall, wherever reasonable and practicable in the circumstances, enclose sufficient space to permit a person to dress and undress in comfort therein.

(8) 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

(9) Spring-loaded draw-off taps for hot and cold fresh water shall be fitted on a wall in every wash room provided for ratings, unless taps for hot and cold fresh water are fitted to each wash-basin in that room. Drawoff taps for cold slat water shall be fitted in every such wash room unless there are other adequate means of washing down the room. The Central Government may exempt any ship of under 500 tons from the requirements of this sub-rule relating to hot water taps to the extent that it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

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

1. Subs, by G.S.R. 61, dated 6th January, 1967.

#### **24. Supply of water to washing accommodation :-**

(1) In every ship to which these rules apply, there shall be available a supply of fresh water sufficient for the wash-basins, baths and showers fitted in compliance with these rules. The supply shall be provided from tanks of a capacity of at least <sup>1</sup>[45.46 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. 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. In ships of 1,000 tons or over any pumping necessary for the supply of fresh water shall be by mechanical power.

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

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

(b) hot and cold fresh water shall not be required to be laid on to washbasins 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 sub-rule (9) of rule 23. Cold fresh water shall be laid on to any wash-basins which are additional to those required by these rules and are fitted in sleeping rooms.

(3) The hot fresh water shall be at a constant temperature of at least <sup>1</sup>[65.50 C] and shall be supplied by thermostatically controlled calorifiers or by other equally safe and efficient means. Every shower bath shall be provided with an anti-scalding mixing 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 <sup>1</sup>[35 C] and <sup>1</sup>[40.5C].

(4) The Central Government may exempt any ship of under 500 tons from the requirements of this rule relating to the supply of hot water to the extent that it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

1. Subs, by G.S.R. 61, dated 6th January, 1967.

## **25. Supply of Drinking water :-**

(1) In every ship to which these rules 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 replenishments of the water or by other equally efficient means. If service tanks are fitted for that purpose they shall be directly connected with the ship's main drinking water storage tanks. In ships of 3,000 tons or over, any pumping necessary for the supply of drinking water in the crew accommodation shall be by mechanical power.

(2) 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 and service pantries are not provided.

(3) In every ship to which these rules apply being a ship of 1,000 tons or over means shall be provided whereby the crew shall obtain access to drinking water which has been cooled by passing through a cooling-tank or by other suitable means.

## **26. Laundry Facilities, etc :-**

(1) In every ship to which these rules apply, being a ship of 500 tons 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. Such 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. The troughs or other facilities shall be situated in a room appropriated for use only as a laundry. Provided that the troughs or other facilities may be situated in the crew's washing accommodation in the provision of a separate laundry is unreasonable or impracticable in the circumstances. 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.

(2) In every ship to which these rules 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. The heating of such rooms shall be capable of being controlled independently of the heating of any other space in the ship. The exhaust ventilation of such rooms shall be independent of the ventilation of all other spaces unless it is provided by a trunked mechanical ventilation system. Provided that in ships of under 500 tons drying cabinets or other suitable facilities may be substituted for a drying room.

(3) In every ship to which these rules apply, adequately ventilated compartments or lockers shall be provided for hanging oilskins and working clothes used by the crew. Separate compartments or lockers shall be provided for officers and ratings. The compartments or lockers shall be situated outside the sleeping rooms of the crew in a position readily accessible therefrom. The Central Government may exempt any ship of under 500 tons from any of the requirements of this sub-rule.

## **27. Water Closets :-**

(1) In every ship to which these rules 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 Central Government may, in relating to any ship, permit any combination of the foregoing classes to be treated as one class for the purposes of this rule if it is satisfied that the circumstances so require.

<sup>1</sup>[(1A) In every ship of 7500 tons or over of less than 15000 tons, there shall be provided private water closets attached to sleeping rooms of at least four officers and in the case of ships of 15000 tons or over such water closets shall be provided in respect of sleeping rooms of all senior officers:

Provided that such private water closets may be combined with private bath rooms.]

