

CCS 通函

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起居舱室、娱乐设施、食品、膳食和饮用水

---转马绍尔海事通告 7-044-1 Rev.8/13

马绍尔海事主管当局近日下发信息公告 7-044-1 Rev.8/13，设立和规定了悬挂马绍尔共和国（RMI）旗的船舶船上的最低生活条件和配置标准，并取代 Rev.4/12 版，并反映了第 15.9 节中新增的关于船上厨师的内容。我社 MLC 检查员在对马绍尔旗船舶进行 MLC 检查时需注意落实该通函的要求。

尽管 RMI 未接受 ILO 第 92、133 号公约，但其主管当局已经承认 ILO 第 92、133 号公约作为行业标准，并强烈推荐自愿取得舱室符合证明（舱室证书的检查与发证由验船师进行）。本通告中和船舶构造和设备有关的要求，须尽可能合理地适用于 ILO 公约的第 92、133 号生效之后建造的船舶，以及在《2006 年海事劳工公约》生效时或之后建造的船舶。除非另有明确规定，ILO 修订后的公约对海员居住、娱乐、食品、膳食和饮用水方面的要求仅适用于修订生效时或之后建造的船舶。

对比 Rev.4/12 版通告，本通告新增了关于船上厨师的要求：

- 1) 健康：厨师及其他参与食品制作、食品处理和/或食品服务区域维护的人员必须符合持证甲板/航海高级船员的体检要求。
- 2) 培训：参与食品制作、食品处理和/或食品服务区域维护的厨师必须已成功完成经认可的培训课程或项目，内容包括实用厨艺、食品和个人卫生、厨房卫生、营养、食品储存、备料管理和环境保护以及膳食健康与安全。其他所有参与食品处理的人员均必须至少在食品和个人卫生、厨房卫生以及船上处理和储存食品等方面受到过培训或指导。
- 3) 船上厨师证书：MLC, 2006 并不强制要求持有厨师或厨师长证书。但 MLC 强制要求接受此类培训，船舶经营人负责确保负责食品制作、食品处理和/或食品服务区域维护的人员接受过所要求的培训、有资格担任该职务并持有书面资格证明。如有要求，主管当局可根据 MI-118 第 5.23.2-3 款向上文提及的合格人员签发《厨师特殊资格证书（SQC）》
- 4) 饮用水：主管当局（和 MLC, 2006）并没有对饮用水成分或水质检测必须达到的标准进行具体要求。RMI 仅关注饮用水的最终结果，即必须可以饮用。主管当局同样没有对饮用水岸上或船上检测方式--或在船上检测时使用

工具箱的类型作要求。最终结果必须证明此水可以饮用，而且必须有一种证明情况属实的检测记录方法。

本通函替代我社原“（2012年）通函第57号总第219号”通函。

附件： 1、马绍尔信息公告 7-044-1 Rev.8/13 译文，共 19 页
2、巴哈马信息公告 7-044-1 Rev.8/13 原文，共 20 页

中文翻译如有异议，以马绍尔信息公告 7-044-1 Rev.8/13 原文为主。本通函在实施过程中如有任何疑问，请与总部 认证处 联系。



马绍尔群岛共和国
海事主管当局办公室

海事通告

No. 7-044-1

Rev. 8/13

致： 商船船东、经营人、船长和高级船员以及认可组织

主题： 起居舱室、娱乐设施、食品、膳食和饮用水

- 参考文献：
- (a) 《海事法》 § 863
 - (b) 《海事条例》 2.11.9
 - (c) 《海事条例》 7.42
 - (d) 《海事条例》 7.43
 - (e) 《海事条例》 7.44
 - (f) (经修订的)第92号《1949年ILO船员居住舱室》
 - (g) 第133号《1970年ILO船员居住舱室（补充条款）公约》

 - (h) 《2006年ILO综合海事劳工公约(MLC, 2006)》
 - (i) 海事通告2-011-1和2号技术通函第1版
 - (j) 海事指南7-44-1, 食品加工、储藏和准备。
 - (k) 18号技术通函
 - (l) 海事通告2-011-33

目的：

本海事通告设立和规定了悬挂马绍尔共和国（RMI）旗的船舶船上的最低生活条件和配置标准。生活条件和配置要接受海事主管当局（“主管当局”）或经其授权代表主管当局行事的认可机构的检查和批准。生活条件和配置如不与RMI海事法及海事条例以及适用的国际劳工组织（ILO）公约的要求相冲突，则应该得到批准通过。本通告取代Rev. 4/12版，并反映了第15.9节中新增的关于船上厨师的内容。

适用范围：

本通告适用于MLC, 2006规定的所有RMI旗船舶。本海通告中和船舶构造和设备有关的要求，须尽可能合理地适用于ILO公约的第92、133号（上述参考（f）和（g）条）生效之后建造的船舶，以及在《2006年海事劳工公约》（上述参考（h）条）生效时或之后建造的船舶。

第1页，共18页

有关本通告主题的疑问应提交给美国弗吉尼亚州20191-1506雷斯顿，商业花园路11495号的马绍尔群岛海事和企业管理有限公司，由它转交给马绍尔群岛共和国海事管理办公室。关于所有马绍尔群岛海事通告的最新版本，可通过网址（www.register-iri.com）登录获得。

除非另有明确规定，ILO修订后的公约对海员居住、娱乐、食品、膳食和饮用水方面的要求仅适用于修订生效时或之后建造的船舶。

“建造”这一术语须根据参考了SOLAS第II-1章节A部分的1.1和1.2条的RMI18号技术通函（上述参考文献（k）条）来解释，描述如下：

- .1 已安放龙骨；或
- .2 可辨认出某一具体船舶建造开始；以及该船业已开始的装配量至少为50吨，或为全部结构材料估算重量的1%，取较小者。

RMI于2007年加入ILO并批准通过MLC，2006。尽管RMI未成为ILO第92、133号公约的缔约国，但其主管当局已经承认上述公约作为行业标准，并强烈推荐自愿认证，同时在上述参考（i）马绍尔群岛海事通告2-011-1和2号技术通函第1版中颁布了此政策。本主管当局一直强烈建议船东/经营人自愿向已被本政府授权办理相关业务和签发国家符合证明（DOC）的船舶船级社申请发证。

根据MLC，2006第3.1.2条规定，只要符合相关成员国法律或惯例要求，则ILO第92、133号公约可继续适用。鉴于RMI并非ILO第92、133号公约的缔约国，因此，除非船东或船舶经营人已选择自愿遵守这些公约，并有签发的国家DOC为证，否则这些公约不适用于RMI船舶。持有国家符合证明（DOC）并非是对MLC，2006进行认证的先决条件，这一点十分重要。

此外，尽管不要求2013年8月20日前建造的船舶遵守MLC，2006标题3-船舶建造和设备的相关要求，但这些船舶必须“按照国家立法，向在船上工作和/或生活的海员提供并保持与促进海员健康和福利一致的体面起居舱室和娱乐设施”，以便接受MLC，2006认证。

要求：

1.0 通则

1.1 每个船东应向其管理下的悬挂马绍尔群岛旗帜的船舶上工作和（或）生活海员达到、提供并保持与促进海员的健康和福利一致的体面起居舱室和娱乐设施、食品、膳食和水的最低标准。

1.2 当涉及以下事项时，应特别注意确保本通告中上述的参考资料中的要求得以实施：

- .1 房间和其他起居舱室尺寸；
- .2 供暖和通风；
- .3 照明；
- .4 卧室；

.5 噪音和震动以及其他周围因素；

.6 餐厅；

.7 卫生设施；

.8 医务室；

.9 洗衣设施；

.10 开放甲板处所；

.11 办公处所；

.12 蚊虫防治；

.13 娱乐设施；

.14 食品、膳食和饮用水。

1.3 对ILO第92或133号公约下覆盖并已根据之前成员国管辖范围规定的要求进行认证但不能在RMI注册后按照任何一个公约再次进行认证的船舶，可向主管当局提交其之前证书作为符合证明，同时主管当局应予以认可。船厂或船级社为证明船舶构造实质性符合ILO第92或133号公约而签发的声明，应作为船级社在差距分析中评估船舶按照MLC, 2006的要求提供并维护了体面起居舱室和物流设施的证明，主管当局亦应予以认可。

1.4 船舶于MLC 2006生效之前建造，目前尚未持有ILO第92号或第133号公约符合性文件，即上述1.3项所述的由船厂或船级社出具的验证声明或由船级社出具的评估文件的，申请海事劳工符合声明（DMLC）第I部分文件时，船东可寻求并提供此类证书、声明或评估文件，亦可在DMLC第I部分申请书上明确载明上述1.2项中ILO第92号或第133号公约要求尚未获得“实质性满足”的任何内容，以便主管当局在认为必要且适当的情况下，考虑并在DMLC第I部分文件上签发“预建造”注释。

