SUBSIDIARY LEGISLATION 234.51

MERCHANT SHIPPING (MARITIME LABOUR CONVENTION) RULES

20th August, 2013*

LEGAL NOTICE 145 of 2013, as amended by Legal Notices 262 of 2013, 390 of 2016, 465 of 2020 and 26 of 2025.

Citation.

1. The title of these rules is the Merchant Shipping (Maritime Labour Convention) Rules.

Interpretation.
Amended by:
L.N. 262 of 2013;
L.N. 465 of 2020.

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

"the Act" means the Merchant Shipping Act; Cap. 234.

"appropriate inspector" shall have the same meaning as assigned to it in article 154 of the Act;

"armed robbery against ships" means any illegal act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, within a State's internal waters, archipelagic waters and territorial sea, or any act of inciting or of intentionally facilitating an act;

"competent authority", in relation to Malta, means the Registrar-General and, in relation to other States, means the national maritime administration maintained by those States;

"Convention" means the Maritime Labour Convention signed in Geneva on the 7th February, 2006 including any amendment or Protocol related thereto as may from time to time be ratified, acceded to or accepted by the Government of Malta and other instruments, standards and specifications of a mandatory nature related thereto adopted or developed by the International Labour Organisation or in terms of rule 4;

"Council Directive 2009/13/EC" means Council Directive 2009/13/EC of 16 February 2009 implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006, and amending Directive 1999/63/EC;

"inspector" means a person authorised by the competent authority or the maritime administration of another State to inspect the working and living conditions of seafarers in accordance with the Convention;

"medical practitioner" means a duly qualified medical practitioner;

''medical stores'' includes medicines, medical equipment and antidotes;

*see rule 1(2) of these Rules, as originally promulgated.

"piracy" means the same as the meaning assigned to it in the United Nations Convention on the Law of the Sea, 1982;

"proper authority" means, if in Malta, any person appointed by the competent authority, or, if in a place outside Malta, a Maltese consular officer, or, if there is no such officer in that place, such officer as is authorised in that behalf by the Minister or other appropriate authority;

"Registrar-General" shall have the same meaning as is assigned to it in the Act;

"safe manning document" means a document prescribing the minimum safe manning considered necessary for the sufficient and efficient manning of the ship from the point of view of safety of life at sea and pollution prevention, issued, in the case of a Maltese ship by the Registrar-General, and in the case of any other ship, by or on behalf of the Government of the State whose flag the ship is entitled to fly;

"seafarer" means any person who is employed or engaged or works in any capacity on board a ship, to which these rules apply, but excluding persons providing non-scheduled or ancillary services to a ship to assist it in its maritime voyage such as, *inter alia*, shore based engineers, bunker crew, pilots, members of the Armed Forces of Malta, or a member of the Civil Protection Department of Malta;

"shipowner" or "owner" means the owner of the ship or another organisation or person such as the manager, or the bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on shipowners in accordance with these rules;

"STCW Convention" means the International Convention on Standards of Training, Certification and Watchkeeping signed in London on 7th July 1978.

(2) Unless otherwise defined in these rules or unless the context otherwise requires, words and expressions used in these rules shall have the same meaning assigned to them in the Convention.

(3) In the Convention, any reference to "recognised organisation" shall, for the purposes of these rules, with reference to Malta and where the context so requires, be construed as a reference to a surveyor of ships or an organisation or body of surveyors appointed in terms of article 367 of the Act, and duly authorised by the Registrar-General.

(4) These rules shall be read and construed together with the Convention and Council Directive 2009/13/EC.

PART I

GENERAL

Application.
Amended by: L.N. 262 of 2013.

3. (1) Subject to sub-rule (2), these rules shall apply to all Maltese seagoing ships wherever they are and to all other ships while they are in Maltese ports as determined by the Convention

and to all seafarers serving onboard such ships.

(2) These rules shall not apply to:

(*a*) fishing vessels;

(*b*) ships of traditional build;

(*c*) "small ships" as defined in the Small Ships Regulations and that navigate exclusively in internal waters or waters closely adjacent to Malta; S.L.499.52

(*d*) yachts in non commercial use;

(*e*) warships or naval auxiliaries:

Provided that in case of doubt as to whether any categories of persons are to be regarded as seafarers, or as to whether any vessels are to be regarded as ships, the matter shall be determined by the Registrar-General after consultation with the shipowners' and seafarers' organisations concerned.

Power to make recommendations.

4. The Registrar-General may either on a case by case basis or through the issue of Merchant Shipping Notices -

(*a*) determine, lay down, prescribe, set or specify what may be required to be determined, laid down, prescribed, set or specified by these rules or by the Convention, or expound on the requirements of these rules or of such Convention or clarify their applicability or interpretation; and

(*b*) extend any of the provisions of the Convention to other classes of Maltese ships, or to other classes of ships when they are in Maltese waters;

and in so doing, and without prejudice to the generality of the foregoing, the Registrar-General shall be guided by the circulars, clarifications, codes, decisions, directives, guidelines, instruments, interpretations, manuals, notices, publications, recommendations, regulations, resolutions, rules or any other similar medium of the International Labour Organisation or any other body or organisation with an appropriate knowledge or competence on the subject matter.

PART II

EMPLOYMENT

Minimum age

Employment of children and persons under sixteen years.

5. Subject to the provisions of this rule and notwithstanding the provisions of any other law, rule and order made or deemed to be made thereunder, no person under the age of sixteen years shall be employed on any Maltese ship.

Night work. *Amended by: L.N. 262 of 2013.* S.L. 452.92.

6. (1) Notwithstanding the provisions of rule 4 of the Young Persons (Employment) Rules, and subject to sub-rule (2), no seafarer under the age of eighteen years shall work at night.

(2) A seafarer aged sixteen years or seventeen years may work at night when:

(*a*) the work forms part of an established programme of

training the effectiveness of which would be impaired by the prohibition in sub-rule (1); or

(*b*) the specific nature of the duty or a recognised training programme requires that the seafarers covered by the exception perform duties at night and the competent authority determines, after consultation with the shipowners' and seafarers' organisations concerned, that the work will not be detrimental to their health or well-being.

Registration of seafarers under eighteen years of age who are members of the crew.

7. (1) There shall be included with every crew list a register of all seafarers under the age of eighteen years who are members of the crew, together with particulars of the dates of their birth, and of the dates on which they become or cease to be members of the crew, and the register so kept shall at all times be open to inspection by any person having power to enforce compliance with the provisions of these rules.

(2) There shall be included in every crew list a short summary of the provisions of this rule and of rules 5 and 6.

Medical Certificates

Medical certificate.

8. (1) Subject to the provisions of this rule, no person shall be employed in any capacity on any Maltese ship unless there has been delivered to the master of the ship a certificate granted by a duly qualified medical practitioner certifying that the person is fit to be employed in that capacity.

(2) The provisions of sub-rule (1) shall not apply to the employment of a person authorised to be so employed on the ground of urgency by the Registrar-General, or who is in possession of an expired medical certificate of recent date, but a seafarer granted such authorisation shall not be employed for more than a single voyage, which shall in no circumstances exceed three months.

Medical examination.
Amended by: L.N. 465 of 2020.

9. (1) The medical examination required under these rules shall consist of a complete physical examination and shall have regard to the ILO/IMO publication entitled Guidelines on the medical examinations of seafarers, including any amendments introduced thereto from time to time, and to any other relative guidelines as may, from time to time, be further specified by the Registrar-General.

(2) In any examination under these rules, due regard shall be had to the age of the seafarer to be examined and the nature of the duties to be performed on board the ship.

Issue of medical certificate.
Amended by: L.N. 262 of 2013.

10. (1) Every applicant for a medical certificate shall be examined by a duly qualified medical practitioner or, in the case of a certificate solely concerning eyesight, by a person recognised by the authority and, subject to rule 9, if the medical practitioner considers that the applicant is fit, the practitioner shall issue the applicant with a medical certificate in terms of sub-rule (2) and rule 11; and such certificate may be restricted to such capacity of sea service or geographical areas as the practitioner considers

appropriate.

