



**REPUBLIC OF
THE MARSHALL ISLANDS**
MARITIME ADMINISTRATOR

Marine Notice

No. 7-044-1

Rev. Jun/2016

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

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

- References:**
- (a) **SOLAS**, *International Convention for the Safety of Life at Sea, Consolidated Edition 2014*, as amended
 - (b) **MLC, 2006**, *Maritime Labour Convention, 2006*, as amended
 - (c) **STCW**, *International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers, 2011 Edition*, as amended
 - (d) **ILO Convention 92**, *Accommodation of Crews Convention (Revised), 1949 (No. 92)*
 - (e) **ILO Convention 133**, *Accommodation of Crews (Supplementary Provisions) Convention, 1970 (No. 133)*
 - (f) **Internationale de l'Éclairage (CIE)**, *International Recommendations for Colour Vision Requirements for Transport by the Commission, CIE-143-2001*, as amended
 - (g) **RMI Publication [MI-107](#)**, *Maritime Act*, §863 as amended
 - (h) **RMI Publication [MI-108](#)**, *Maritime Regulations*, §2.11.9, §7.42, §7.43, and §7.44, as amended
 - (i) **RMI Marine Notice [2-011-1](#)**, *International Maritime Conventions and Other Instruments Adopted by the Republic of the Marshall Islands*, as amended
 - (j) **RMI Marine Notice [2-011-33](#)**, *Maritime Labour Convention, 2006 Inspection and Certification Program*, as amended
 - (k) **RMI Marine Guideline [7-44-1](#)**, *Food Handling, Storage and Preparation*, as amended
 - (l) **RMI [Technical Circular 2](#)**, *ILO Convention No. 92 and No. 133 Documents of Compliance*, as amended
 - (m) **RMI [Technical Circular 18](#)**, *Definition of Constructed in the Ballast Water Management Convention (2004)*, as amended

PURPOSE:

This Notice establishes the minimum standards for living conditions and arrangements on board every Republic of the Marshall Islands (RMI) flag ship to which the Maritime Labour

Convention, 2006 (MLC, 2006) applies. This Notice supersedes Rev. 05/14 and reflects clarification of the medical certification and color vision standards for cooks aboard RMI flag vessels.

APPLICABILITY:

This Notice applies to all RMI flag ships as defined in the MLC, 2006. Importantly, this definition includes commercial yachts. See §2.0 of RMI Marine Notice [2-011-33](#) for application of the MLC, 2006.

The requirements of this Notice that relate to ship construction and equipment shall apply, to the extent reasonably practicable, to ships constructed after the coming into force of International Labour Organization (ILO) Convention (C.) 92 and C. 133 and to ships constructed on or after 20 August 2013, which marked the entry into force of the MLC, 2006 for the RMI.

Unless expressly provided otherwise, any requirement under an amendment to the Code relating to the provision of seafarer accommodation and recreational facilities 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](#) referencing the International Convention for the Safety of Life at Sea (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.

BACKGROUND:

The RMI became a member of the ILO in 2007 and ratified the MLC, 2006 that same year. Though not a signatory to ILO C. 92 or C. 133, the RMI Maritime Administrator (“the Administrator”) recognizes these Conventions as industry standards for: 1) ships to which the MLC, 2006 applies, but were constructed prior to its entry into force; and 2) ships not subject to the MLC, 2006 that desire documentation to verify compliance with these ILO Conventions to satisfy coastal State requirements or charter agreements. See RMI Marine Notice [2-011-1](#) and RMI [Technical Circular 2](#).

MLC, 2006 Regulation 3.1.2 stipulates that for ships constructed before the entry into force of the Convention, ILO C. 92 and C. 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 the RMI is not a signatory to ILO C. 92 and C. 133, certification under these Conventions is not applicable to RMI flag ships, unless the shipowner or operator has chosen voluntary compliance and certification as evidenced by the issuance of an RMI National Document of Compliance (DOC). It is important to note that holding an RMI National DOC is not a precondition for MLC, 2006 Certification.

REQUIREMENTS:

1.0 General

- 1.1 Each shipowner of an RMI flag ship shall meet, provide, and maintain minimum standards in accordance with the relevant ILO Convention, C. 92, C. 133 or MLC,2006, 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 or live on board ships under their management.
- 1.2 Living conditions and arrangements are subject to examination by and the approval of the Administrator or Recognized Organization (RO) that is authorized to act on behalf of the Administrator.
- 1.3 Compliance with the MLC, 2006, Title 3 construction and equipment standards is not a requirement for ships constructed before 20 August 2013. However, as per the same Title, these ships still 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.
- 1.4 In addition and in accordance with Marine Notice 2-011-33:
 - for personnel working on board each Mobile Offshore Unit, accommodations, including safety equipment, emergency signs, and the sanitary conditions in the galley, quarters and work areas, shall meet or exceed, as reasonable and practicable, those specified in the ILO C. 92, C. 133 or MLC, 2006 as applicable.
 - Privately Contracted Armed Security Personnel (PCASPs) are considered supernumeraries by the Administrator. However, all guidelines for the engagement of PCASP must be followed and suitable accommodations provided.
 - cadets are seafarers for which suitable accommodation onboard ships shall be made available while undergoing mandatory shipboard training;
 - personnel under the employ or contract of the charterer of a yacht are not considered seafarers and shall be the responsibility of the charterer. Nevertheless, such personnel must not be brought on board unless suitable accommodation and safety equipment can be provided.
- 1.5 Particular attention shall be given toward ensuring implementation of the requirements of the references of this Notice provided above as they may apply 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; and
- .14 food, catering, and drinking water.