1.5 外部检查应由船舶所在船级社在下述时间进行：

.1 船舶首次符合认证时；

.2 船舶在本船旗国登记或重新登记船旗时；或

.3 船上的海员起居舱室发生实质改变时。

1.6 船东应当进行定期检查，确保初次和持续符合参考的标准。

1.7 以下从第2条到第15条中规定了船上起居舱室和娱乐设施的最低标准。

2.0 起居舱室

2.1 所有海员的起居舱室应当具有充足的净空高度；所有需要海员“充分和自由移动”的起居舱室的最低允许净高不得低于203厘米；在符合下列条件的情况下，经批准此类起居舱室的任何空间或空间的一部分的净空高度可适当降低：

- .1 降低是合理的；
- .2 降低不会给海员带来不适；以及
- .3 将不会导致海员无意识地碰到或须采取注意措施才能避免碰到安装在上方的附属物。

2.2 起居舱室应给予充分隔热。

2.3 在经修订的《1974年国际海上人命安全公约》(SOLAS公约)第2(e)和(f)条所定义的客船以外的船舶上，卧室应位于船舶的中部或尾部的载重线以上，但在特殊情况下，因船舶的大小、类型或其预期的用途使卧室放在其它位置不可行，卧室可放在船艏部，但无论如何不得放在防撞舱壁之前。

2.4 在客船上以及在根据国际海事组织《1983年特殊用途船舶安全规则》及其后续版本（“SPS规则”）而建造的特殊船舶上，如果对照明和通风状况做出了满意的安排，主管当局可准许将船员卧室放在载重线以下。

2.5 卧室不得与货物和机器处所、厨房、仓库、烘干房或公共卫生区域直接相通；将上述处所与卧室分开的舱壁部分和外部舱壁应使用钢材或其它经认可的材料有效地建造，并具备水密和气密性。

2.6 用于建造内部舱壁、天花板和衬板、地板和铺设的材料应适合于其自身功用并有益于保证健康环境。

2.7 应提供适当的照明和充分的排水系统。

2.8 起居舱室和娱乐设施及膳食服务设施应满足上面相关参考中的关于保护健康和安全性及防止事故的要求，充分考虑到防止海员被暴露于达到有害水平的噪音、振动和其它环境因素以及船上化学品中的风险，并为海员提供一个可接受的职业和船上生活环境。

2.9 设计与建造指南：

- .1 卧室和餐厅的外部舱壁应适当地隔热。如果有可能在毗邻起居舱室或过道处会产生发热影响，厨房和其它发热处所的所有机器外罩和所有界限舱壁应予以充分隔

热。还应采取措施防止蒸汽和(或)热水管道的发热影响。

- .2 卧室、餐厅、娱乐室和起居舱室内的通道应充分隔热,以防止蒸汽凝结或室温过高。
- .3 舱壁表面和舱室天花板材料应为表面易于保持清洁的材料。不得使用容易隐藏害虫的构造方式。
- .4 卧室和餐厅的舱壁和天花板应能够易于保持清洁并应使用耐久、无毒的浅色涂料装饰。
- .5 所有海员起居舱室的甲板应为认可的材料和结构,其表面应能防潮并易于保持清洁。
- .6 如果地板用复合材料制成,其与侧面的搭接应该严密,避免留下缝隙。
- .7 如果为轮机部人员提供单独的更衣室,这些更衣室应:
 - .1 设在机器处所之外但易于进入机器处所的位置;和
 - .2 配备个人衣柜以及通有流动冷热淡水的浴盆和(或)淋浴和洗脸池。

3.0 供暖和通风

3.1 卧室和餐厅应有充足的通风。

3.2 除常年在温带地区航行不需要空调的船舶以外,应为船舶的船员起居舱室、任何独立的无线电报务室和任何中央机器控制室配备空调设备。

3.3 所有盥洗处所应有直接通向露天的通风装置,并与起居舱室的任何其它部分相独立;以及

3.4 除专门在热带气候中航行的船舶外,应通过适当的供暖系统提供充分的取暖。

3.5 供暖指南:

- .1 如果船员在船上生活或工作且情况需要,海员起居舱室的供暖系统应一直开放。
- .2 在所有要求配备供暖系统的船上,可用热水、热气、电力、蒸汽或等效源方式供暖。但是,在起居舱室区域,不应使用蒸汽作为传热媒介。供暖设备应能在船舶航区可能遇到的正常气候和天气状况时,使船员起居舱室的温度保持在适当水平。
- .3 应设置取暖器和其它供暖装置,在必要时,应装保护罩以避免火灾、或对居住者构成危险或带来不便。

3.6 通风指南:

- .1 卧室和餐厅的通风系统应受到控制, 以使空气的状况令人满意, 并确保空气在任何季节和任何气候下都有充分的空气流通。
- .2 空调系统, 无论其为中央空调还是单个空调, 均应设计成:
 - .1 根据户外大气条件使室内空气保持适宜的温度和相对湿度, 并保证在全部空气调节的处所有充分的空气交换, 并考虑海上作业的特点, 避免产生过度的噪音或振动; 以及
 - .2 便于轻易清洁和灭菌, 以防止或控制疾病的传播。
 - .3 如果船员在船上生活或工作且情况需要, 3.6前面各款要求的空调和其它通风设施工作所需动力应随时可用。但是, 此动力不必由应急电源提供。

4.0 照明

4.1 在客船和特殊船舶上可能允许的特殊布置, 卧室和餐厅应有合适的自然采光, 并应配备足够的人工灯光。

4.2 照明指南:

- .1 在所有船舶里, 应为船员起居舱室配备电灯。如果没有两个独立的照明电源, 应通过适当建造的灯具或照明装置提供应急使用的附加照明。
- .2 在卧室里, 应在每个铺位的床头安装一个台灯。
- .3 自然和人工采光的适当标准应由主管机关认可的船级社确定。

5.0 卧室

5.1 在除客船以外的船舶上, 应为每一海员提供单独的卧室; 对于低于3000总吨的船舶或特殊用途船舶, 主管当局在与有关船东和适用的海员组织协商后可准予免除此要求。

5.2 应为男海员和女海员提供分开的卧室。

5.3 卧室应有足够的尺寸并配备适当的陈设, 以保证合理的舒适及便于保持整洁。

5.4 在所有情况下都应为每个船员提供单独的床位;

5.5 每个床位的最小内部面积应为至少为198×80厘米。

5.6 在单床位的海员卧室, 地板面积应不小于:

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- .1 在3,000总吨以下的船舶上, 4.5平方米;
 - .2 在3,000总吨或以上但低于10,000总吨的船舶上, 5.5平方米;
 - .3 在10,000总吨或以上的船舶上, 七(7)平方米。
- 5.7 但是, 为了在3,000总吨以下的船舶、客船和特殊用途船舶上提供单床位的卧室, 主管当局可允许减少地板面积。
- 5.8 对于客船和特殊用途船舶以外的3,000总吨以下的船舶, 卧室最多可容许两名海员居住。此类卧室的地板面积应不少于七(7)平方米。
- 5.9 在常规载有进行培训的见习生的船舶上, 卧室最多可容许两名海员居住。此类卧室的地板面积应不少于七(7)平方米。
- 5.10 在常规载有海岸引航员引航超过24小时的船上, 应该在驾驶室附件提供单独的卧室。此类卧室的地板面积不得少于4.5平方米。
- 5.11 在客船和特殊用途船上, 不担任高级船员职责的海员的卧室地板面积应不少于:
- .1 双(2)人间, 7.5平方米;
 - .2 三(3)人间, 11.5平方米;
 - .3 四(4)人间, 14.5平方米。
- 5.12 在特殊用途船舶或临时搭载维修船员的船舶上, 卧室可容纳四(4)人以上, 此类卧室的地板面积不得小于每人3.6平方米。
- 5.13 在客船和特殊用途船舶以外的船舶上, 对于担任高级船员职责的海员的卧室, 如果不提供专用起居室或休息室, 地板面积每人应不少于:
- .1 在3,000总吨以下的船舶上, 7.5平方米;
 - .2 在3,000总吨或以上但低于10,000总吨的船舶上, 8.5平方米; 以及
 - .3 在10,000总吨或以上的船舶上, 10平方米。
- 5.14 在客船和特殊用途船舶上, 对担任高级船员职责的海员的卧室, 如果不提供专用的起居室或休息室, 每人所占的地板面积对于低级别的高级船员应不少于7.5平方米, 对于高级别的高级船员应不少于8.5平方米。
- 5.15 除卧室外, 船长、轮机长和大副还应有相连的起居室、休息室或等效的额外空间。