(2) The medical certificate shall contain the personal details of the person examined including the name and surname, nationality, age and relevant identity document number such as the sea service record book or passport number and shall attest -

(*a*) that the hearing and sight of the seafarer examined and, in the case of a seafarer to be employed in the deck department (except for certain specialist personnel, whose fitness for the work which they are to perform is not liable to be affected by defective colour vision), his colour vision, are all satisfactory; and

(*b*) that the seafarer is not suffering from any medical condition likely to be aggravated by, or to render the seafarer unfit for, service at sea or likely to endanger the health of other persons on board.

Period of validity of medical certificate.

11. (1) Subject to sub-rules (2) and (3), a duly qualified medical practitioner who issues a medical certificate under rule 10 shall specify the period of validity, from the date of the medical examination, for which the certificate is to remain in force.

(2) Unless suspended or cancelled in terms of rule 13 and subject to sub-rule (3), the maximum period of validity of a medical certificate shall be two years and, in so far as it relates to colour vision, the maximum period of validity shall be six years:

Provided that if the examined seafarer is under eighteen years of age, the maximum period of validity of a medical certificate shall be one year:

Provided further that if the health of the examined seafarer demands it, a medical practitioner may issue a medical certificate valid for such shorter period as may be specified in the certificate.

(3) Where the period of validity of a medical certificate expires in the course of a voyage, the certificate shall remain in force until the end of that voyage or until the next port of call, whichever is the earliest, where the seafarer is to obtain a medical certificate from a qualified medical practitioner, provided that the period shall not exceed three months.

Further medical examination.

12. If a seafarer holding a valid medical certificate suffers a medical condition which precludes seafaring employment, such seafarer shall arrange for an additional medical examination in accordance with rule 9 as soon as practicable after diagnosis.

Change in conditions relating to medical certificate.

13. If a qualified medical practitioner has reasonable grounds to believe that -

(*a*) there has been a significant change in the medical fitness of a seafarer during the period of validity of the medical certificate; or

(*b*) had he been in possession of full details of the seafarer's conditions when issuing the medical certificate, and having regard to the provisions of rule

9, would not have reasonably considered the seafarer fit to be issued with such certificate; or

(*c*) the medical certificate was issued otherwise than in accordance with these rules,

the medical practitioner shall notify the seafarer concerned and may -

(i) suspend the validity of that certificate until the seafarer has undergone a further medical examination;

(ii) suspend the certificate for such period as the medical practitioner considers the seafarer will remain unfit to go to sea; or

(iii) cancel the certificate if the medical practitioner considers that the seafarer is likely to remain permanently unfit to go to sea.

Application for a review.

14. (1) A seafarer who is aggrieved by -

(*a*) the refusal of a medical practitioner to issue him with a medical certificate, or

(*b*) any restriction imposed on such a certificate, or

(*c*) the suspension for a period of more than three months or cancellation of that certificate by a medical practitioner pursuant to rule 13,

may apply to the Registrar-General for the matter to be reviewed by a single medical referee appointed by the Registrar-General.

(2) Any such application shall -

(*a*) be lodged with the Registrar-General within one month of the date on which the seafarer is given notice of the refusal, imposition of a restriction, suspension, or cancellation (or such longer period as the Registrar-General may determine if delay is caused by the seafarer's employment on board a ship); and

(*b*) include a consent to the duly qualified medical practitioner responsible for the refusal, imposition of a restriction, suspension or cancellation to provide a report to the medical referee specifying the name and address of that practitioner.

(3) The medical referee to whom the matter is referred by the Registrar-General may obtain a report from the qualified medical practitioner by whom the applicant was examined and may examine the medical condition of the applicant. The medical referee shall, if the applicant so requests, disclose to the applicant the report of the qualified medical practitioner and any other evidence not produced by the applicant himself except that if the medical referee considers that such disclosure would be harmful to the applicant's health the referee shall not be required to make such disclosure. The medical referee shall have regard to any relevant medical evidence, whether produced by the applicant, the employer, or otherwise, and whether or not disclosed as aforesaid.

(4) If the medical referee, in the light of the medical evidence available, considers that the applicant is fit, having regard to the provisions of rule 9, he shall issue the applicant with a medical certificate. Where the medical referee considers that restrictions as to capacity or geographical area other than those imposed on the medical certificate issued to the applicant should be imposed, or that any restrictions so imposed should be deleted or varied, the medical referee shall issue to the applicant a revised medical certificate and the former certificate shall thereupon cease to have effect. In any other case the medical referee shall notify the applicant of his decision. Any such action by the medical referee shall be taken not later than two months from the date on which the application for review is lodged with the Registrar-General (which date shall be notified to the medical referee by him) or within such longer period as the Registrar-General may determine.

Certificates' equivalent.

15. Any certificate of medical and visual fitness for seafaring employment issued by a qualified medical practitioner to a seafarer in respect of a medical examination conducted before the date on which these rules come into force shall be deemed for the purposes of these rules to be equivalent to a medical certificate issued under these rules:

Provided that any such certificate issued by any such qualified medical practitioner shall remain valid from the date of the medical examination only for the appropriate maximum period prescribed in rule 11 or for such shorter period as may be specified in the certificate.

Other medical certificates.

16. (1) Any medical certificate issued to a seafarer in accordance with the Medical Examination (Seafarers) Convention, 1946 (International Labour Organisation Convention No. 73 of 1946) or the Merchant Shipping (Minimum Standards) Convention, 1976 (International Labour Organisation Convention No. 147 of 1976) -

(*a*) by an authority empowered in that behalf by the laws of a State outside Malta that has ratified the said Conventions; or

(*b*) by an approved authority empowered in that behalf by the laws of a State outside Malta,

shall be deemed for the purposes of these rules to be equivalent to a medical certificate issued under these rules:

Provided that any medical certificate issued by any such authority shall remain in force, unless renewed, only until the expiration of the period of validity specified in that certificate, but in no case for more than the appropriate maximum period prescribed in rule 11.

(2) A medical certificate issued in accordance with the medical standards of the STCW Convention, or a medical certificate meeting in substance the same requirements for seafarers not covered by the STCW Convention, shall be accepted as meeting the standards of these rules.

Recruitment and Placement

Recruitment and placement services. *Amended by: L.N. 262 of 2013.*

17. Without prejudice to any other Act or rule governing services related to recruitment, the competent authority shall ensure that public and private seafarer recruitment and placement services be operated in an orderly manner that protect and promote seafarers' employment rights.

Compliance with Convention.

18. The Registrar-General shall, through the application of rule 4, ensure that recruitment services in Malta comply with the Convention.

Owners of Maltese flagged ships.

19. (1) Owners of Maltese flagged ships, who use seafarer recruitment and placement services based in countries or territories in which the Convention applies, shall ensure, as far as practicable, that those services meet the requirements of the Convention.

(2) Owners of Maltese flagged ships, who use seafarer recruitment and placement services based in countries or territories in which the Convention does not apply, shall ensure, as far as practicable, that those services meet the requirements of the Convention.

System of protection. *Added by: L.N. 26 of 2025.*

19A. Shipowners and, or recruitment and placement services shall ensure that there is in place a system of protection, by way of insurance or an equivalent appropriate measure, to compensate seafarers for monetary loss that they may incur as a result of the failure of a recruitment and placement service or the relevant shipowners obligations under the seafarers' employment agreement, and shall ensure that seafarers are informed, prior to or in the process of engagement, of their rights under that system.

PART III

CONDITIONS OF EMPLOYMENT

Seafarers' employment agreement

Seafarer's employment agreement.

20. (1) The owner of every Maltese ship shall enter into an agreement (in these Rules called the "seafarer's employment agreement") with every seafarer in accordance with these rules stipulating the terms and conditions of his employment.

(2) If the shipowner carries any seafarer to sea without entering into a full and valid seafarer's employment agreement, he shall for each offence be liable to a fine (*multa*) not exceeding five hundred units.

(3) A master may sign a seafarer's employment agreement on behalf of the shipowner, and provide advice upon request on the same, but shall not be answerable for the shipowner for any deficiencies within the agreement, save for his duties to ensure the agreement is understood and signed by the seafarer. In default, the master shall be liable to a fine (*multa*) not exceeding fifty units.

Form, period and conditions of employment agreements.

21. (1) A seafarer's employment agreement shall be dated at the time of the first signature thereof, and shall be signed by the shipowner before a seafarer signs his name.