(2) <sup>2</sup>[(a) Subject to the provisions of sub-rule (1 A) water closets for all classes of persons provided in pursuance of sub-rule (1) shall be at the scale of one water closet for every six persons or part

thereof exceeding two persons in the case of a ship of under 25,000 tons and one such closet for every four persons or a part thereof exceeding one person in the case of a ship of 25,000 tons or over:

Provided that each of such classes shall be provided with at least one water closet:

Provided further that the Central Government may exempt any passenger ship engaged solely on voyages which are normally of less than 4 hours duration from the requirement of this sub-rule if it is satisfied that compliance therewith is unreasonable or impracticable.

Explanation. For the purposes of this sub-rule

(i) in determining the number of water closets no account shall be taken of any private water closet or the persons for whose use such private water closet is appropriated;

(ii) a water closet shall be deemed to be private if it is appropriated for the exclusive use of not more than four persons.]

(b) In addition to the water closets required by clause (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 scale: In ships of 500 tons and over but under 800 tons ... 3 In ships of 800 tons and over but under 3,000 tons ... 4 In ships of 3,000 tons and over . . . . . 6

(c) In determining the number of water closets required by this sub-rule, 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.

### **3**[(3A)

(a) In every ship of 1600 tons or over there shall be provided a separate compartment containing a water closet and a wash basin having hot and cold running fresh water, within easy access of the navigating bridge deck primarily for use of those on duty in that

area.

(b) In every such ship, there shall also be provided a water closet and a wash basin having hot and cold running fresh water, within easy access of machinery spaces if such water closet is not fitted near engine room control centre.]

(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 the practicable, a self closing door. Any doors between a water closet and a passageway shall be close fitting and without apertures. The Central Government may exempt any ship from the requirement that the doors shall be close fitting and without apertures to the extent that it is satisfied that the exhaust ventilation arrangements from the water closet render compliance therewith unnecessary.

(6) 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 together 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.

(7) Every water closet shall be completely enclosed by bulkheads and shall be provided with exhaust ventilation directly to the open air or to another water closet which is provided with 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 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.

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

(9) Subject to the provisions of sub-rule (10) of this rule, 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 <sup>4</sup>[10.2 centimetres] at the front;

(iii) a trap with a metal inspection plate; and

(iv) an efficient ventilator connected to the out-let;

(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 <sup>4</sup>[18.2 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 hand rail or grip.

(10) Every water closet provided for the exclusive use of ratings may be grouped into batteries and shall be designed and equipped in a manner suited to their habits and customs, and in particular, shall be provided as follows;

(a) Each battery of water closets may consist of any number of separate compartments contained in properly constructed steel house with a minimum height of <sup>4</sup>[1.98 metres] from top of foot holds to the under side of beams.

(b) The separate compartments in each battery shall be not less than <sup>4</sup>[1.14 metres] in length by <sup>4</sup>[91.44 centimetres] in width. Each such compartment shall have a separate entry fitted with a door with two shutters opening inwards which can be secured from the inside. The door need not extend to the full height of the compartment, but it shall not be less than <sup>4</sup>[1.37 metres] in height and <sup>4</sup>[61.00 centimetres] in width and the vertical height of the opening at the bottom shall not exceed <sup>4</sup>[10.2 centimetres]. The divisional bulkheads between the compartments should extend to a

height of within 1[30.5 centimetres] of the deck overhead and may also be opened at the bottom to the same extent and should be fitted with suitable hand grips. There shall be an enclosed passageway leading to the compartments of not less than <sup>4</sup> [76.20 centimetres] in breadth.

(c) Where convenient the floor of the compartment shall be raised to a height level with the top of the pan by means of a filling of cement or other similar material, or any other equivalent arrangement. If this method is adopted, the floor shall have a light declivity on all side running down towards the pan.

(d) Every compartment shall be properly ventilated to the satisfaction of the Surveyor by means of ventilators of such openings as will not interfere with privacy.

(e) Adequate lighting, either natural or electric, shall be provided to the satisfaction of the Surveyor, at all times during day and night.