但是，主管当局经与有关船东和海员组织协商后，可对3000总吨以下的船舶免除此要求。

- 5.16 对于每个居住者，家具应包括一个宽敞的衣柜(至少为475升)和空间不小于56升的抽屉或等效空间；如果抽屉与衣柜为一体，则衣柜的合计容积至少应为500升；柜内应设搁板，并能够由居住者上锁以确保隐私。
- 5.17 每间卧室应备有一张桌子或书桌，可以为固定式的、折叠式的或可滑动式的，并按需要配备舒适的座位。
- 5.18 卧室指南：
- .1 船上应有充分的床位安排，使海员及可能与其同住的伴侣尽可能舒适。
 - .2 在船舶的尺寸、其所从事的航行活动及其布置使这样做合理可行时，卧室应规划和配备成包括一个卫生间的私人浴室，从而为居住者提供合理的舒适性并便于保持整洁。
 - .3 应尽实际可能，在安排卧室时将值班人员分开，避免使日间工作的海员与值班人员同住一间。
 - .4 对于担任见习高级船员职责的海员，每间卧室居住的人数不应超过两人。
 - .5 凡可行时，应考虑将第5.15款中的设施待遇扩展到大管轮。
 - .6 由于在走廊中行走，通过舱壁、甲板或天花板等传播的噪音，且在休息室中可能会安置的娱乐设施等原因，卧室不应与高级船员和/或普通船员休息室毗连。
 - .7 即使有在卧室和餐厅中间安装了高降噪类型的舱壁，卧室也不应安排在餐厅隔壁。
 - .8 值班员餐厅应视为餐厅，同卧室分开设置。
 - .9 在丈量地板面积时，应包括床铺位和储物柜、抽屉柜和座位所占空间。不应包括那些不能有效地增加供自由移动的可用空间和不能用来放置家具的卫生舱和小的和形状不规则的空间。
 - .10 不应使用超过两层的床铺。如果床位靠船侧摆放，若床位上方有舷窗，只应设置单层床位。
 - .11 如安置双层床，则下床在地面上的高度不应小于30厘米；上床应大约位于下床床板与天花板甲板梁底部的中间位置。
 - .12 床架及挡板(如果有的话)应使用经认可的材料，质地坚硬而光滑，不易腐蚀和隐藏害虫。

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- .13 如床架为管状材料，应将它们完全封闭，不留孔穴，以免害虫进入。
 - .14 每张床铺应配备带有缓冲底板的舒服床垫或包括弹簧底板或弹簧床绷在内的复合缓冲床垫。床垫和缓冲材料应采用经认可的材料。不得使用易于隐藏害虫的充填材料。
 - .15 船东应向在船上工作的全体海员提供洁净的床具和餐具供其在船上服务期间使用，当海员完成该船上的服务时，应有责任按船长规定的时间归还这些用品。
 - .16 床具应质量好，应为认可的材料制成，便于清洗。
 - .17 如使用双层床，上铺床垫下或弹簧床绷下方应垫上一层防灰尘的底板。
 - .18 家具应使用光滑、坚硬、不易变形和腐蚀的材料制作，以及不应有尖锐的边缘和角。
 - .19 卧室内的舷窗应装有窗帘或等效物。
 - .20 每间卧室应备有一面镜子、存放盥洗用具的小柜、一个书架和足够数量的衣服挂钩。

6.0 噪音和振动及其它环境因素

- 6.1 居住和娱乐及膳食服务设施的位置应尽可能远离主机、舵机室、甲板绞盘、通风设备、取暖设备和空调设备以及其他有噪音的机器。
- 6.2 发出声音处所内的舱壁、天花板和甲板应使用隔音材料和其他适当的吸音材料制造和装修，并应为机器处所安装隔音的自闭门。
- 6.3 在可行时，应在机舱和其他机器处所为机舱人员设立隔音的中心控制室。工作场所，例如机修间，应尽实际可能隔离普通机舱的噪音，并应采取措施减少机器运转时的噪音。
- 6.4 工作和生活处所的噪音水平限制，应符合ILO关于暴露水平的国际导则，包括标题为《2001年工作场所环境因素》的ILO行为守则，以及在适用时，国际海事组织建议的具体保护，以及任何关于船上可接受噪音水平的修正和补充文件。适用文件的英文或船上工作语言的副本应随船携带并使船员能够使用。
- 6.5 起居舱室或娱乐或膳食服务设施不应暴露于过度振动中。

7.0 餐厅

- 7.1 餐厅的位置应与卧室隔开，并应尽可能靠近厨房；但是，主管当局在与有关的船东和海员组织协商后可对低于3,000总吨的船舶免除此要求。
- 7.2 餐厅应足够大并且舒适，并在考虑到任一时间可能用餐的船员人数的基础上，配备

适当的家具和设备(包括提供茶点的常开设施);但是,在适当时应配备分开的或共用的餐厅设施。

7.3 餐厅指南:

- .1 餐厅既可以共用也可以分开。关于此事项的决定应在与海员和船东组织协商并经主管机关批准后作出。应考虑到诸如船舶的尺寸和海员不同的文化、宗教和社会需要等方面的因素。
- .2 如果向海员提供分开的餐厅设施,则分开的餐厅应提供给:
 - .1 船长和高级船员;以及
 - .2 见习高级船员和其他海员。
- .3 在客船以外的船舶上,海员餐厅的地板面积应不少于按计划容纳人数每人1.5平方米。
- .4 所有船舶的餐厅应配备固定式或移动式的餐桌和适当的座位,足以供在任一时间可能的最多人数的船员使用。岸工人不必考虑在此处所之内。
- .5 当船员在船上时,应随时提供:
 - .1 一台位置方便且容量足够在该餐厅就餐的人使用的冰箱;

- .2 制作热饮料的设备；和
- .3 冷水设备。
- .6 如果可用的餐具室不与餐厅直接相通，应提供充足的餐具柜和洗涤餐具的适当设备。
- .7 桌面和椅面应为防潮材料。

8.0 卫生设施

- 8.1 船上的所有海员均应能够方便使用满足最低健康和卫生标准以及合理的舒适标准的卫生设施，为男海员和女海员应提供分开的卫生设施；
- 8.2 在驾驶台和机器处所容易到达之处或靠近机舱控制中心处应设有卫生设施；主管当局在与有关的船东和海员组织协商后可对低于3,000总吨的船舶和游轮免除此要求。
- 8.3 在所有船舶上，应在方便的位置为没有个人设施的海员每6名或以下至少提供一个厕所、一个洗脸池和一个浴盆和(或)淋浴。
- 8.4 除了客船以外，船上每个卧室均应配备带有流动冷热淡水的洗脸池，除非该洗脸池位于所提供的个人浴室中。
- 8.5 对于航行时间通常在四小时以内的客船，主管当局可考虑作出特殊安排或减少所要求的卫生设施数目。
- 8.6 所有盥洗场所均应有流动的冷热淡水。
- 8.7 卫生设施指南：
 - .1 洗脸池和浴缸应具备适当的尺寸，用表面光滑，不易开裂、剥落或腐蚀的认可材料制成。
 - .2 所有厕所均应为认可的型号，有足够的冲水力，，随时可用且能够独立控制。
 - .3 不止一人使用的卫生设施应符合以下要求：
 - .1 地板应为认可的耐久材料，防潮，并应配备有效排水；
 - .2 隔板应选用钢材或其他认可的材料，至少在甲板以上23厘米水密；
 - .3 室内应有充分的照明、供暖和通风；
 - .4 厕所应位于卧室和盥洗室方便到达之处，但又要与之隔开，厕所门不应直接朝向卧室或卧室与厕所之间的唯一通道；但如果厕所位于总居住人数不到四人的两间卧室之间，则可不执行后一项规定；以及
 - .5 如同一舱室有不止一个厕所，应予充分遮挡，确保隐私。
 - .4 船东应向全体海员提供毛巾、肥皂和卫生纸。

9.0 医务室

- 9.1 航程时间超过三天，船上海员15人以上的船舶应设有独立的医务室，专供医疗使用。对从事沿岸航行的船舶，主管当局可修改此要求。
- 9.2 该医务室须在各种气候下都容易进出、为使用者提供舒服的居住条件并有助于其获得迅速和适当的照料。
- 9.3 医务室指南：
- .1 医务室的设计应便于会诊和进行医疗急救，并有助于防止传染性疾病传播。
 - .2 入口、床位、照明、通风、取暖及供水的设计安排，应以保证病人的舒适和便于治疗为目的。
 - .3 以下为所需病床的数量情况：
 - .1 航程时间超过三（3）天，船上海员15人或以上的船舶应设有一（1）张病床；
 - .2 每50名船员或特殊人员应增添一（1）张病床；
 - .3 任何情况下均不得超过六（6）张病床；
 - .4 应为医务室的使用者提供专用的卫生间，既可作为医务室的一部分也可就近设置。此类卫生间至少应包括一个厕所、一个洗脸池和一个浴盆或淋浴。

10.0 洗衣设施

- 10.1 应提供位置合适并有适当家具的洗衣设施。
- 10.2 供海员使用的洗衣设施应包括：
- .1 提供冷热淡水的洗衣机；
 - .2 烘干机或具有足够加热和通风的烘干室；和
 - .3 熨斗和熨衣板或其等效物。

11.0 露天甲板处所

所有船舶应根据其大小和船上海员的人数，在露天甲板上安排一块或数块具有充足面积的场地，供不当班的船员休息之用。

12.0 办公室

所有船舶应配备分开的或共用的船舶办公室，供甲板部和轮机部使用；主管当局在与有关的船东和海员组织协商后可对低于3,000总吨的船舶免除此要求。

13.0 蚊虫防治

经常停靠蚊虫猖獗的港口的船舶须安装适当的设施。世界卫生组织（WHO）制定了《国际轮船卫生规则和指南》，其中有船舶设计者和建造者蚊虫控制导则，当船舶在蚊虫和苍蝇肆虐的地区航行时，尤其是卧室、餐室和餐厅、室内娱乐以及食品储藏处的蚊虫防治。还提供了船长和普通船员可能会用到的措施。