(2) The seafarer's employment agreement shall show the date and place at which it is made, the surname and other names of the seafarer, his birthplace, and his age or the date of his birth, and shall contain as terms thereof the following particulars:

(*a*) the name of the ship on board which the seafarer undertakes to serve;

(*b*) the owner's name and address;

(*c*) if possible, the place and date at which each seafarer is to be on board or to begin work;

(*d*) the capacity in which each seafarer is to serve;

(*e*) the amount of wages the seafarer is to receive;

(*f*) the amount of paid annual leave or formula used for its calculation;

(*g*) the health and social security protection benefits to be provided to the seafarer by the owner;

(*h*) the seafarer's entitlement to repatriation;

(*i*) reference to the collective bargaining agreement, when applicable;

(*j*) either the nature and, as far as is practicable, the duration of the intended voyage or engagement, or the maximum period of the voyage or engagement, and the places or parts of the world, if any, to which the voyage or engagement is not to extend;

(*k*) any rules as to the provisions to be provided for seafarers employed on Maltese ships;

(*l*) the termination of the agreement and the conditions thereof, including:

(i) if the agreement has been made for an indefinite period, the conditions entitling either party to terminate it, as well as the required notice period, which shall not be less for the shipowner than for the seafarer;

(ii) if the agreement has been made for a definite period, the date fixed for its expiry; and

(iii) if the agreement has been made for a voyage, the port of destination and the time which has to expire after arrival before the seafarer should be discharged.

(3) Any termination to the seafarer's employment agreement shall in no circumstances be shorter than seven days if notice of such termination is from the shipowner. Notice of termination from the seafarer may be less than seven days or without notice, if for compassionate or urgent reasons, as the Registrar-General may approve through Merchant Shipping Notices from time to time.

(4) Saving any other provision of these rules, a seafarer's employment agreement shall be terminated by -

(*a*) the mutual consent of the parties thereto; or

(*b*) the death of the seafarer; or

(*c*) the loss or total unseaworthiness of the ship; or

(*d*) the sale of the ship; or

(*e*) the expiration of time.

Special provisions as to employment agreement.

22. The following provisions shall have effect with respect to a seafarer's employment agreement:

(*a*) the agreement shall be signed by the shipowner and the seafarer;

(*b*) the shipowner, recruitment agency or master, as the case shall be, have the agreement read over and explained to the seafarer, or otherwise ascertain that the seafarer understands the same, before he signs it, and shall attest each signature;

(*c*) the employment agreement shall be signed in duplicate and one part shall be retained by the shipowner and the other by the seafarer.

Terms not to be contrary to the provisions of these rules.

23. To the extent that any terms or conditions adopted by the parties to a seafarer's employment agreement are contrary to the provisions of these rules such terms and conditions shall have no effect and the relevant provisions under these rules shall be deemed to apply.

Copy of agreement to be accessible to crew.

24. The master shall, at the commencement of every voyage or engagement, ensure that clear information as to the conditions of employment can be easily obtained on board by each seafarer, and the seafarers' employment agreement to be accessible to inspectors in accordance with these rules, and if he fails without reasonable cause to do so he shall for each offence be liable to a fine (*multa*) not exceeding ten units.

Forgery, etc., of employment agreement.

25. If any person fraudulently alters, makes any false entry in, or delivers a false copy of a seafarer's employment agreement, or assists in committing or procures to be committed any such offence, that person shall for each offence be liable to imprisonment for a period not exceeding two years or to a fine (*multa*) not exceeding five hundred units or to both such imprisonment and fine.

Alterations in employment agreements.

26. Every erasure, interlineation, or alteration in any seafarer's employment agreement shall be wholly inoperative unless proved to have been made with the consent of all the persons interested in the erasure, interlineation or alteration by the written attestation of two witnesses.

Seafarer's record book.

27. Seafarers shall be given a seafarer's record book of their employment onboard and shall not contain any statement as to the quality of the seafarer's work or his wages.

Use of English language.

28. Except where otherwise provided in the Act or these rules, all correspondence, documents, forms or other writings shall be in the English language if the ship is involved in international voyages:

Provided that a foreign language version of any document may be appended to the English language version thereof.

Seafarer held captive.
Added by: L.N. 465 of 2020.

28A. A seafarer's employment agreement shall continue to have effect while a seafarer is held captive on or off the ship as a result of acts of piracy or armed robbery against ships, regardless of whether the date fixed for its expiry has passed or either party has given notice to suspend or terminate it.

Manning levels

Interpretation.

29. For the purpose of rules 30 to 36, both inclusive, "appropriate certificate" means an appropriate certificate as defined in the Merchant Shipping (Training and Certification) Regulations. S.L.234.17

Responsibilities of owners.

30. (1) Every owner of a Maltese ship shall ensure that -

(*a*) every seafarer assigned to his ship holds an appropriate certificate in respect of any function the seafarer is to perform;

(*b*) documentation and data relevant to all seafarers employed on its ships are maintained and readily available for inspection and include, *inter alia*, documentation and data on their experience training, medical fitness and competency in assigned duties.

(2) Nothing in sub-rule (1) shall prohibit the allocation of tasks for training under supervision or in case of *force majeure*.

Shipowner to provide written instructions to master.

31. (1) The shipowner shall provide written instructions to the master setting out the policies and the procedures to be followed to ensure that all seafarers engaged on board the ship are given a reasonable opportunity to become familiar with the shipboard equipment, operating and safety procedures including other arrangements needed for the proper performance of their duties, before being assigned to such duties.

(2) The policies and procedures referred to in sub-rule (1) shall include:

(*a*) allocation of a reasonable period of time during which the seafarer will have an opportunity to become acquainted with -

(i) the specific equipment the seafarer will be operating; and

(ii) ship-specific watchkeeping, safety, environmental protection and emergency procedures and arrangements the seafarer needs to know to perform the assigned duties properly;

(*b*) designation of a knowledgeable crew member who will be responsible for ensuring that an opportunity is provided to each newly employed seafarer to receive essential information in a language the seafarer understands.

(3) It shall be the duty of any master and any member of a crew

designated with an obligation under sub-rule (2) to carry out that obligation.

Safe manning document.

32. (1) It shall be the duty of the shipowner to ensure that in relation to every ship of 500 gross tonnage or more -

(*a*) a safe manning document is in force in respect of the ship and the manning of the ship;

(*b*) the safe manning document is kept on board the ship at all times;

(*c*) the manning of the ship is maintained at all times to at least the levels specified in the safe manning document.

(2) The master of any ship to which these rules apply shall ensure that the ship does not proceed to sea unless there is on board a valid safe manning document issued in respect of the ship and the manning of the ship complies with that document.

(3) It shall be the duty of the shipowner applying for a safe manning document in respect of any Maltese ship to submit to the Registrar-General any information that may be required for the issue of such document.

(4) It shall be the duty of the shipowner after the issue of a safe manning document to inform the Registrar-General as soon as there is any change of the circumstances which are pertinent to that safe manning document.

(5) Notwithstanding the provisions of these rules and without prejudice to any other duties and responsibilities of the master and of the owner, it shall be the duty of the master and of the shipowner to ensure that from the point of view of safety of life at sea and pollution prevention, the ship is sufficiently and efficiently manned.

Watchkeeping arrangements.

33. (1) The master of any ship shall ensure that the watchkeeping arrangements for the ship are at all times adequate for maintaining safe navigational and engineering watches having regard to Chapter VIII of Section A of the STCW Code.

(2) Without prejudice to the duties of the master provided by sub-rule (1), the master shall give directions to the deck watchkeeping officers responsible for navigating the ship safely during their periods of duty, in accordance with Part 3-1 of Section VIII/2 of the STCW Code and any requirements specified by the Registrar-General.

(3) The chief engineer officer of any ship shall ensure that the engineering watchkeeping arrangements for the ship are at all times adequate for maintaining a safe watch in accordance with Part 3-2 of Section A-VIII/2 of the STCW Code, and when deciding the composition of the watch the chief engineer officer shall observe the principles set out in Part 3-2 of that section and the requirements specified by the Registrar-General.

Watchkeeping arrangements in ports.

34. The master of any ship which is safely moored or safely at anchor under normal circumstances in port shall arrange for an appropriate and effective watch to be maintained for the purposes of safety. Such arrangements shall be in accordance with Part 4 of Section A-VIII/2 of the STCW Code and any operational guidance specified by the Registrar-General.