(f) The pans shall preferably be made of white vitreous china or other suitable material. They shall be of an approved pattern complete with foot holds designed to prevent slipping. The orifice at the top of the pan shall be not less than H41.85 centimetres] in length and not less than [23 centimetres] in width. The pan shall be placed as low as practicable.

(g) An arrangement which automatically flushes the pan at intervals not exceeding 5 minutes and a continuous trickle of water.

(h) A soil pipe such as is referred to in clause (e) of sub-rule (9) provided with a metal inspection plate and sufficient ventilation.

(i) Each battery shall be provided with a tank to supply fresh water from the service stands for ablution purposes. The Central Government may exempt any ship from the requirements of this sub-rule if it is satisfied that the water closets provided for the aforesaid ratings comply with the requirements of sub-rule (9) of this rule and have been properly adapted so as to be suited to their habits and customs.

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

1. Ins. by G.S.R. 1390, dated 12th December, 1974.

2. Subs., *ibid.*

3. Ins. by G.S.R. 1390, dated 12th December, 1974.

4. Subs, by G.S.R. 61, dated 6th January, 1967.

**28. Galleys :-**

(1) Every ship to which these rules 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 maybe to the mess rooms provided for the crew and any necessary equipment shall be provided to enable food to be served 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. The Central Government may exempt any ship of under 500 tons from the requirements of this sub-rule.

(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 point for artificial lighting, one of which shall be situated close to a cooking range required by this rule. The Central Government may exempt any ship of under 1,000 tons from the requirements of this sub-rule.

(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. The Central Government may exempt any ship from the requirements of this sub-rule if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(9) Every galley shall be provided with exhaust fans which will draw

off fumes from the cooking appliances therein and discharge the fumes into the open air. The Central Government may exempt from the requirement of this sub-rule

(a) any ship of under 1,000 tons;

(b) any other ship if the Central Government 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. The position and number of the gutters and scuppers 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. All metal parts of the cupboards and dressers shall be rustproof. The cupboards and dressers shall be so made as not be likely to harbour dirt or vermin. The bottoms of all cupboards and dressers in the galley 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.

(13) 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.

(14) Without prejudice to the generality of the last preceding sub-rule

(a) Every galley shall be provided with one or more cooking appliances with

(i) a total over capacity, suitable for roasting and baking, of at least <sup>1</sup>[7078.7 cubic centimetres], and

(ii) an area of range top-plate or boiling table amounting to at least <sup>1</sup> [309.68 square centimetres] for each person whom the galley is intended to serve. The Central Government may exempt any ship from any of the requirements of this sub-clause in so far as they

relate to cooking appliances in galleys intended to serve more than 60 persons, or to the area of any topplate or boiling table in which electricity or heat-storage is employed, or to the area of any appliance which the Central Government is satisfied is of unusual design;

(b) Every galley shall be provided with at least the number of ovens and firegrates specified in the following table: Number of persons whom the galley is intended to serve Number of Number of

	Ovens	Fire-grates
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. The Central Government 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 height standing on the floor of the galley, unless a separate boiling table is provided at such a height. The Central Government may exempt any ship from the requirements of this sub-rule, 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 habits and customs of the persons whom the galley is intended to serve.

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

1. Subs, by G.S.R. 61, dated 6th January, 1967.

## **29. Dry Provision Rooms :-**

(1) In every ship to which these rules 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. 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.

(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 sub-rule, 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. The Central Government may exempt any ship from the requirements of this sub-rule 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.

### **30. Cold store rooms and Refrigerating Equipment :-**

(1) In every ship to which these rules apply refrigerating equipment and cold store rooms shall be provided and shall be, having regard to the period likely to elapse between successive replenishment of stores, adequate for the storage of perishable provisions for the crew. The Central Government may exempt any ship of under 1,000 tons from the requirements of this sub-rule 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 passage way, galley or pantry or from another store room.