14.0 娱乐设施

14.1 为了所有海员的利益，在船上应提供适合于满足必须在船上工作和生活的海员的特殊需求的适当海员娱乐设施、福利设施和服务，同时考虑到关于保护健康和防止事故的规定。

14.2 娱乐设施、邮件和上船探访安排指南：

- .1 对娱乐设施和服务应予经常审查，以保证其适应因海运业技术、操作和其它方面的发展所带来的海员需求的改变。
- .2 娱乐设施的配备应至少包括一个书架和供阅读和书写设施，以及在实际可行时，游戏设施。
- .3 涉及到娱乐设施的规划，主管当局应考虑设立一个小卖部。
- .4 在可行时，还应考虑包括以下不向海员收费的设施：
 - .1 一个吸烟室；
 - .2 观看电视和收听广播；
 - .3 放映电影，存片应足够航程期间使用，在必要时，每隔适当时间予以更换；
 - .4 运动器械，包括锻炼器械、台式运动和甲板运动；
 - .5 如可能，提供游泳设施；
 - .6 藏有业务书籍和其它书籍的图书馆，其藏书量应足够航程期间使用，并且每隔适当时间予以更换；
 - .7 娱乐性手工设施；
 - .8 电子设备例如收音机、电视机、录像机、DVD/CD播放机、个人电脑和软件以及磁带录音机；
 - .9 凡适宜，只要不违反国家、宗教、社会习俗或公司政策，即可在船上为海员提供酒吧；和

- .10 提供合理的船—岸电话通信，电子邮件和互连网设施（如有）。使用这些服务的任何收费额应合理。
- .5 应尽力保证尽可能稳妥迅速地投递海员邮件。还应努力避免使海员在不得已转寄邮件时加付邮资。
- .6 在国家和国际法律或条例允许的情况下，如果可能和合理，应考虑采取措施保证船舶在港口停留期间，从速批准海员的伴侣、亲属和朋友登船探视。此种措施应满足任何关于保安审查的考虑。
- .7 应考虑在合理及可行的情况下允许海员的伴侣偶尔陪伴其航海的可能性。此类伴侣应带有充分的事故和疾病保险；船东应为海员获得这种保险给予一切帮助。

15.0 食品、膳食和饮用水

- 15.1 考虑到船上海员的不同文化、宗教和饮食习惯、航行的时间和性质，每个船东应为其管理的船舶供应在数量、营养价值、质量和品种方面均为适当的优质食品、饮用水和膳食安排。
- 15.2 应为受雇期间生活在船上的海员提供免费食品。
- 15.3 每个船东须确保其船舶满足以下最低标准：
 - .1 食品和饮用水的应根据船上海员人数，并符合与海员饮食相关的宗教要求和文化习俗；
 - .2 设置并装备膳食服务部门，以便为船员提供在良好卫生条件下准备和服务的充分、多品种和有营养的餐食；以及
 - .3 膳食服务人员应就其职责接受过适当培训和指导。
- 15.4 任何可以使海员有意识地饮水的居住设施或其它方式应和饮用水一起供给。
- 15.5 不得雇用或聘用18岁以下的海员担任船上厨师工作。
- 15.6 船东应确保以船上厨师的身份受雇的海员必须按马绍尔群岛的法律和条例所规定的要求接受过培训、合格并胜任其职位。参考RMI出版物《海员发证要求》（MI-118）
- 15.7 本标准第15.6款中的要求应包括完成主管当局批准或认可的培训课程，涉及实用厨艺、食品和个人卫生、食品储存、备料管理和环境保护以及膳食健康和安。
- 15.8 在船舶营运的规定配员少于10人的船上，由于船员数目或航行特点，主管当局可能

不要求配备完具有正式资格的厨师，对厨房加工食品的任何人员均应在包括食品和个人卫生以及船上处理和储存食品等方面受到过培训或指导。

15.9 食品和膳食指南：

- .1 船东应向在船上工作的全体海员提供洁净的餐具供其在船上服务期间使用。
- .2 盘子、杯子和其他餐具应为认可的材料制成，便于清洗。
- .3 船员应满足以下条件才有资格成为船上厨师：

.1 一般要求

.1 年龄和海龄

申请人不得小于18岁，最少具有12个月的远洋服务经验，考虑到现有的相关资格和经验，此期限可有所变化。

.2 健康

厨师及其他参与食品制作、食品处理和/或食品服务区域维护的人员必须符合持证甲板/航海高级船员的体检要求。

.3 培训

a) 参与食品制作、食品处理和/或食品服务区域维护的厨师必须已成功完成经认可的培训课程或项目，内容包括实用厨艺、食品和个人卫生、厨房卫生、营养、食品储存、备料管理和环境保护以及膳食健康与安全。

b) 其他所有参与食品处理的人员均必须至少在食品和个人卫生、厨房卫生以及船上处理和储存食品等方面受到过培训或指导...

.4 船上厨师证书

MLC, 2006并不强制要求持有厨师或厨师长证书。但MLC强制要求接受此类培训，船舶经营人负责确保负责食品制作、食品处理和/或食品服务区域维护的人员接受过所要求的培训、有资格担任该职务并持有书面资格证明。

.2 无争议的船上厨师资格文件

.1 如有要求，主管当局可根据MI-118第5.23.2-3款向上文提及的合格人员签发《厨师特殊资格证书（SQC）》。

.2 适当时，主管当局将认可由以下国家或机构签发的资格证书：

a) 已经批准2006年海事劳工公约（MLC, 2006）的其它成员国；或

b) 已经批准《1946年ILO船上厨师发证公约》（第69号）的成员国；

或

c) 按照上述ILO公约提供培训或按照ILO等效标准提供培训的其它实体。

.3 由本主管当局签发的厨师SQC应作为符合MLC, 2006包含的文件要求的

主要书面证明。

3 《最低安全配员证书 (MSMC) 》

《STCW规则》中未提及或要求厨师配员、培训和发证。但是，如果在船上雇佣厨师，MLC，2006要求船上厨师按照上述要求进行培训并合格。RMI MSMC中可能不会对厨师的配员要求进行详述。但MSMC中确实要求厨师必须接受适当培训且合格。

4 饮用水

- a) 主管当局（和MLC，2006）并没有对饮用水成分或水质检测必须达到的标准进行具体要求。RMI仅关注饮用水的最终结果，即必须可以饮用。
- b) 包括《世界卫生组织（WHO）饮用水指南》在内的许多指南中，均有关于如何供应饮用水以及对其进行监控的信息。船东或船舶经营人负责确定要使用的指南、饮用水供应方法以及水质监测方法。这个过程应作为公司政策的一部分记录在安全管理体系中。
- c) 主管当局同样没有对饮用水岸上或船上检测方式—或在船上检测时使用工具箱的类型作要求。最终结果必须证明此水可以饮用，而且必须有一种证明情况属实的检测记录方法。
- d) 假设现在向船上海员提供饮用水，一种可被接受的方法是对当前的操作进行记录，并考虑到需要对选用的标准及记录如何进行检测，。

- 5 本通告的参考资料(j)RMI MG-7-44-1-中提供了处理、储存和准备食品的指导，以确保船上所有人员的健康。本海事指南强调了MLC，2006要求，即食品要达到质量最低标准以及在良好卫生条件下提供服务和准备。该指南MG 7-44-1)作为本通告的补充。

16.0 检查

16.1 由船长或在船长的授权下，在船上开展经常性的检查并予以记录，以确保海员起居舱室干净、体面地适宜居住，并且被维护到良好的状态。

16.2 由船长或在船长的授权下，在船上对以下方面开展经常性的检查并予以记录：

- .1 食品和饮用水供应；
- .2 用于储存和处理食品和饮用水的所有场所和设备；以及
- .3 用于准备和供应餐食的厨房或其它设备。

16.3 每次须将此类检查的日期和结果记录在船长的正式的航海日志中，并可接受审核。

17.0 多样性

对于需要对不同宗教和社会习惯的船员的利益给予一视同仁考虑的船舶，可以允许对本标准进行适当的变动适用，条件是这种变动不会导致总体设施劣于实施本标准所带来的结果。

18.0 免除

18.1 对于3000总吨以下的船舶，考虑船舶尺度和船上人数，有关下述规定条款的要求如果实施是合理的，船东可按照MLC，2006标题3要求向主管当局申请免除：

- .1 条款3.2、8.4和部分10；以及
- .2 条款5.6、5.8和5.11到5.14 中关于地板面积的部分；
- .3 上述第5.15和5.16款。

18.2 对于游艇，请参见RMI出版物MI-103，可考虑第18.1节中注明的船舶等效安排。

18.3 关于这些最低标准的要求做出的任何免除只有在最低标准明确准许，且只有在特定的环境下此种免除有充分明显的理由时才可做出，并应以保护海员的健康和安全为前提。

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**REPUBLIC OF
THE MARSHALL ISLANDS**

**OFFICE OF THE
MARITIME ADMINISTRATOR**

Marine Notice

No. 7-044-1

Rev. 8/13

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

SUBJECT: Accommodations, Recreational Facilities, Food, Catering and Water.