Watchkeeping arrangements in port for ships carrying hazardous cargo.

35. The master of any ship which is carrying hazardous cargo and which is in port, even when safely moored or safely at anchor, shall, in addition to any watchkeeping arrangements required under rule 34, in the case of -

(*a*) a ship carrying hazardous cargo in bulk ensure that a safe deck watch and safe engineering watch are maintained by the ready availability on board of a duly qualified officer or officers, and where appropriate ratings; and

(*b*) a ship carrying hazardous cargo other than in bulk, ensure that in organising safe watchkeeping arrangements account is taken of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions on board, afloat and ashore.

Ship to carry medical practitioner.

36. It shall be the duty of the master to ensure that a ship with a total number of crew and passengers exceeding one hundred persons engaged on an international voyage of more than three days, carries onboard as part of its safe manning a medical practitioner responsible for the medical care of the persons on board.

Hours of work and rest

Interpretation.

37. For the purpose of rules 38 to 46, both inclusive -

"employment", in relation to a seafarer, means employment under his seafarer's employment agreement, and "employed" shall be construed accordingly;

"hours of rest" means time outside hours of work and does not include short breaks;

"hours of work" means time during which a seafarer is required to do work on account of the ship;

"night" means a period -

(*a*) the duration of which is not less than nine consecutive hours; and

(*b*) which includes the period between midnight and 5a.m.;

"relevant requirements" means the requirements of rules 38, 41, 42(3), 43 and 44.

Master of ship to ensure seafarer's minimum hours of rest.

38. Without prejudice to rule 42, it shall be the duty of an employer of a seafarer and a master of a ship to ensure that a seafarer is provided with at least the minimum hours of rest.

Minimum hours of rest.

39. (1) Without prejudice to rules 40 and 42, the minimum hours of rest shall be not less than -

(*a*) ten hours in any 24-hour period; and

(*b*) seventy-seven hours in any seven-day period.

(2) Hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length, and the interval between such consecutive periods shall not exceed fourteen hours.

(3) Musters, fire-fighting and lifeboat drills shall be conducted in a manner which minimises the disturbances of rest periods and do not induce fatigue.

(4) A seafarer who is on call shall have adequate compensatory rest period if his normal period of rest is disturbed by call-outs of work.

Minimum hours of rest: further provision. *Amended by: L.N. 262 of 2013.*

40. (1) The Registrar-General may authorise collective agreements permitting exceptions to the limits in rule 39(1) and (2) but shall have due regard for the general principles of the protection of the health and safety of seafarers.

(2) In the absence of any collective agreement or arbitration award or if the competent authority determines that the provisions in the agreement or award in respect of rule 39(3) and (4) are inadequate, the Registrar-General shall determine such provisions to ensure the seafarers concerned have sufficient rest.

Posting-up of table.

41. (1) The master of a ship, or a seafarer authorised by the master, shall ensure that a table with the shipboard working arrangements complying with sub-rules (2) and (3) is posted up in a prominent and accessible place in the ship.

(2) A table under sub-rule (1) shall contain for every position at least:

(*a*) the schedule of service at sea and service in port; and

(*b*) the minimum hours of rest as required by these rules or any collective agreements in force.

(3) A table under sub-rule (1) shall be in the format appearing in the First Schedule and shall be in English and in the working language of the ship if that is not English.

Exception for emergencies.

42. (1) The master of a ship may require a seafarer to work any hours of work necessary for the immediate safety of the ship, persons on board ship or cargo or for the purpose of giving assistance to another ship or to a person in distress at sea.

(2) For the purposes of sub-rule (1), the master may suspend the hours of rest scheduled in the table under rule 41 and require a seafarer to perform any hours of work necessary until the normal situation has been restored.

(3) As soon as practicable after the normal situation has been restored the master shall ensure that any seafarer who has performed work in a rest period scheduled in the table under sub-rule (1) is provided with an adequate rest period.

Records.

43. (1) A record of a seafarer's daily hours of rest shall be

maintained by the master or a person authorised by the master.

(2) The record kept under sub-rule (1) shall -

(*a*) be in the format appearing in the Second Schedule;

(*b*) be in English and in the working language of the ship if that is not English;

(*c*) be completed monthly in arrears;

(*d*) reflect all deviations from the scheduled hours of rest as per the provisions of rule 42;

(*e*) be endorsed by the master or a person authorised by the master, and by the seafarer in question, and a copy thereof shall be given to the seafarer by the master or the person authorised by the master;

(*f*) be kept for a period of two years and shall be available for inspection and endorsement by the Registrar-General or an inspector.

(3) The company and the master shall ensure that a copy of these rules and any collective agreements referred to under rule 40 are carried at all times on board the ship and are easily accessible to the seafarers on board.

Young persons.

44. (1) Seafarers under the age of eighteen years shall:

(*a*) not work more than eight hours per day and forty hours per week;

(*b*) be provided sufficient time allowing for all meals, and a break of at least one hour for the main meal of the day;

(*c*) be provided a fifteen-minute rest period as soon as possible following each two hours of continuous work.

(2) The master may suspend the provisions of sub-rule (1) or require that overtime shall be worked if:

(*a*) the provisions of rule 42 are applied;

(*b*) the work forms part of an established programme of training the effectiveness of which would be impaired by the prohibition in sub-rule (1);

(*c*) they are impracticable when assigned watchkeeping duties in the deck, engine room and catering departments or working in a rostered shift-work system.

(3) All instances under sub-rule (2) shall be recorded, with reason and signed by the master.

Health assessment and transfer of seafarers on watchkeeping duties to day work.

45. Where -

(*a*) a medical practitioner has certified that a seafarer engaged on watchkeeping duties is suffering from health problems which the practitioner considers to be due to the fact that the seafarer performs night work, and

(*b*) it is possible for the employer to transfer the seafarer to work -

(i) to which the seafarer is suited, and

(ii) which is to be undertaken during periods such that the seafarer will cease to perform night work,

the seafarer shall be transferred accordingly.

Power to require information.

46. An owner shall provide the Registrar-General with such information on watch-keepers and other seafarers working at night as may be specified by the Registrar-General.

Entitlement to annual leave

Entitlement to annual leave.

47. (1) Subject to sub-rule (3), the annual paid leave of a seafarer shall be calculated on the basis of a minimum of 2.5 calendar days per month of employment and *pro rata* for incomplete months.

(2) For the purposes of this rule, a seafarer's leave year begins:

(*a*) on such date during the calendar year as may be agreed in writing by the employer and the seafarer; or

(*b*) in absence of such agreement -

(i) if the seafarer's employment began on or before the coming into force of this rule, on that date and each subsequent anniversary of that date; or

(ii) if the seafarer's employment begins after the coming into force of this rule, on the date on which that employment begins and each subsequent anniversary of that date.

(3) Where by virtue of sub-rule (2) the period of leave to which a seafarer is entitled is or includes a proportion of a week, the proportion shall be determined in days and any fraction of a day shall be treated as a whole day.

(4) Any agreement to forgo the minimum annual leave with pay prescribed in these rules, except were the seafarer's employment is terminated, shall be prohibited.

(5) Justified absences from work shall not be considered as annual leave.

Entitlements under other provisions.

48. Where during any period a seafarer is entitled to hours of rest or annual leave both under a provision of these rules and under a separate provision (including a provision of his contract), he may exercise the two rights separately, but may, in taking hours of rest or annual leave during that period, take advantage of whichever right is, in any particular respect, the more favourable.

Right to wages

Provision for minimum wage. *Substituted by: L.N. 465 of 2020.*

49. Without prejudice to collective bargaining agreements, it shall be the duty of an employer of a seafarer and an owner of a ship to ensure that a seafarer is not paid less than the determined minimum basic wage.

Remuneration.
Amended by:
L.N. 262 of 2013.
S.L. 234.17

50. (1) For the purpose of this rule, the term:

"able seaman" means a person in possession of a certificate as A.B. issued or recognised under the Merchant Shipping (Training and Certification) Regulations;

"basic pay" or "wages" means the pay, however composed, for normal hours of work but not including overtime worked, bonuses, allowances, paid leave or any other additional remuneration;

"consolidated wage" means a wage or salary which includes the basic pay and other pay-related benefits including compensation for all overtime hours worked and all other pay-related benefits;

"overtime" means time worked in excess of the normal hours of work.