(3) Refrigerating machinery in which methyl chloride is intended to be used (whether or not intended to cool any space in the crew accommodation) shall not be situated in the crew accommodation except in a store room or in a space appropriated solely to that machinery. The store room or other space in which the machinery is situated shall be so constructed as to be gastight where it abuts upon other parts of the crew accommodation and shall be adequately ventilated by at least two ventilators to the open air one of which shall be fitted with an exhaust fan and shall have its inlet near the bottom of the room or space. The motor of the fan and the electrical connections thereto shall be enclosed in a sparkproof case. Access to such store room or space shall, wherever practicable, be by means of a hinged door from an open deck. If the door cannot be arranged otherwise than to open on to a passageway or other space frequented by members of the crew the door shall be spring-loaded, jointed and gastight.

(4) Every exposed pipe which may contain methyl chloride for other toxic or inflammable gas shall be adequately protected from damage.

### **31. Hospitals :-**

(1) Every ship to which these rules apply, being a ship (other than a tug) which is intended to be at sea on any occasion for a continuous period of more than 3 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. The space so appropriated shall not at any time be used for any purpose other than for the treatment of sick persons. The Central Government may exempt from the requirement of this sub-rule any ship engaged only on the coasting trade of India.

(2) In every other ship to which these rules apply, a room shall be appropriated for use, when necessary, as a temporary hospital. When such room is in use as a hospital it shall not be used for any purpose other than the treatment of sick persons. The Central Government may exempt any ship from the requirements of this sub-rule if it is satisfied that compliance therewith is unnecessary in the circumstances.

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

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

(4) The minimum width of the entrance to every permanent hospital shall be <sup>1</sup>[76.20 centimetres] or as near thereto as is practicable in the circumstances. The hospital shall be so arranged that a stretcher can easily be carried in to the hospital and placed alongside at least one single-tier bed therein.

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

(6) Every permanent hospital shall include a hospital ward fitted on at least two sides with side scuttles at least <sup>1</sup>[30.5 centimetres] in diameter. 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 sky-light, 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. All side scuttles in the hospital and any sky-light therein which is exposed to the direct rays of the sun, shall be provided with curtains, blinds or jalousies. The Central Government may exempt from the requirements of this sub-rule

(a) any ship of under 1,000 tons;

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

<sup>3</sup>[(7)

(a) In addition to trunked mechanical ventilation system provided in accordance with rule 12 or an air-conditioning system provided in accordance with rule 12A, 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 :

<sup>1</sup>[Provided that the Central Government may, if satisfied that the design or any other constructional feature of any ship renders

compliance of this requirement unreasonable or impracticable exempt such ship from the said requirement in full or to such extent as it deems necessary."]

(b) In every ship

(i) which does not attract the provisions of rule 12A;

(ii) the keel of which was laid or which was at a similar stage of construction on the 1st day of January, 1967; and

(iii) which is intended to be employed, whether permanently or temporarily, on voyages to, from or within Persian Gulf area, hospital accommodation shall be provided with air-conditioning system. The air-conditioning system provided under this rule shall, as far as practicable, comply with the requirements of sub-rule (2) of rule 12A.]

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

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

(10) In addition to the lighting required by rule 11 every permanent hospital shall be provided with a portable electric lamp and with accessories as are necessary.

(11) In every ship which is required by this rule 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. The Central Government may exempt from the requirement of this sub-rule any ship carrying more than 300 persons, to the extent that it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

(12) At least one single-tier bed shall be provided in a ward in every permanent hospital. The bed shall, if practicable, be so arranged as to be accessible from both sides and from the foot. If any beds in the ward are arranged in double tiers, the upper tier shall be hinged or removable. Subject to the foregoing provisions of this sub-rule, the provision of sub-rules (2) to (9) (a) both inclusive and sub-rule (10) of rule 17 shall apply to hospital beds as they apply to beds in a sleeping room.

(13) 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 <sup>5</sup>[30.48 centimetres square] by <sup>3</sup>[61.00 centimetres] high, and fitted with a flat top and a shelf;

(b) a water bottle; and

(c) a tumbler.