References:

- (a) Maritime Act, § 863
- (b) Maritime Regulation 2.11.9
- (c) Maritime Regulation 7.42
- (d) Maritime Regulation 7.43
- (e) Maritime Regulation 7.44
- (f) ILO Accommodation of Crews (revised), 1949 (No. 92)
- (g) ILO Accommodation of Crews (Supplementary Provisions) Convention, 1970 (No. 133)
- (h) ILO Consolidated Maritime Labour Convention, 2006 (MLC, 2006)
- (i) Marine Notice 2-011-1 and Technical Circular 2 Rev. 1
- (j) Marine Guideline 7-44-1, Food Handling, Storage and Preparation
- (k) Technical Circular 18
- (l) Marine Notice 2-011-33

PURPOSE:

This Marine Notice establishes and describes the minimum standards for living conditions and arrangements on board every ship flying the flag of the Republic of the Marshall Islands (RMI). Living conditions and arrangements are subject to examination and approval by the RMI Maritime Administrator (the “Administrator”), or a recognized organization that is authorized to act for and on behalf of the Administrator. Such living conditions and arrangements shall be approved if they are not in conflict with the requirements of the RMI Maritime Act and Regulations and the applicable International Labour Organization (ILO) Conventions. This Notice supersedes Rev. 4/12 and reflects the updating of section 15.9 regarding ships’ cooks...

APPLICABILITY:

This Notice applies to all RMI flagged ships as ships are defined in the MLC, 2006. The requirements of this Notice that relate to ship construction and equipment shall apply, to the extent reasonably possible, to ships constructed after the coming into force of ILO Conventions No. 92 and

No. 133 (references (f) and (g), above), and to ships constructed on or after the coming into force of the Maritime Labour Convention, 2006 (reference (h), above).

Unless expressly provided otherwise, any requirement under an amendment to the applicable ILO Convention requirements relating to the provision of seafarer accommodation and recreational facilities, food, catering and water shall apply only to ships constructed on or after the amendment takes effect.

The term “constructed” shall be interpreted in accordance with RMI Technical Circular 18 (reference (k) above) referencing SOLAS Chapter II-1, Part A, Regulations 1.1 and 1.2 as where:

- .1 the keel is laid; or
- .2 construction identifiable with a specific ship begins, and assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less.

The RMI became a member of the ILO in 2007 and ratified the MLC, 2006. Although the RMI never became a party to ILO Conventions No. 92 or No. 133, the Administrator has for some time recognized these Conventions as industry standards for which voluntary certification is highly recommended and has so published this policy position in RMI Marine Notice 2-011-1 and Technical Circular 2 Rev. 1, reference (i) above. The Administrator has always strongly recommended that shipowner/operators voluntarily seek certification through their Classification Societies which have been authorized to accommodate such requests and issue National Documents of Compliance (DOC).

MLC, 2006 Regulation 3.1.2 stipulates that ILO Conventions No. 92 and No. 133 are to continue to apply to the extent that they were applicable under the law or practice of the Member concerned. Due to the fact that RMI is not a signatory to ILO Conventions No. 92 and No. 133, these Conventions are not applicable to RMI ships, unless the shipowner or operator has chosen to voluntarily comply with them as evidenced by the issuance of a National DOC. Importantly, holding a National DOC is not a precondition to MLC, 2006 Certification.

In addition, although compliance with the MLC, 2006 Title 3 construction and equipment standards is not a requirement for ships constructed (see below) before 20 August 2013, these ships must “*provide and maintain decent accommodation and recreational facilities for seafarers working or living on board, or both, consistent with promoting the seafarers’ health and well-being*” to receive MLC, 2006 certification.

REQUIREMENTS:

1.0 General

- 1.1 Each shipowner shall meet, provide and maintain minimum standards consistent with promoting the seafarers’ health and well-being for safe and decent living accommodation and recreational facilities, food, catering and water for seafarers who are required to work and/or live on board ships under their management flying the RMI flag.

- 1.2 Particular attention shall be given toward ensuring implementation of the requirements of the references of this Notice provided above as they may apply relating to:
- .1 the size of rooms and other accommodation spaces;
 - .2 heating and ventilation;
 - .3 lighting;
 - .4 sleeping rooms;
 - .5 noise and vibration and other ambient factors;
 - .6 mess rooms;
 - .7 sanitary facilities;
 - .8 hospital accommodation;
 - .9 laundry facilities;
 - .10 open deck spaces;
 - .11 office spaces;
 - .12 mosquito protection;
 - .13 recreational facilities;
 - .14 food, catering and drinking water.
- 1.3 Ships that were subject to and certified to ILO 92 or 133 requirements under the jurisdiction of a previous member State flag but that cannot be recertified under either convention upon registering in the RMI, may present their previous certification as evidence of compliance which shall be accepted by the Administrator. Statements from shipyards or class societies verifying construction in substantial compliance with the requirements of ILO 92 or 133 shall also be accepted by the Administrator as will an assessment by the class society during the process of a gap analysis that the ship provides and maintains decent accommodation and recreational facilities in accordance with MLC, 2006.
- 1.4 When requesting a Document of Maritime Labour Compliance (DMLC) Part I, for a ship constructed prior to the entry into force of the MLC, 2006 that currently does not hold an ILO Convention No. 92 or No. 133 DOC, a verifying statement from a shipyard or class society or an assessment by a class society as stated in 1.3 above, the shipowner may either seek and provide such certification, statement or assessment, or specifically identify in the DMLC Part I request any areas in paragraph 1.2 above, where the ILO 92 or 133 requirements are not being “substantially met” so that the Administrator may consider and issue “pre-build” notations on the DMLC Part I, as deemed necessary and appropriate.
- 1.5 External inspections shall be carried out by the ship’s classification society when:
- .1 a ship is initially certified for compliance;

- .2 a ship is registered or re-registered in the flag; or
 - .3 the seafarer accommodation on a ship has been substantially altered.
- 1.6 Each shipowner shall cause to be conducted periodic inspections to ensure initial and ongoing compliance with the referenced standards.
- 1.7 The minimum standards for on-board accommodation and recreational facilities are set out in the following paragraphs 2 to 15.

2.0 Living Accommodation

- 2.1 There shall be adequate headroom in all seafarer accommodations. The minimum permitted headroom in all seafarer accommodation where “full and free movement” is necessary shall be not less than 203 centimeters. Some limited reduction in headroom in any space, or part of any space, in such accommodations may be permitted where it is satisfied that such reduction:
- .1 is reasonable;
 - .2 will not result in discomfort to the seafarers; and
 - .3 will not to cause a seafarer to inadvertently come in contact with or be required to take any cautionary measure to avoid any appurtenances installed on it.
- 2.2 The accommodations shall be adequately insulated.
- 2.3 In ships other than passenger ships, as defined in Regulation 2(e) and (f) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, sleeping rooms shall be situated above the load line amidships or aft, except that in exceptional cases, where the size, type or intended service of the ship renders any other location impracticable, sleeping rooms may be located in the fore part of the ship, but in no case forward of the collision bulkhead.
- 2.4 In passenger ships and special ships constructed in compliance with the IMO Code of Safety for Special Purpose Ships, 1983, and subsequent versions (“the SPS Code”), the location of sleeping rooms may be permitted below the load line on condition that arrangements satisfactory to the Administrator are made for lighting and ventilation. However, in no case shall sleeping arrangements be located immediately beneath working alleyways.
- 2.5 There shall be no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, storerooms, drying rooms or communal sanitary areas and the part of a bulkhead separating such places from sleeping rooms and external bulkheads shall be efficiently constructed of steel or another approved substance and be watertight and gas-tight.
- 2.6 The materials used to construct internal bulkheads, paneling and sheeting, floors and joining shall be suitable for the purpose and conducive to ensuring a healthy environment.

- 2.7 Proper lighting and sufficient drainage shall be provided.
- 2.8 Accommodation and recreational and catering facilities shall meet the requirements in the relevant reference contained in this Notice above, on health and safety protection and accident prevention, with respect to preventing the risk of exposure to hazardous levels of noise and vibration and other ambient factors and chemicals on board ships, and to provide an acceptable occupational and on-board living environment for seafarers.
- 2.9 Design and Construction Guidelines:
- .1 External bulkheads of sleeping rooms and mess rooms should be adequately insulated. All machinery casings and all boundary bulkheads of galleys and other spaces in which heat is produced should be adequately insulated where there is a possibility of resulting heat effects in adjoining accommodations or passageways. Measures also should be taken to provide protection from heat effects of steam or hot-water service pipes or both.
 - .2 Sleeping rooms, mess rooms, recreation rooms and alleyways in the accommodation space should be adequately insulated to prevent condensation or overheating.
 - .3 The bulkhead surfaces and deckheads should be of material with a surface easily kept clean. No form of construction likely to harbour vermin should be used.
 - .4 The bulkhead surfaces and deckheads in sleeping rooms and mess rooms should be capable of being easily kept clean and light in colour with a durable, non-toxic finish.
 - .5 The decks in all seafarer accommodations should be of approved material and construction and should provide a surface impervious to damp and easily kept clean.
 - .6 Where the floorings are of a composite material, the joinings with sides should be profiled to avoid crevices.
 - .7 Where separate facilities for engine department personnel to change their clothes are provided, they should be:
 - .1 located outside the machinery space but with easy access to it; and
 - .2 fitted with individual clothes lockers as well as with tubs and/or showers and washbasins having hot and cold running potable fresh water.