(2) Seafarers whose remuneration includes separate compensation for overtime worked -

(*a*) for the purpose of calculating wages, the normal hours of work at sea and in port shall not exceed eight hours per day;

(*b*) without prejudice to more favourable collective bargaining agreements, for the purpose of calculating overtime, the number of normal hours per week covered by the basic pay or wages shall not exceed forty-eight hours per week;

(*c*) the rate or rates of compensation for overtime, shall be not less than one and one-quarter times the basic pay or wages per hour,

(*d*) records of all overtime worked shall be maintained by the master, or a person assigned by the master, and endorsed by the seafarer at no greater than monthly intervals.

(3) Seafarers whose wages are fully or partially consolidated are to have specified in the seafarer's employment agreement the number of hours of work expected of the seafarer in return for such remuneration, and any additional allowances which might be due in addition to the consolidated wage, and in which circumstances.

(4) When hourly overtime is payable for hours worked in excess of those covered by the consolidated wage, the hourly rate shall be not less than one and one-quarter times the basic rate corresponding to the normal hours of work as defined in sub-rule (2)(c).

(5) For seafarers whose wages are partially consolidated, records of all overtime worked shall be maintained and endorsed as provided for in sub-rule (2)(*d*).

Minimum wage.

51. The Registrar-General shall, through the issue of Merchant Shipping Notices, determine the minimum basic wage for a calendar month of service for an able seamen or the equivalent thereof in the specific currency stated in the seafarer's employment agreement, and in so doing, the Registrar-General shall be guided by the amount periodically set by the Joint Maritime Commission

or another body authorised by the Governing Body of the International Labour Organisation.

When right to wages begins.

52. A seafarer's right to wages and provisions shall be taken to begin at the time at which he commences work or at the time specified in the agreement for his commencement of work or presence on board, whichever happens first.

Right to recover wages and salvage not to be forfeited.

53. (1) A seafarer shall not by any agreement forfeit his rights on the ship, or be deprived of any remedy for the recovery of his wages, to which in the absence of the agreement he would be entitled, and shall not by any agreement abandon his right to wages in case of the loss of the ship, or abandon any right that he may have or obtain in the nature of salvage; and every stipulation in any agreement inconsistent with any provision of these rules shall be void.

(2) Nothing in this rule shall apply to a stipulation made by the seafarer belonging to any ship which, according to the terms of the agreement, is to be employed on salvage service, with respect to the remuneration to be paid to them for salvage services to be rendered by that ship to any other ship.

Wages not to depend on freight. *Substituted by: L.N. 26 of 2025.*

54. The right to wages shall not depend on the earning of freight, and every seafarer shall be entitled to demand and recover any wages notwithstanding that freight has not been earned.

Termination of service by wreck or loss of ship.

55. (1) Where by reason of the wreck or loss of the ship on which a seafarer is employed his service terminates before the date contemplated in the agreement, he shall, subject to the provisions of this rule, be entitled, in respect of each day on which he is in fact unemployed during a period of two months from the date of the termination of the service, to receive wages at the rate to which he was entitled at that date.

(2) A seafarer shall not be entitled to receive wages under this rule if the owner shows that the unemployment was not due to the wreck or loss of the ship, and shall not be entitled to receive wages under this rule in respect of any day if the owner shows that the seafarer was able to obtain suitable employment on that day.

Termination of service by illness, etc.

56. Where the service of a seafarer terminates before the date contemplated in the seafarer's employment agreement by reason of his being left on shore at any place abroad under a certificate granted as provided by these rules of his unfitness or inability to proceed on the voyage, he shall be entitled to wages up to the time of such termination, but not for any longer period.

Wages not to accrue during refusal to work or imprisonment.

57. A seafarer shall not be entitled to wages for any time during which he unlawfully refuses or neglects to work, when required, whether before or after the time fixed by the agreement for his commencement of such work, nor, unless the court hearing the case otherwise directs, for any period during which he is lawfully imprisoned for any offence committed by him.

Forfeiture of wages when illness caused by own fault.

58. When a seafarer is by reason of illness incapable of performing his duty and it is proved that the illness has been caused by his own wilful act or default, he shall not be entitled to wages

for the time during which he is by reason of the illness incapable of performing his duty.

Compensation to seafarer improperly discharged.

59. If a seafarer, having signed a seafarer's employment agreement, is discharged otherwise than in accordance with the terms thereof before the commencement of the voyage or before one month's wages are earned, without fault on his part justifying that discharge, and without his consent, he shall be entitled to receive from the master or owner, in addition to any wages he may have earned, due compensation for any damage caused to him by the discharge not exceeding one month's wages, and that compensation shall be treated as if it were wages duly earned.

Restriction on assignment of, and charge upon, wages.

60. As respects wages due or accruing to a seafarer to the sea service -

(*a*) they shall not be subject to a garnishee order in accordance with but subject to the provisions of article 382 of the Code of Organization and Civil Procedure; Cap. 12.

(*b*) any assignment thereof made prior to the accruing thereof shall not bind the person making the same;

(*c*) any authority for the receipt thereof shall not be irrevocable;

(*d*) a payment of wages to the seafarer shall be valid notwithstanding any previous assignment of those wages.

Payment of wages

Time of payment of wages.

61. All wages to which a seafarer may be entitled, subject to deductions made in accordance with these rules, shall be paid at intervals no greater than one month; and in the event of a seafarer's wages or any part thereof not being so paid or settled, then, unless the delay is due to the act or default of the seafarer or to any reasonable dispute as to liability or to any other cause not being the wrongful act or default of the owner or master, the seafarer's wages shall continue to run and be payable until the time of the final settlement thereof.

Master to deliver account of wages.

62. (1) The master of every Maltese ship shall, before paying off or discharging any seafarer, deliver on a monthly basis a full and true account of the seafarer's wages and of all deductions to be made therefrom on any account whatsoever.

(2) The said account shall be delivered not less than twenty-four hours before his discharge or payment off.

(3) The said account shall indicate the rate of exchange used where payment has been made in a currency or at a rate different from the one agreed to.

(4) If the owner fails without reasonable cause to comply with this rule, he shall for each offence be liable to a fine (*multa*) not exceeding twenty units.

Wages to be paid in legal tender whenever possible.

63. Wages shall be paid in legal tender whenever possible, paid by bank transfer, bank cheque, postal cheque or money order or directly to a seafarer's designated bank account unless the seafarer

requests otherwise in writing.

Provision of means to transfer earnings.

64. (1) Shipowners shall provide seafarers with a means to transmit all or part of their earnings to their families or dependents or legal beneficiaries. This will be done by, but not limited to -

(*a*) a system for enabling seafarers, at the time of commencement or during their employment, to allot a proportion of their wages for remittance at regular intervals to their families by bank transfers or similar means; and

(*b*) a requirement that allotments shall be remitted in due time and directly to the person or persons nominated by the seafarers.

(2) Any charges for the services under sub-rule (1) shall be reasonable in amount and agreed to in accordance with rule 62 and the rate of exchange shall be at the prevailing market rate during the periodical payments, or any other agreement not unfavourable to the seafarer.

Deductions from wages and book to be kept for that purpose.

65. (1) A deduction from the wages of a seafarer shall not be allowed unless it is included in the account delivered in pursuance of rule 62, except in respect of a matter happening after the delivery.

(2) The master shall during the voyage enter the various matters in respect of which the deductions are made, with the amounts of the respective deductions, as they occur, in a book to be kept for that purpose, and shall, if required, produce the book at the time of the payment of wages and also upon the hearing before any competent authority of any complaint or question relating to that payment.

Notice of disrating of seafarer.

66. (1) Where the master of a Maltese ship disrates a seafarer he shall forthwith enter or cause to be entered in the official log book a statement of the disrating, and furnish the seafarer with a copy of the entry; and any reduction of wages consequent on the disrating shall not take effect until the entry has been so made and the copy so furnished.

(2) Any reduction of wages consequent on the disrating of a seafarer shall be deemed to be a deduction from wages within the meaning of rules 62 and 65 and treated accordingly.

Rate of exchange.

67. Where a seafarer has agreed with the owner for payment of his wages in a specific currency, any payment of or on account of his wages, if made in any other currency than that stated in the agreement, shall, notwithstanding anything in the agreement, be made at the rate of exchange for the money stated in the agreement for the time being current at the place where the payment is made.