(14) In every ward in a permanent hospital, the following item 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 sub-rule (13) and complying with the specifications set forth in clause (a) (ii) of sub-rule (1) of rule 18;

(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 a person in charge of the patients.

(15) A wash-basin having a capacity of at least <sup>3</sup>[6.82 litres] shall be fitted in every permanent hospital. In ships of 5,000 tons or over a bath at least 1[1.35 metres] in internal length shall be fitted in washing accommodation forming part of the hospital and adjacent to the hospital ward. 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. They shall 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. A scupper of at least <sup>3</sup>[5.10 centimetres] in diameter shall be fitted in the lowest part of any room (other than a ward) which contains such wash-basin or bath. The Central Government may exempt any ship from the requirement of a bath in the permanent hospital if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances,

(16)

(a) A water closet pedestal shall be fitted as part of every

permanent hospital.

(b) The water closet pedestal shall be fitted either in a water closet or in washing accommodation forming part of the hospital.

(c) 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. The Central Government may exempt any ship from the requirement of this clause 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.

(d) The room in which the water closet pedestal is installed shall be provided with a gastight 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.

(e) Such room shall be ventilated in the manner specified in sub-rule (7) of rule 27 and shall comply with the requirements of sub-rule (9) or (10) of the said rule whichever shall be applicable in the circumstances.

(17) The Central Government may exempt any ship of under 500 tons from any of the requirements of this rule.

1. Subs, by G.S.R. 61, dated 6th January, 1967.

3. Subs, by G.S.R. 1390, dated 12th December, 1974.

5. Subs, by G.S.R. 61, dated 6th January, 1967.

### **32. Medical Cabinet :-**

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

(2) The medical cabinet shall be of a size, design and construction suitable for storing the medicines, medical stores and book of instructions provided in the ship for the benefit of the seamen on board. 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 capable of being opened by the key to the lock referred to in clause (a) of this sub-rule; such inner cupboard shall be used solely for the storage of poisonous drugs;

(c) shelves so constructed as to facilitate the identification of medicines 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 medical practitioner as a member of the crew. The Central Government may exempt any ship from the requirements of this sub-rule to the extent that 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 and shall contain, in addition, an electric torch with provision for hinging it in a position where it will provide emergency lighting for the cabinet.]

(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 Central Government may exempt from any of the requirements of this rule any ship of under 500 tons being a ship engaged only on the coasting trade of India, if it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

### **33. Protection from Mosquitoes :-**

(1) In every ship to which these rules apply being a ship regularly engaged on voyages to any port to which this rule 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. 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.

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

(3) The ports to which this rule relates are the following:

(a) Ports between 20 North latitude and 20 South latitude on the coasts of

(i) Africa, excluding Port Sudan and Massawa;

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

(iii) New Guinea, New Britain, New Ireland, New Hebrides and the Solomon Islands.

(b) Ports on the coasts of Madagascar.

#### **34. Maintenance and Inspect of Crew Accommodation :-**

(1) The crew accommodation in every ship to which these rules apply, shall be maintained in a clean and habitable condition and all equipment and installations required by these rules shall be maintained in good working order. 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 for whom that part of the accommodation is appropriated, and in particular, no cargo shall be kept in any part of the crew accommodation. 1. Subs, by G.S.R. 61, dated 6th January, 1967.

(2) The Master of the ship or an officer appointed by him for the purpose shall inspect every part of the crew accommodation at least once in every ten days and shall be accompanied on the inspection by one or more members of the crew. The Master of the ship shall cause to be entered in a book specially kept for the purpose a record of:

- (a) the time and date of the inspection;
- (b) the names and ranks of the persons making the inspection;
- (c) particulars of any respect in which the crew accommodation or any part thereof was found by any of the persons making the inspection not to comply with these rules.