3.0 Heating and Ventilation

- 3.1 Sleeping rooms and mess rooms shall be adequately ventilated.
- 3.2 Ships, except those regularly engaged in trade where temperate climatic conditions do not require this, shall be equipped with air conditioning for seafarer accommodation, any separate radio room, and any centralized machinery control room.
- 3.3 All sanitary spaces shall have ventilation to the open air, independently of any other part of the accommodation.

3.4 Adequate heat through an appropriate heating system shall be provided, except in ships exclusively on voyages in tropical climates.

3.5 Heating Guidelines:

- .1 The system of heating the seafarer accommodations should be in operation at all times when seafarers are living or working on board and conditions require its use.
- .2 In all ships in which a heating system is required, the heating should be by means of hot water, warm air, electricity, steam or an equivalent source. However, within the accommodation area, steam should not be used as a medium for heat transmission. The heating system should be capable of maintaining the temperature in seafarer accommodation at a satisfactory level under normal conditions of weather and climate likely to be met within the trading area of the ship.
- .3 Radiators and other heating apparatus should be placed and, where necessary, shielded so as to avoid risk of fire or danger or discomfort to the occupants.

3.6 Ventilation Guidelines:

- .1 The system of ventilation for sleeping rooms and mess rooms should be controlled so as to maintain the air in a satisfactory condition and to ensure a sufficiency of air movement in all conditions of weather and climate.
- .2 Air-conditioning systems, whether of a centralized or individual unit type, should be designed to:
 - .1 maintain the air at a satisfactory temperature and relative humidity as compared to outside air conditions, ensure a sufficiency of air changes in all air-conditioned spaces, take account of the particular characteristics of operations at sea and not produce excessive noises or vibrations; and
 - .2 facilitate easy cleaning and disinfection to prevent or control the spread of disease.
- .3 Power for the operation of the air conditioning and other aids to ventilation required by the preceding paragraphs in 3.6 should be available at all times when seafarers are living or working on board and conditions so require. However, this power need not be provided from an emergency source.

4.0 Lighting

4.1 Subject to such special arrangements as may be permitted in passenger ships and special purpose ships, sleeping rooms and mess rooms shall be lit by natural light and provided with adequate artificial light.

4.2 Lighting Guidelines:

- .1 In all ships, electric light should be provided in the seafarer accommodation. If there are not two independent sources of electricity for lighting, additional lighting should be provided by properly constructed lamps or lighting apparatus for emergency use.
- .2 In sleeping rooms an electric reading lamp should be installed at the head of each berth.
- .3 Suitable standards of natural and artificial lighting should be fixed by the classification societies recognized by the Administrator.

5.0 Sleeping Rooms

- 5.1 In ships other than passenger ships, an individual sleeping room shall be provided for each seafarer. In the case of ships and yachts of less than 3,000 gross tonnage or special purpose ships, exemptions from this requirement may be granted by the Administrator after consultation with the shipowner and the applicable seafarers' organization.
- 5.2 Separate sleeping rooms shall be provided for men and for women.
- 5.3 Sleeping rooms shall be of adequate size and properly equipped so as to ensure reasonable comfort and to facilitate tidiness.
- 5.4 A separate berth for each seafarer shall in all circumstances be provided.
- 5.5 The minimum inside dimensions of a berth shall be at least 198 centimeters by 80 centimeters.
- 5.6 In single berth seafarers' sleeping rooms, the floor area shall not be less than:
 - .1 4.5 square meters in ships of less than 3,000 gross tonnage;
 - .2 5.5 square meters in ships of 3,000 gross tonnage or over but less than 10,000 gross tonnage; and
 - .3 seven (7) square meters in ships of 10,000 gross tonnage or over.
- 5.7 However, the Administrator may allow a reduced floor area for passenger ships, special purpose ships and yachts of less than 3,000 gross tonnage in order to provide single berth sleeping rooms.
- 5.8 On ships of less than 3,000 gross tonnage other than passenger ships and special purpose ships, sleeping rooms may be occupied by a maximum of two seafarers. The floor area of such sleeping rooms shall not be less than seven (7) square meters.
- 5.9 On ships routinely carrying cadets for training on board, sleeping rooms may be occupied by a maximum of two (2) cadets. The floor area of such sleeping rooms shall not be less than seven (7) square meters.

- 5.10 On ships routinely carrying coast pilots on board for passages of more than 24 hours, a separate sleeping room should be provided near the navigation bridge. The floor area of such a sleeping room shall not be less than 4.5 square meters.
- 5.11 On passenger ships and special purpose ships, the floor area of sleeping rooms for seafarers not performing the duties of ships' officers shall not be less than:
- .1 7.5 square meters in rooms accommodating two (2) persons;
 - .2 11.5 square meters in rooms accommodating three (3) persons; and
 - .3 14.5 square meters in rooms accommodating four (4) persons.
- 5.12 On special purpose ships or ships with temporary riding maintenance crews, sleeping rooms may accommodate more than four (4) persons; however, the floor area of such sleeping rooms shall not be less than 3.6 square meters per person.
- 5.13 On ships other than passenger ships and special purpose ships, sleeping rooms for seafarers who perform the duties of ships' officers, where no private sitting room or day room is provided, the floor area per person shall not be less than:
- .1 7.5 square meters in ships of less than 3,000 gross tonnage;
 - .2 8.5 square meters in ships of 3,000 gross tonnage or over but less than 10,000 gross tonnage; and
 - .3 10 square meters in ships of 10,000 gross tonnage or over.
- 5.14 On passenger ships and special purpose ships, the floor area for seafarers performing the duties of ships' officers, where no private sitting room or day room is provided, the floor area per person for junior officers at the operational level shall not be less than 7.5 square meters and for senior officers at the management level shall not be less than 8.5 square meters.
- 5.15 The Master, the chief engineer and the chief navigating officer shall have, in addition to their sleeping room, an adjoining sitting room, day room or equivalent additional space; however, ships and yachts of less than 3,000 gross tonnage may be exempted by the Administrator from this requirement after consultation with the shipowner and the applicable seafarers' organization.
- 5.16 For each occupant, the furniture shall include a clothes locker of ample space (minimum 475 liters) and a drawer or equivalent space of not less than 56 liters; however, if the drawer is incorporated in the clothes locker then the combined minimum volume of the clothes locker shall be 500 liters. It shall be fitted with a shelf and be able to be locked by the occupant so as to ensure privacy.
- 5.17 Each sleeping room shall be provided with a table or desk, which may be of the fixed, drop-leaf or slide-out type, and with comfortable seating accommodation as necessary.

5.18 Sleeping Room Guidelines:

- .1 There should be adequate berth arrangements on board making it as comfortable as possible for the seafarer and any partner who may accompany the seafarer.
- .2 Where the size of the ship, the activity in which it is to be engaged and its layout make this reasonable and practical, sleeping rooms should be planned and equipped with a private bathroom, including a toilet, so as to provide reasonable comfort for the occupants and to facilitate tidiness.
- .3 As far as practicable, sleeping rooms of seafarers should be so arranged that watches are separated and that no seafarers working during the day share a room with watchkeepers.
- .4 In the case of seafarers performing the duty of petty officers, there should be no more than two persons per sleeping room.
- .5 Consideration should be given to extending the facility referred to in paragraph 5.15 to the first engineer officer when practicable.
- .6 Sleeping rooms should not be located adjacent to officer and/or crew lounges for reasons such as traffic in the passageway, noise transmitted through the bulkhead, deck or overhead, etc., and recreational facilities which may be located therein.
- .7 Sleeping rooms should not be arranged adjoining a mess room, even though the high noise reduction type joiner bulkhead is installed between the mess room and sleeping room.
- .8 A duty mess room shall be considered as a mess room to be located apart from the sleeping rooms.
- .9 Space occupied by berths and lockers, chests of drawers and seats should be included in the measurement of the floor area. Sanitary modules and small or irregularly shaped spaces which do not add effectively to the space available for free movement and cannot be used for installing furniture should be excluded.
- .10 Berths should not be arranged in tiers of more than two. In the case of berths placed along the ship's side, there should be only a single tier where a sidelight is situated above a berth.
- .11 The lower berth in a double tier should not be less than 30 centimeters above the floor. The upper berth should be placed approximately midway between the bottom of the lower berth and the lower side of the deckhead beams.
- .12 The framework and the lee-board, if any, of a berth should be of approved material, hard, smooth, and not likely to corrode or to harbour vermin.
- .13 If tubular frames are used for the construction of berths, they should be completely sealed and without perforations that would give access to vermin.
- .14 Each berth should be fitted with a comfortable mattress with cushioning bottom or a combined cushioning mattress, including a spring bottom or a spring mattress. The

mattress and cushioning material used should be made of approved material. Stuffing of material likely to harbor vermin should not be used.