1.6 Ships that were subject to and certified under ILO C. 92 or C. 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 to the Administrator:

- previous certification (e.g., an ILO C. 92 or C. 133 Crew Accommodation Certificate) as evidence of compliance which shall be accepted by the Administrator;
- statements from shipyards or ROs verifying construction in substantial compliance with the requirements of ILO C. 92 or C. 133; or
- an assessment by the RO during the process of a gap analysis that the ship provides and maintains decent accommodation and recreational facilities in accordance with MLC, 2006.

This documentation shall be accepted by the Administrator as evidence of compliance with these Conventions to the extent reasonable and practicable for the purpose of issuing a Declaration of Maritime Labour Compliance (DMLC) Part I, and which shall be annotated to note this acceptance.

1.7 When requesting a DMLC Part I, for a ship constructed prior to the entry into force of the MLC, 2006 that currently does not hold an ILO C. 92 or C. 133 or any of the documentation stated in §1.6 above, the shipowner may either seek and provide such certification, statement or assessment, or specifically identify in the DMLC Part I request the extent to which ILO C. 92 or C. 133 requirements are, and/or are not, being “substantially met” relevant to the areas in paragraph 1.5 above, so that the Administrator

may consider and issue “pre-build” notations on the DMLC Part I, as deemed necessary and appropriate.

1.8 External inspections shall be carried out by the ship’s RO 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.

Any substantial alterations from the construction and equipment standards of the applicable Convention (C. 92, C. 133 or MLC, 2006) must be reported to the Administrator so that the DMLC Part I can be notated correctly.

1.9 Each shipowner must ensure periodic inspections are conducted to assure both initial and ongoing compliance with the applicable standards.

1.10 The minimum standards for on-board accommodations and recreational facilities are found in the following §2.0 to §15.0.

2.0 Living Accommodation

2.1 There shall be adequate headroom in all seafarer accommodations. The minimum permitted headroom in all seafarer accommodations 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 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 SOLAS Regulation 2(e) and (f), 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 (“the SPS Code”), as amended, 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 harbor 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 color 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 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 accommodations, 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 accommodations.
- 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 (2) 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 RO 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 (GT) 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 GT;
 - .2 5.5 square meters in ships of 3,000 GT or over but less than 10,000 GT; and
 - .3 seven (7) square meters in ships of 10,000 GT 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 GT in order to provide single berth sleeping rooms.
- 5.8 On ships of less than 3,000 GT other than passenger ships and special purpose ships, sleeping rooms may be occupied by a maximum of two (2) 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 GT;
 - .2 8.5 square meters in ships of 3,000 GT or over but less than 10,000 GT; and

- .3 10 square meters in ships of 10,000 GT 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 GT 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 (2). 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 harbor 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 GT 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 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 GT 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 (1) toilet, one (1) wash basin and one (1) tub and/or shower for every six (6) 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 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 (4) 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 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 (1) 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 (2) 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 (3) 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 (1) toilet, one (1) washbasin and one (1) 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 GT 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 No seafarer under the age of 18 shall be employed or engaged or work as a ship's cook.

15.5 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.

15.6 The requirements under paragraph 15.5 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.

15.7 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.

15.8 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 preparing food, handling food, or maintaining food service areas must:

- a) meet the physical examination requirements set forth in the STCW Code, as amended, Part A, Chapter 1, §A-I/9;
- b) meet the color vision standards contained in the CIE Colour Vision Standard 3, at a minimum (CIE-143-2001, as amended); and
- c) not have any communicable diseases.

.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, or maintaining 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. RMI MSMCs may not specify a manning requirement for cooks. However, where a cook or cooks are employed on board, the MLC, 2006 and the MSMC require that they must be trained and qualified as above.

.4 Drinking 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 drinkable.
- b) There are numerous guidelines, including the World Health Organization (WHO) Guidelines for Drinking Water, that provide information on how to provide drinkable 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 drinking 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 drinking 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 drinkable and there must be a method of testing and recordkeeping in place to verify that this is the case.
- d) Assuming that drinking water is currently being provided to seafarers onboard, an acceptable approach would be to document current practice, taking into consideration the need for the frequency of testing to the chosen standard and for recordkeeping.

- .5 RMI Marine Guideline [MG-7-44-1](#) 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 drinking water;
 - .2 all spaces and equipment used for the storage and handling of food and 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 GT 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 §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 §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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