Wages shall continue to be paid.
Added by: L.N. 465 of 2020.

67A. Where a seafarer is held captive on or off the ship as a result of acts of piracy or armed robbery against ships, wages and other entitlements under the seafarers' employment agreement or relevant collective bargaining agreement, including the remittance of any allotments as provided in rule 64 (1), shall continue to be paid during

the entire period of captivity and until the seafarer is released and duly repatriated or, where the seafarer dies while in captivity, until the date of death.

Discharge and repatriation of seafarers

Discharge.

68. When a seafarer serving on a Maltese ship is discharged on the termination of his engagement, he shall be discharged in the manner provided by these rules:

Provided that this rule shall not apply where the seafarer is proceeding on temporary leave while remaining in the service of the owner of the ship.

Certificate of discharge and return of certificates of competency.

69. (1) The master of a Maltese ship shall sign and give to a seafarer discharged from his ship at any place, either on his discharge or on payment of his wages, a certificate of his discharge in a form approved by the Registrar-General, specifying the period of his service and the time and place of his discharge, and if the master fails to do so he shall for each offence be liable to a fine (*multa*) not exceeding ten units.

(2) The master shall also, upon the discharge of every certificated officer whose certificate of competency has been delivered to and retained by him, return the certificate to the officer, and if without reasonable cause he fails to do so he shall for each offence be liable to a fine (*multa*) not exceeding twenty units.

False or forged certificate of discharge or report of character.

70. If any person -

(*a*) makes a false report of character under these rules, knowing the same to be false; or

(*b*) forges or fraudulently alters any certificate of discharge or report of character or copy of a report of character; or

(*c*) assists in committing, or procures to be committed, any of such offences as aforesaid; or

(*d*) fraudulently uses any certificate of discharge or report of character or copy of a report of character which is false or altered or does not belong to him,

he shall for each offence be liable to imprisonment for a period not exceeding two years or to a fine (*multa*) not exceeding five hundred units or to both such imprisonment and fine.

Discharge of seafarer on change of ownership.

71. (1) Where a Maltese ship is transferred or disposed of, any seafarer belonging to that ship shall be discharged unless he consents in writing to complete the voyage of the ship if it is continued.

(2) Where a seafarer is discharged under this rule, the provisions of these rules as to the certificate of discharge and the return of the seafarer to a proper return port shall apply as if his service had terminated otherwise than by his consent to be discharged during the currency of the agreement.

Owner responsible for return of seafarer left behind at a port other than the port of engagement.

72. (1) Except as hereinafter provided, every seafarer's employment agreement shall provide that if the agreement terminates at a port other than the port of engagement (whether by effluxion of time, or by any act of the parties, or by shipwreck or sale of the ship, or by the inability of the seafarer to proceed on the ship by reason of sickness or injury or any other cause whatsoever), he is returned to a proper return port at the expense of the shipowner who shall make such arrangements as may be necessary and pay all expenses incurred for the return of such seafarer and such liability shall include the cost of any maintenance and medical treatment which is necessary for the seafarer until his arrival at a proper return port, and such seafarer shall not become a charge upon the Government of Malta.

(2) A seafarer who has been left behind or discharged from his ship as a result of his desertion, or his imprisonment, or his inability to proceed on the ship owing to sickness or infirmity wilfully concealed at the time of the engagement, shall not be entitled to be returned at the expense of the shipowner under sub-rule (1) but the shipowner shall make all arrangements necessary and pay all expenses incurred for the return of the seafarer to a proper return port as if he was so entitled, and the shipowner may be reimbursed his expenses out of any wages owing to the seafarer at the time he left the ship or out of the proceeds from the sale of any of his effects left on board or, if this should not prove sufficient by ordinary process of law, but such seafarer shall not become a charge upon the Government of Malta.

(3) A registrar or a Maltese consular officer may demand a guarantee from the shipowner from which a seafarer is to be discharged or left behind, for the proper discharge of any obligations imposed by this rule, and if this is refused he may withhold his consent to the discharge.

(4) Where a seafarer becomes eligible to receive, and receives, medical aid or periodical payments at the expense of his employer under the terms of any law providing for compensation to injured or sick workmen, such receipt shall be in full or part payment, as the case may be, of the entitlement under this rule and not in addition thereto.

(5) This rule shall apply in respect of all ships making call to Malta.

Grounds for repatriation.

73. (1) A seafarer shall be entitled to repatriation at the cost of the owner if he has served the maximum duration of service periods on board, such periods being of less than twelve months, or at the expense of any third party exercising an executive title against the ship or its shipowner should such shipowner default in his obligations toward the seafarer with regard to repatriation and other expenses owed to the seafarer following the exercise of the executive title

(2) The provisions of this rule are without prejudice to any further action that the seafarer may take under the laws of Malta.

Repatriation of seafarers on termination of service at foreign port.

74. (1) Where the service of a seafarer terminates otherwise than by his consent to be discharged during the currency of the agreement, the master of the ship shall, besides giving the certificate of discharge required under this rule and besides paying the wages to which the seafarer is entitled, make adequate provision in accordance with this rule for his maintenance and for his return to a proper return port.

(2) If the master fails, without reasonable cause, to comply with this rule, the expenses of maintenance and of the journey to the proper return port -

(*a*) if paid by the seafarer, shall be recoverable as wages due to him;

(*b*) if paid by any such seafarer as aforesaid or by any other person, shall (unless the seafarer has been guilty of barratry) be a charge on the ship to which the seafarer belonged, and may also be recovered against the owner of the ship, at the suit of the person who paid the expenses, or, in case they have been allowed out of public money, as a debt due to the Government of Malta.

Financial security. *Added by: L.N. 390 of 2016.*

74A. (1) A seafarer shall be deemed to have been abandoned where, in violation of the requirements of these rules or the terms of the seafarers' employment agreement, the shipowner:

(*a*) fails to cover the cost of the seafarer's repatriation; or

(*b*) has left the seafarer without the necessary maintenance and support; or

(*c*) has otherwise unilaterally severed his ties with the seafarer including failure to pay contractual wages for a period of at least two months.

(2) All ships to which these rules apply shall carry on board a certificate or other documentary evidence of financial security issued by a financial security provider. A copy shall be posted in a conspicuous place on board where it is available to the seafarers. Where more than one financial security provider provides cover, the document provided by each provider shall be carried on board.

(3) Assistance provided by the financial security system shall be sufficient to cover the following:

(*a*) outstanding wages and other entitlements due from the shipowner to the seafarer under their employment agreement, the relevant collective bargaining agreement or these rules, limited to four months of any such outstanding wages and four months of any such outstanding entitlements;

(*b*) all expenses reasonably incurred by the seafarer, including the cost of repatriation referred to in sub-rule (4); and

(*c*) the essential needs of the seafarer including such items as: adequate food, clothing where necessary, accommodation, drinking water supplies, essential fuel

for survival on board the ship, necessary medical care and any other reasonable costs or charges from the act or omission constituting the abandonment until the seafarer's arrival at home.

(4) The cost of repatriation shall cover travel by appropriate and expeditious means, normally by air, and include provision for food and accommodation of the seafarer from the time of leaving the ship until arrival at the seafarer's home, necessary medical care, passage and transport of personal effects and any other reasonable costs or charges arising from the abandonment.

(5) The financial security shall not cease before the end of the period of validity of the financial security unless the financial security provider has given prior notification of at least 30 days to the Registrar General.

(6) If the provider of insurance or other financial security has made any payment to any seafarer in accordance with this rule, such provider shall, up to the amount it has paid and in accordance with the applicable law, acquire by subrogation, assignment or otherwise, the rights which the seafarer would have enjoyed.

(7) Nothing in this rule shall prejudice any right of recourse of the insurer or provider of financial security against third parties.

Deceased and distressed seafarers

Persons entitled to relief, etc.

75. (1) For the purpose of rules 76 to 85, both inclusive, persons hereinafter referred to as "distressed seafarers" are:

(*a*) any seafarer, whether a citizen of Malta or not, who is found in any place and who has been shipwrecked from a Maltese ship or, by reason of having been discharged or left behind from any such ship, is in distress in that place;

(*b*) any seafarer, being a citizen of Malta, who has been engaged to serve in a ship belonging to the Government of, or registered in, any foreign State, is in distress in any place:

Provided that the relevant authority shall facilitate the repatriation of seafarers serving on ships which call at its ports or pass through the territorial or internal waters of Malta as well as their replacement on board.