- .15 Clean bedding should be supplied by the shipowner to all seafarers for use on board during service on the ship, and such seafarers should be responsible for the return of the bedding at times specified by the Master and on completion of service in the ship.
- .16 Bedding should be of good quality and should be of approved material which can be easily cleaned.
- .17 When one berth is placed over another, a dust-proof bottom should be fitted beneath the bottom mattress or spring bottom of the upper berth.
- .18 The furniture should be of smooth, hard material not liable to warp or corrode and should not have sharp edges or corners.
- .19 Sleeping rooms should be fitted with curtains or equivalent for the sidelights.
- .20 Sleeping rooms should be fitted with a mirror, small cabinets for toilet requisites, a book rack and a sufficient number of coat hooks.

6.0 Noise and Vibration and other Ambient Factors

- 6.1 Accommodation, recreational and catering facilities should be located as far as practicable from the engines, steering gear rooms, deck winches, ventilation, heating and air-conditioning equipment and other noisy machinery.
- 6.2 Acoustic insulation or other appropriate sound-absorbing materials should be used in the construction and finishing of bulkheads, deckheads and decks within the sound-producing spaces as well as self-closing noise-isolating doors for machinery spaces.
- 6.3 Engine rooms and other machinery spaces should be provided, wherever practicable, with soundproof centralized control rooms for engine-room personnel. Working spaces, such as the machine shop, should be insulated, as far as practicable, from the general engine-room noise and measures should be taken to reduce noise in the operation of machinery.
- 6.4 The limits for noise levels for working and living spaces should be in conformity with the international guidelines of the ILO on exposure levels, including those in the ILO Code of practice entitled Ambient Factors in the Workplace, 2001, and, where applicable, the specific protection required by the International Maritime Organization (IMO) Code on Noise Levels on board Ships, Resolution MSC.337(91), and with any subsequent amending and supplementary instruments for acceptable noise levels on board ships. A copy of the applicable instruments in English or the working language of the ship should be carried on board and should be accessible to seafarers.
- 6.5 No accommodation, recreational or catering facilities should be exposed to excessive vibration.

7.0 Mess Rooms

- 7.1 Mess rooms shall be located apart from the sleeping rooms and as close as practicable to the galley; however, ships of less than 3,000 gross tonnage may be exempted by the Administrator from this requirement after consultation with the shipowner and applicable seafarers' organization.
- 7.2 Mess rooms shall be of adequate size and comfort and properly furnished and equipped (including ongoing facilities for refreshment), taking account of the number of seafarers likely to use them at any one time; however, provisions shall be made for separate or common mess room facilities as appropriate.
- 7.3 Mess Room Guidelines:
- .1 Mess room facilities may be either common or separate. The decision in this respect should be taken after consultation with seafarers' and shipowners' representatives and subject to the approval of the Administrator. Factors such as the size of the ship and the distinctive cultural, religious and social needs of the seafarers should be taken into account.
 - .2 Where separate mess room facilities are to be provided to seafarers, then separate mess rooms should be provided for:
 - .1 Master and officers; and
 - .2 petty officers and other seafarers.
 - .3 On ships other than passenger ships, the floor area of mess rooms for seafarers should be not less than 1.5 square meters per person of the planned seating capacity.
 - .4 In all ships, mess rooms should be equipped with tables and appropriate seats, fixed or movable, sufficient to accommodate the greatest number of seafarers likely to use them at any one time. Shore workers need not be considered in this accommodation.
 - .5 There should be available at all times when seafarers are on board:
 - .1 a refrigerator, which should be conveniently situated and of sufficient capacity for the number of persons using the mess room or mess rooms;
 - .2 facilities for hot beverages; and
 - .3 cool potable water facilities.
 - .6 Where available pantries are not accessible to mess rooms, adequate lockers for mess utensils and proper facilities for washing utensils should be provided.
 - .7 The tops of tables and seats should be of damp-resistant material.

8.0 Sanitary Facilities

- 8.1 All seafarers shall have convenient access on the ship to sanitary facilities meeting minimum standards of health and hygiene and reasonable standards of comfort, with separate sanitary facilities being provided for men and for women.
- 8.2 There shall be sanitary facilities within easy access of the navigating bridge and the machinery space or near the engine room control center; however, ships and yachts of less than 3,000 gross tonnage may be exempted by the Administrator from this requirement after consultation with the shipowner' and applicable seafarers' organization.
- 8.3 On all ships, a minimum of one toilet, one wash basin and one tub and/or shower for every six persons or less who do not have personal facilities shall be provided at a convenient location.
- 8.4 With the exception of passenger ships, each sleeping room shall be provided with a washbasin having hot and cold running potable fresh water, except where such a washbasin is situated in the private bathroom provided.
- 8.5 In passenger ships normally engaged on voyages of not more than four hours' duration, consideration may be given by the Administrator to special arrangements or a reduction in the number of facilities required.
- 8.6 Hot and cold running potable fresh water shall be available in all wash places.
- 8.7 Sanitary Accommodation Guidelines:
- .1 Washbasins and tub baths should be of adequate size and constructed of approved material with a smooth surface not liable to crack, flake or corrode.
 - .2 All toilets should be of an approved pattern and provided with an ample flush of water, available at all times and independently controllable.
 - .3 Sanitary accommodations intended for the use of more than one person should comply with the following requirements:
 - .1 floors should be of approved durable material, impervious to damp, and should be properly drained;
 - .2 bulkheads should be of steel or other approved material and should be watertight up to at least 23 centimeters above the level of the deck;
 - .3 the accommodation should be sufficiently lit, heated and ventilated;
 - .4 toilets should be situated convenient to, but separate from, sleeping rooms and wash rooms, without direct access from the sleeping rooms or from a passage between sleeping rooms and toilets to which there is no other access; this requirement does not apply where a toilet is located in a compartment between two sleeping rooms having a total of not more than four (4) seafarers; and

- .5 where there is more than one (1) toilet in a compartment, they should be sufficiently screened to ensure privacy.
- .4 Towels, soap and toilet paper for all seafarers should be provided by the shipowner.

9.0 Hospital Accommodation

- 9.1 Ships carrying 15 or more seafarers and engaged in a voyage of more than three days' duration shall provide separate hospital accommodation to be used exclusively for medical purposes. The Administrator may modify this requirement for ships engaged in coastal trade.
- 9.2 The hospital accommodation shall, in all weathers, be easy to access, provide comfortable housing for the occupants and be conducive to their receiving prompt and proper attention.
- 9.3 Hospital Accommodation Guidelines:
 - .1 The hospital accommodation should be designed so as to facilitate consultation and the giving of medical first aid and to help prevent the spread of infectious diseases.
 - .2 The arrangement of the entrance, berths, lighting, ventilation, heating and water supply should be designed to ensure the comfort and facilitate the treatment of the occupants.
 - .3 The number of hospital berths that should be provided are as follows:
 - .1 one (1) berth on each ship carrying a crew of 15 or more persons and engaged in a voyage of more than three (3) days' duration;
 - .2 one (1) additional berth for every 50, or fraction of 50, members of the crew or special personnel;
 - .3 in any case there need not be more than six (6) berths.
 - .4 Sanitary accommodations should be provided for the exclusive use of the occupants of the hospital accommodation, either as part of the accommodation or in close proximity thereto. Such sanitary accommodation comprises a minimum of one toilet, one washbasin and one tub or shower.

10.0 Laundry Facilities

- 10.1 Appropriately situated and furnished laundry facilities shall be available.
- 10.2 The laundry facilities provided for seafarers' use should include:
 - .1 washing machines supplied with hot and cold fresh water;
 - .2 drying machines or adequately heated and ventilated drying rooms; and
 - .3 irons and ironing boards or their equivalent.

11.0 Open Deck Space

All ships shall have a space or spaces on open deck to which the seafarers can have access when off duty, which are of adequate area having regard to the size of the ship and of the number of seafarers on board.

12.0 Offices

All ships shall be provided with separate offices or a common ship's office for use by deck and engine departments; ships of less than 3,000 gross tonnage may be exempted by the Administrator from this requirement after consultation with the shipowner and applicable seafarers' organization.

13.0 Mosquito Protection

Ships regularly trading to mosquito-infested ports shall be fitted with appropriate devices. The World Health Organization (WHO) provides International Health Regulations and Guide to Ship Sanitation within which are ship designer and constructor guidelines for the control of insects, more particularly for sleeping quarters, mess rooms, and dining rooms, indoor recreational areas, as well as all food spaces, where ships are in transit in areas where flies and mosquitoes are prevalent. Control measures that may be employed by the Master and crew are also provided.

14.0 Recreational Facilities

14.1 Appropriate seafarers' recreational facilities, amenities and services that take into account provisions on health and safety protection and accident prevention, as adapted to meet the special needs of seafarers that must live and work on ships shall be provided on board for the benefit of all seafarers.