**35. Inspection by a Surveyor :-**

The crew accommodation in every ship to which these rules apply, shall be inspected by a surveyor whenever:

- (a) the ship is registered or re-registered in India;
- (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 sub-rule (1) of rule 15;
- (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 rules has been contravened in respect of that ship, or that any condition subject to which the Central Government has exempted the ship from a requirement of these rules has not been satisfied;
- (e) a request for an inspection of the crew accommodation has been made to the Central Government or to a competent authority by or on behalf of the owner of the ship or of any organisation which appears to the Central Government to be most representative of the owners of Indian ships or of the seamen concerned; or
- (f) a complaint has been lodged with an officer duly authorised under Sec. 176 of the Act and complies with the following requirements:
  - (i) the complaint shall be in writing, signed by the Master or three or more members of the crew;
  - (ii) the complaint shall specify the respects in which it is alleged that the crew-accommodation in the ship does not comply with these rules;
  - (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. Fees :-**

The fees for inspection of crew accommodation shall be: For each visit to the ship....Rs. 32 Maximum fee..... \Rs. 128 Provided that no fee shall be payable in respect of an inspection made:

(a) when the ship is registered, re-registered or re-measured; or

(b) in pursuance of clause (f) of rule 35, if the Central Government is satisfied that the inspection was made in consequence of an unjustified complaint.

**37. Accommodation shared with Passengers :-**

(1) No accommodation provided in compliance with these rules shall be used, or appropriated for use by passengers. No galley or store room provided in compliance with these rules shall be used, or appropriated for use, for the preparation or storage of food for passengers.

(2) The Central Government may exempt any ship from the requirements of these rules not being requirements relating to sleeping rooms, or office accommodation, to the extent that it is satisfied that accommodation equal or superior in standard to the accommodation required by these rules is available for the use or service of the crew in common with passengers.

**38. Additional Exemptions :-**

(1) The Central Government may exempt:

(a) any ship while under construction;

(b) any ship while undergoing trials;

(c) any tug;

(d) any other ship to which these rules apply; from the requirements of these rules to the extent it is satisfied that compliance therewith is unreasonable or impracticable in the circumstances.

**1**[(2) The Central Government may, after consultation with such organisation or organisations in India as it may consider to be most representative of the employers of seamen and of seamen

(i) exempt any ship from the requirement of these rules if it is

satisfied that corresponding advantages are provided in the ship so that crew accommodation, considered as a whole, is equivalent or superior in standard to that required by these rules; or

**2** [(ii) exempt any ship being.

(a) a sea-going ferry or a feeder ship which is not continuously manned with permanent crew; or

(b) a seagoing ship when it temporarily carries repairs personnel on board in addition to ships crew; or

(c) a sea-going ship engaged on short voyages when members of crew are allowed to go ashore for some part of the days. from any of the requirements of these rules if satisfied that the service in which such ship in engaged is such that compliance with the said requirements is unreasonable or impracticable.]

1. Subs, by G.S.R. 1390, dated 12th December, 1974.

2. Subs. G.S.R. 278, dated 1st March, 1985.

### **39. Penalties :-**

**1** Any master or owner of a ship who commits a breach of any of the provisions of these rules, shall be punishable with fine which may extend to one thousand rupees, and, if the breach is a continuing one, with further fine which may extend to fifty rupees for every day after the first during which the breach continues.]

1. Ins. by G.S.R. 61, dated 6th January, 1967.

### **SCHEDULE 1**

#### **SCHEDULE**

## **FIRST SCHEDULE**

[See rules 2(1) (m) and 12(3)]

### **Trucked Mechanical Ventilation System**

1. The trucked mechanical ventilation system referred to in clause (m) of sub-rule (1) of rule 2 and sub-rule (3) of rule 12 of these rules (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 storeroom is served by a fan which provides warned air for any other spaces, the store room shall be provided with ventilation trucking 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 5.08 meters per second when the system is in operation.