(2) If three months have elapsed since a seafarer left his last ship before he applies to the proper authority for relief, he shall not be entitled to be dealt with under these rules.

(3) In case of shipwreck or foundering, the date on which each seafarer will be entitled to relief may vary according to the time when he ceases to be employed in connection with the abandoned ship.

Provisions as to taking distressed seafarers on ships.

76. (1) Where a distressed seafarer is, for the purposes of his return to a proper return port, placed on board a Maltese ship, the master shall endorse on the seafarer's employment agreement,

specifying the date in which he embarks, the name and port of registry of the ship on which the seafarer was last engaged, the port to which the seafarer is entitled to be conveyed, together with any particulars directed to be endorsed by the distressed seafarer.

(2) The master of every Maltese ship shall receive on board his ship, and afford a passage and maintenance to, all distressed seafarers whom he is required under these rules to take on board his ship, not exceeding one for every fifty net tons, and shall during the passage provide every such distressed seafarer with a proper berth or sleeping place, effectually protected against sea and weather.

Nature and period of relief, etc.

77. (1) Distressed seafarers are to be relieved and maintained upon the most reasonable terms possible but only until arrangements are made for their return to a proper return port, and such arrangements are carried into effect.

(2) Distressed seafarers may, where necessary, be provided with medical advice and treatment and supplied with clothing but in no greater quantity than is absolutely required, and the clothing supplied shall be of the quality the seafarers would normally wear.

(3) The relief and maintenance of a seafarer under these rules shall continue for as long as is considered necessary by the proper authority but, in every case in which relief is continued for more than one month, a special report of the circumstances shall be furnished by the proper authority to the Registrar-General.

Certificate and declaration for rates of passage.

78. (1) On arrival at the port to which a seafarer has been so conveyed, the master shall produce to the proper authority at that port a certificate, signed by the proper authority originally making arrangements for the distressed seafarer's return to a proper return port, specifying the number and names of distressed seafarers placed on board and the time when each of them was received on board.

(2) On the production of the certificate referred to in sub-rule (1), and of a declaration made by the master before any official authorised to administer oaths, stating the number of days during which each distressed seafarer had received maintenance, and stating the full complement of his crew and the actual number of seafarers employed on board his ship, and any variation in that number, whilst the distressed seafarers received maintenance, the master shall be entitled to be paid against receipt from the proper authority, in respect of the maintenance and passage of every seafarer so conveyed, maintained and provided for by him in excess of the number, if any, wanted to make up the compliment of the crew, an allowance at the rate of four euro and sixty-six cents (€4.66) per day for every day (including part of a day) on which that seafarer was on board the ship.

Fine for non-compliance.

79. If any master of a Maltese ship fails without reasonable cause to comply with rules 76, 77 and 78 in the case of any distressed seafarer, he shall for each offence be liable to a fine (*multa*) not exceeding one hundred units.

Rescued seafarers.

80. Whenever a ship with distressed seafarers on board, who

have been rescued or picked up at sea, arrives at a port, the proper authority may pay the master of the ship for their subsistence an allowance at the rate set out in rule 78.

Seafarers mentally deranged.

81. (1) In order to provide for the passage, to a proper return port, of a distressed seafarer suffering from mental derangement, the proper authority, with the object of ensuring that requisite care and attendance shall be given to such seafarer during the voyage, may make a special arrangement with the master and agree to pay, if necessary, such sum for the passage, in addition to the allowance at the rate set out in rule 78, as may appear fair and reasonable under the circumstances.

(2) A copy of the agreement so entered into shall in every case be forwarded to the Registrar-General as soon as possible, and also in any case where it is desirable to send the seafarer to a foreign port, to the proper authority at that port.

(3) In the case of a seafarer arriving under such circumstances at a port, the proper authority at that port may, in addition to the allowance at the rate set out in rule 78, pay to the master the amount of the extra passage money on production of such an agreement and upon being satisfied that the seafarer has received the special care and attendance agreed to. An immediate notice of such a payment, together with the original agreement and the receipt of the master for the passage money, shall be sent to the Registrar-General.

Certain cases of illness.

82. In the case of a seafarer discharged or left behind suffering from any illness due to his own wilful act or default or to his own misbehaviour, who is to be dealt with under these rules, the expense of providing necessary surgical and medical advice and attendance and medicines, as well as the expenses of the maintenance of the said seafarer until he is cured, or dies, or is returned to a proper return port, and of his conveyance to such port, and in the case of death the expenses, if any, of his burial, shall be met as far as possible out of his wages.

Return of distressed seamen.

83. (1) A seafarer, distressed or otherwise, shall be sent to a proper return port by any reasonable route.

(2) Provision may be made for the return of a seafarer, if he is fit to work, by providing him with suitable employment on board a ship, proceeding to a proper return port, which is in want of personnel to make up its complement, or, if that is not practicable, by providing him with a passage by aircraft, ship, train or other mode of transport, or, with the money for his passage and, as to any part of the route which is by land, by paying the expenses of his journey and of his maintenance during the journey, or providing him with the means to pay those expenses.

(3) Where the master of a ship is required by these rules to provide for the return of a discharged seafarer to a proper return port, the master may, instead of providing the passage or the expenses of his journey, or of providing him with the means to pay his passage or those expenses, deposit with the officer whose sanction or certificate is required under these rules such sum as that

officer considers sufficient to pay the expenses of the return of the seafarer to a proper return port.

(4) Whilst a distressed seafarer is in transit to a proper return port, the proper authority at any place at which that seafarer may be, may pay on behalf of the authority originally making arrangements for the distressed seafarer's return to a proper return port, any expenses on account of that seafarer which the authority originally acting in respect of such seafarer could pay.

(5) Where a seafarer is repatriated as a member of a crew, he shall be entitled to the appropriate remuneration for work done during the voyage.

(6) If any question arises as to what return port a seafarer is to be sent in any case, or as to the route by which he should be sent, that question shall be decided by the officer aforesaid, and in deciding any question under this provision, that officer shall have regard both to the convenience of the seafarer and to the expenses involved and also, where that is the case, to the fact that a ship which is in want of seafarers to make up its complement is about to proceed to a proper return port or to a port in the vicinity thereof; but nothing in this rule shall relieve the owner from the obligation and expense of returning the seafarer to his proper return port.

Recovery of expenses by Government.

84. (1) Where any expenses (other than excluded expenses as defined by this rule) are incurred by or on behalf of the Government of Malta, or are incurred by the government or authority of a foreign State and are repaid or repayable to that government by or on behalf of the Government of Malta, on account of a distressed seafarer, either for his maintenance, necessary clothing, conveyance to a proper return port or, in case of death, for his burial, or otherwise in accordance with these rules, those expenses (together with the wages, if any, due to the seafarer) shall be a charge upon the ship, whether Maltese or foreign, to which the distressed seafarer belonged, and shall be recoverable as a debt due to the Government of Malta from the master of the ship or from the owner of the ship for the time being or, where the ship has been lost, from the person who was the owner of the ship at the time of the loss or, where the ship has been transferred to some person not being a Maltese citizen or not being a body corporate established under the laws of Malta, either from the owner for the time being or from the person who was the owner of the ship at the time of the transfer, and also, if the ship is a foreign ship, from the owner who engaged the seafarer for service in the ship.

(2) In any proceedings for such recovery, a certificate of the expenses signed by the person, authority or government paying the expenses together with such vouchers (if any) as the case requires, shall be sufficient proof that the said expenses were duly paid.

(3) For the purposes of this rule, "excluded expenses" are expenses incurred in cases where the certificate obtained under these rules on leaving a seafarer behind stipulates, or the Registrar-General is otherwise satisfied, that the cause of the seafarer being left behind is desertion, disappearance, imprisonment for misconduct or discharge from his ship by a competent court on the

ground of misconduct, and expenses incurred on account of the return to the proper port of a distressed seafarer who has been discharged at the port at which he was shipped or at some neighbouring port.

Expenses to be a charge on the Consolidated Fund.