14.2 Recreational Facilities, Mail and Ship Visit Arrangements Guidelines:

- .1 Recreational facilities and services should be reviewed frequently to ensure that they are appropriate in light of changes in the needs of seafarers resulting from technical, operational and other developments in the shipping industry.
- .2 Furnishings for recreational facilities should as a minimum include a bookcase and facilities for reading, writing and, where practicable, games.
- .3 In connection with the planning of recreation facilities, consideration should be given to the provision of a canteen.
- .4 Consideration should also be given to including the following facilities at no cost to the seafarer, where practicable:
 - .1 a smoking room;
 - .2 television viewing and the reception of radio broadcasts;

- .3 showing of films, the stock of which should be adequate for the duration of the voyage and, where necessary, changed at reasonable intervals;
 - .4 sports equipment including exercise equipment, table games and deck games;
 - .5 where possible, facilities for swimming;
 - .6 a library containing vocational and other books, the stock of which should be adequate for the duration of the voyage and changed at reasonable intervals;
 - .7 facilities for recreational handicrafts;
 - .8 electronic equipment such as a radio, TV, video recorders, DVD/CD player, personal computer and software and cassette recorder/player;
 - .9 where appropriate, the provision of bars on board for seafarers unless these are contrary to national, religious, social customs or Company policy; and
 - .10 reasonable access to ship-to-shore telephone communications and email and internet facilities, where available. Reasonable charges for the use of these services may be imposed.
- .5 Every effort should be given to ensuring that the forwarding of seafarers' mail is as reliable and expeditious as possible. Efforts should also be taken in order to avoid seafarers being required to pay additional postage when mail has to be readdressed due to circumstances beyond their control.
 - .6 Measures should be considered to ensure, subject to any applicable national or international laws or regulations, that whenever possible and reasonable, seafarers are expeditiously granted permission to have their partners, relatives and friends as visitors on board their ship when in port. Such measures should meet any concerns for security clearances.
 - .7 Consideration should be given to the possibility of allowing seafarers to be accompanied by their partners on occasional voyages where this is practicable and reasonable. Such partners should carry adequate insurance coverage against accident and illness; the shipowners should give every assistance to the seafarer to effect such insurance.

15.0 Food, Catering and Drinking Water

- 15.1 Each shipowner shall ensure that ships they manage have a supply of sufficient food of good quality, drinking water and catering arrangements that secure the health and well-being of seafarers living on board, taking into account their differing cultural, religious and gastronomic backgrounds, the duration and nature of the voyage, and shall be suitable in respect of quantity, nutritive value, quality and variety.
- 15.2 Seafarers living on board a ship shall be provided with food free of charge during the period of engagement.

- 15.3 Each shipowner shall ensure that their ships meet the following minimum standards:
- .1 food and drinking water supplies, having regard to the number of seafarers on board, shall be suitable to their religious requirements and cultural practices as they pertain to food;
 - .2 the organization and equipment of the catering department shall be such as to permit the provision to the seafarers of adequate, varied and nutritious meals prepared and served in hygienic conditions; and
 - .3 catering staff shall be properly trained or instructed for their positions.
- 15.4 Any accommodation facility that may result in a seafarer ingesting the water intentionally or otherwise must be supplied with potable water.
- 15.5 No seafarer under the age of 18 shall be employed or engaged or work as a ship's cook.
- 15.6 Shipowners shall ensure that seafarers who are engaged as ships' cooks are trained, qualified and found competent for the position in accordance with requirements set out in the laws and regulations of the Marshall Islands. Refer to RMI publication MI-118, Requirements for Seafarer Certification.
- 15.7 The requirements under paragraph 15.6 shall include the completion of a training course approved or recognized by the Administrator, which covers practical cookery, food and personal hygiene, food storage, stock control, environmental protection and catering health and safety.
- 15.8 On ships operating with a prescribed manning of less than 10 persons, which, by virtue of the size of the crew or the trading pattern, may not be required by the Administrator to carry a fully qualified cook, anyone processing food in the galley shall be trained or instructed in areas including food and personal hygiene and handling and storage of food on board the ship.
- 15.9 Food and Catering Guidelines:
- .1 Clean mess utensils should be supplied by the shipowner to all seafarers for use on board during service on the ship.
 - .2 Plates, cups and other mess utensils should be of approved good quality material which can be easily cleaned.
 - .3 Seafarers should only be qualified as ships' cooks if they satisfy the following:
 - .1 General Requirements
 - .1 Age and Seatime
Applicants must be not less than 18 years of age with a minimum of 12 months seagoing service, which may be varied to take into account existing relevant qualifications or experience.

.2 Medical

Cooks and other personnel who are involved in food preparation, handling of food, and/or the maintenance of food service areas must meet the physical examination requirements for a certificated Deck/Navigational Officer.

.3 Training

a) Cooks involved in food preparation, handling of food, and/or the maintenance of food service areas must have successfully completed an approved training course or program that covers practical cookery, nutrition, food and personal hygiene, food storage, stock control and environmental protection and catering health and safety.

b) All other personnel involved in food handling, must be trained or instructed at a minimum in food and personal hygiene, galley sanitation, and handling and storage of food on board..

.4 Ship's Cook Certificate

The possession of a cook or chief cook's certificate is not mandatory under the MLC 2006. However, their training is a mandatory MLC, 2006 requirement and it is the responsibility of the vessel operator to ensure that persons responsible for food preparation, handling of food, and/or the maintenance of food service areas have received the required training, are qualified for the capacity, and have in their possession documentary evidence to their qualifications.

.2 Documentation of Ship's Cook Qualifications incontrovertible

.1 If requested, the Administrator may, in accordance with MI-118, paragraphs 5.23.2-3, issue a cook's Special Qualification Certificate (SQC) to those who are qualified as noted above.

.2 The Administrator will recognize, where appropriate, certificates of qualification issued by:

a) other Member States that have ratified the MLC, 2006; or

b) those Members that have ratified the ILO Certification of Ships' Cooks Convention, 1946 (No. 69); or

c) other entities that provide training in accordance with the aforementioned ILO Conventions or other training that is equivalent to the ILO standards.

.3 A cook's SQC that is issued by the Administrator shall serve as prima facie evidence of compliance with the documentation requirements contained in MLC, 2006.

.3 Minimum Safe Manning Certification (MSMC)

The STCW Code does not address or require the manning, training and certification of cooks. However, where a cook or cooks are employed on board,

the MLC, 2006 requires that they be trained and qualified as above. RMI MSMCs may not specify a manning requirement for cooks. The MSMC, however, does bear a requirement that cooks must be appropriately trained and qualified.

.4 Potable Water

- a) The Administrator does not prescribe (nor does MLC, 2006 require) numerical values for the constituents of water or standards to which water quality must be measured. The RMI requirement for water targets only the end result – that it must be potable (drinkable).
- b) There are numerous guidelines, including the World Health Organization (WHO) Guidelines for Drinking Water, that provide information on how to provide potable water and the operational monitoring of it. It is the responsibility of the ship owner or ship operator to determine which guidelines will be used, the methods by which potable water will be provided and how the water quality will be monitored. This process should be included as part of the company’s policies in its Safety Management System.
- c) The Administrator similarly does not prescribe how water should be tested – ashore or on board – or if on board, the type of test kits to be utilized. The end result must be that the water must be potable and there must be a method of testing and recordkeeping in place to verify that this is the case.
- d) Assuming that potable water is currently being provided to seafarers onboard, an acceptable approach would be to document current practice, taking into consideration the need for testing to the chosen standard and recordkeeping.

.5 RMI MG-7-44-1, reference (j) of this Notice, provides guidance on food handling, storage and preparation to ensure the health of all persons on board a ship. This Guideline addresses the MLC, 2006 requirements that foods meet minimum standards for quality and be prepared and served in hygienic conditions. The Guideline is intended to compliment this Notice.

16.0 Inspections

16.1 Frequent documented inspections shall be carried out on board ships, by or under the authority of the Master, to ensure that seafarer accommodations are clean, decently habitable and maintained in a good state of repair.

16.2 Frequent documented inspections shall be carried out on board ships, by or under the authority of the Master, with respect to:

- .1 supplies of food and potable drinking water;
- .2 all spaces and equipment used for the storage and handling of food and potable drinking water; and
- .3 galley and other equipment for the preparation and service of meals.

16.3 The date and results of each such inspection shall be recorded in the Master's official logbook and be available for review.

17.0 Diversity

In the case of ships where there is need to take into account the interests of seafarers having differing and distinctive religious and social practices, fairly applied variations in respect of these standards may be permitted on condition that such variations do not result in overall facilities less favorable than those which would result from the application of these minimum standards.

18.0 Exemptions

18.1 For ships of less than 3,000 gross tons, where it is reasonable to do so, in relation to the requirements of the provisions specified below, taking account of the size of the ship and the number of persons on board, shipowners may seek exemption under MLC, 2006 Title 3 from the Administrator from compliance with:

- .1 paragraphs 3.2, 8.4 and section 10 above;
- .2 paragraphs 5.6, 5.8 and 5.11 to 5.14 above, with respect to floor area only; and
- .3 paragraphs 5.15, and 5.16 above.

18.2 For yachts, reference should be made to the RMI publication MI-103, Equivalent arrangements for ships noted in section 18.1 above may be considered.

18.3 Any exemptions with respect to the requirements of these minimum standards may be made only where they are expressly permitted in these minimum standards and only for particular circumstances in which such exemptions can be clearly justified on strong grounds and subject to protecting the seafarers' health and safety.

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