5. The speed of every supply fan forming part of the system shall be capable of being varied.

6. The system shall be quiet in operation.

7. All trucking 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

<b>Category</b>	<b>Space</b>	<b>Fresh air changes per hour</b>	<b>Volume of fresh air, in cubic meters per minute for each person likely to use the room at any one time</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
A Rooms (other than rooms in category C) in deck houses above the upper or shelter deck:			
	(1) Outside rooms (other than rooms adjoining machinery casing)	10	1.42 cubic meters per minute.
	(2) Inside rooms and rooms adjoining machinery casing	15	1.42 cubic meters per minute.
B	Rooms (other than rooms in category C) in side-to-side	12	1.42 cubic meters per minute.

	superstructures above the upper or shelter deck: (1) outside rooms (other than rooms adjoining machinery casing)		
	(2) Inside rooms and rooms adjoining machinery casing	15	[1.42 cubic metres per minute.
C	Mess rooms, smoking rooms and recreation rooms (in each case above the upper or shelter deck) : (1) not adjoining machinery casing	15	[0.71 cubic metre per minute]
	(2) Adjoining machinery casing	18	0.71 cubic metre per minute].
D	Passageways adjoining machinery casings	4	
E	Rooms in between decks (including shelter between decks) of ships propelled by internal combustion machinery: (1) Rooms clear of machinery casing	12	1.42 cubic metres per minute]
	(2) Rooms abreast of but not adjoining machinery casing	12	1.42 cubic metres per minute].
	(3) Rooms adjoining machinery casing (other than mess rooms, smoking rooms and recreation rooms)	15	1.70 cubic metres per minute].
	(4) Mess rooms, smoking rooms and recreation rooms (in each case adjoining machinery casing)	18	[1.71 cubic metres per minute].
F	Rooms in between decks (including shelter between decks) of steam-ships : (1) Rooms clear of machinery casing	12	1.42 cubic meters per minute]
	(2) Rooms abreast of but not adjoining machinery casing	15	1.70 cubic meters per minute].
	(3) Rooms immediately above machinery casing or abreast of and adjoining machinery casing (other than mess rooms, smoking rooms and recreation rooms)	18	1. 70 cubic meters per minute].
	(4) Mess rooms, smoking rooms and recreation rooms (in each case adjoining machinery casing)	20	0.85 cubic meters per minute].

- (a) Whatever the number of persons likely to use the room at one time, the total volume of fresh air per minute shall not be required to be such as would result in more than 20 fresh air changes per hour.
- (b) Whatever the number of persons likely to use the room at any one time, the total volume of fresh air per minute shall not be required to be such as would result in more than 25 fresh air changes per hour.

**TABLE II**

Category	Space	Fresh air changes per hour	
		Supply	Exhaust
1	2	3	4
G	Galleys	20(c)(d)	40(d)
H	Sanitary accommodation, drying Rooms and pantries	10	
J	Wards in permanent hospitals	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.	
K	Dry provision store room	Not less than W (e) and not More than 20.	

(c) 15, if at least two sides of the gaily are exposed to the weather.

(d) The Central Government 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 or the size of the galley.

(e) Subject to the provision of rule 29(4).

**SCHEDULE 2**  
**SCHEDULE**

**SECOND SCHEDULE**

[See rules 7(2) and 8(3)]

## **Deck Sheathings**

1. The material referred to in sub-rule (2) of rule 7 and sub-rule (3) of rule 8 of these rules (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 1[5.8 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 percent of its dry weight. The Central Government 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 '[65.50 C]', the weight of the material will not increase by more than 1 percent and the material will not be penetrated by the oil.

### SCHEDULE 3

#### SCHEDULE

#### THIRD SCHEDULE

[See rule 7(2)]

#### **Insulating Material for the Underside of Decks**

The insulating material referred to in sub-rule (2) of rule 7 of these rules (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 5.8. Centimeters 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.

SCHEDULE 4

SCHEDULE

FOURTH SCHEDULE

[See rule 15]

**Markings**

**PART-1**

**Marking for Sleeping Rooms Certified for (\*) seamen.**

**PART-II**

**Markings for Spaces other than Sleeping Rooms**

Certified for Chief Officer (t)

Certified for Officers.

Certified for Petty Officers.

Certified for Apprentices.

Certified for Crew.

(\*) There shall here be inserted the maximum number of seamen who may be accommodated in the room in accordance with these rules.

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