85. Saving the provisions of rule 82, all expenses incurred and payments made by the proper authority under the provisions of these rules shall be a charge on the Consolidated Fund.

PART IV

ACCOMMODATION AND STORES

Accommodation

Interpretation. *Amended by: L.N. 390 of 2016.*

86. For the purposes of this Part of the rules:

"certifying authority" means any person authorised by the Minister and includes a surveyor of ships appointed in terms of article 367 of the Act and organisations or bodies of surveyors authorised by the Minister in that behalf;

"crew accommodation" includes such sleeping rooms, mess rooms, sanitary accommodation, hospital accommodation and recreation accommodation as are provided for the use of the crew;

"existing ship" means a ship that is not a new ship;

"new ship" means a ship the keel of which is laid or which is at a similar stage of construction on or after the entry into force of these rules;

"similar stage of construction" means the stage at which:

(*a*) construction identifiable with a specific ship begins; and

(*b*) assembly of that ship has commenced comprising at least 50 tonnes or one percent of the estimated mass of all structural material whichever is the less.

Accommodation

87. (1) The ship's crew shall be provided with accommodation, including hospital accommodation, in accordance with the provisions of these rules and related Schedules.

(2) Unless expressly provided otherwise, any requirement under an amendment to these rules and Schedules relating to the provisions of seafarers' accommodation and recreational facilities shall apply only to ships constructed on or after the amendment takes effect.

Plans of ship.

88. (1) Every person to whose order a ship to which these rules apply is being constructed shall:

(*a*) before the construction of the ship commences, submit for approval to the certifying authority a plan of the ship, on a scale not smaller than 1 in 200, showing the proposed location and general arrangement of the crew accommodation; and

(*b*) before the construction of any part of the crew

accommodation is commenced, submit for approval to the certifying authority, plans of the proposed accommodation, on a scale not smaller than 1 in 50, showing clearly and in detail the purpose for which each space in the crew accommodation is to be used, the proposed disposition of furniture and fittings, the proposed arrangements for heating and ventilation, lighting, sanitary arrangements, noise and vibration and other ambient factors.

(2) The owner of a ship to which these rules apply shall, before any reconstruction or alteration of the ship's crew accommodation is carried out, submit for approval to the certifying authority plans of the proposed crew accommodation as reconstructed or altered as the case may be, in accordance with the requirements of sub-rule (1)(*b*):

Provided that if the crew accommodation is reconstructed or altered at a place outside Malta in consequence of any emergency or any accident to the ship, the relative plans shall be submitted for approval to the certifying authority as soon as practicable.

Requirements for existing ships.

89. The crew accommodation of an existing ship to which these rules apply shall comply with the requirements laid down in the Third Schedule.

Requirements for new ships.

90. The crew accommodation of a new ship to which these rules apply shall comply with the requirements laid down in the Fourth Schedule.

Use of crew accommodation.

91. Subject to rule 92(17), no part of the crew accommodation provided under these rules is to be appropriated for use by passengers.

Hospital accommodation. *Amended by: L.N. 262 of 2013; L.N. 390 of 2016.*

92. (1) Every ship to which these rules apply carrying fifteen seafarers or more and engaged in a voyage of more than three days' duration, shall be provided with separate hospital accommodation:

Provided that the Registrar-General may authorise alternative arrangements in respect of ships engaged in coastal trade.

(2) In every other ship to which these rules apply (except one in which all seafarers have separate sleeping rooms) a suitable room shall be appropriated for use, in case of need, as a temporary hospital.

(3) Hospital accommodation, whether permanent or temporary, shall be marked as such and shall not be used for any purpose other than for medical purposes.

(4) Every hospital, whether permanent or temporary, shall be so situated that it is as quiet and comfortable as possible and is readily accessible in all weather -

(*a*) from the sleeping room of the member of the crew who is, and is employed as, a medical practitioner or a nurse; or

(*b*) if no such doctor or nurse is carried, from the master's

accommodation or from the accommodation provided for the person in charge of the patients.

(5) The minimum width of the entrance to any permanent hospital shall, where practicable, be 760 millimetres and every hospital, whether permanent or temporary, shall be so situated and arranged that a stretcher can be easily carried into it with a person lying on the stretcher.

(6) Every permanent hospital shall be provided with adequate number of berths.

(7) At least one berth in every permanent hospital shall be a single-tier berth and shall, wherever practicable, be so placed that it is accessible from both sides and from the foot.

(8) If double-tier berths are provided in a hospital, the upper-tier shall be either hinged or removable.

(9) Berths in permanent hospitals shall comply with the requirements of the Schedules.

(10) All side-scuttles and windows in a permanent hospital, and all skylights therein which are exposed to the direct rays of the sun shall be provided with curtains or blinds.

(11) Every permanent hospital, even if served by an air conditioning system or a mechanical ventilation system, shall be provided with a natural system of inlet and exhaust ventilation to the open air independent of any ventilators provided for other parts of the ship.

(12) Unless otherwise provided in this rule, hospital accommodation shall comply with the requirements of Appendices I and II, paragraphs 9.1 to 11.8 of the Third Schedule and the requirements of paragraphs 2 and 3 of the Fourth Schedule and Appendices II, III and IV with regard to ventilation, heating and lighting.

(13) A suitable locker, a water bottle, a tumbler, and an electric bell push communicating with the sleeping room of the doctor, nurse or the person in charge of the patient, shall be provided for each berth in the hospital accommodation and shall be within reach of that berth.

(14) The hospital accommodation shall be provided with a clothes locker, an adequate number of seats and a bed pan.

(15) A wash basin with cold and hot water laid on to it shall be fitted in every permanent hospital or in washing accommodation in the hospital.

(16) A water closet provided with the items specified in Appendix I, paragraph 17.9 and Appendix II, paragraph 17.14 of the Third Schedule shall be fitted in every permanent hospital either in a separate closet or in washing accommodation in the hospital.

(17) In passenger ships, the hospital may be provided to serve both crew and passengers.

Medical stores.
Amended by: L.N. 390 of 2016.

93. (1) A locked cabinet or a locked container suitable for storing medicines and the medical stores shall be well ventilated and fitted in a place in the crew area for the ship which -

(*a*) is always dry;

(*b*) is readily accessible from the permanent or temporary hospital; and

(*c*) is not subject to abnormal heat.

(2) Where a medical cabinet is fitted it shall be provided with the following:

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

(*b*) where controlled drugs are to be stored, an inner cupboard fitted with a door and a lock which cannot be opened by the same key as the lock to the outer door; and

(*c*) a dispensing counter with a surface that can be easily kept clean.

(3) Where a medical cabinet is fitted it shall be lit by an electric light (which may be inside or immediately outside it) which enables the contents to be clearly seen.

Maintenance and inspection of crew accommodation.

94. (1) The crew and hospital accommodation shall be maintained in a clean and habitable condition and all equipment and installations required by these rules shall be maintained in good working order.

(2) Every part of the crew accommodation, except store rooms, shall be kept free from stores and other property not belonging to or provided for the use of persons for whom that part of the accommodation is appropriated.

(3) The master of the ship or the officer appointed by the master for the purpose shall inspect every part of the crew and hospital accommodation at intervals not exceeding seven days and shall be accompanied on the inspection by at least one member of the crew.

(4) The master of the ship or the officer appointed by the master for the purpose of inspecting the crew and hospital accommodation shall cause to be entered in the ship's official log book a record of -

(*a*) the date and time of the inspection;

(*b*) the name and rank of the officer making the inspection; and

(*c*) the particulars regarding the crew and hospital accommodation or any parts found by any of the persons making the inspection that do not comply with these rules.

Survey, inspection and other measures in respect of Maltese ships.

95. (1) The crew and hospital accommodation of a ship to which these rules apply shall be surveyed by the certifying authority whenever -

(*a*) the ship is or is being registered as a Maltese ship under Part II or Part IIA of the Act; or

(*b*) all or part of the crew or hospital accommodation of a Maltese ship undergoes substantial alteration or repair.

(2) If the Registrar-General is not satisfied that the ship complies with the requirements of these rules, he may:

(*a*) request that measures be taken so the ship complies with these rules; or

(*b*) detain the ship.

Exemptions and equivalents.

96. (1) The Registrar-General may, taking into consideration the special circumstances that apply to each individual ship and following consultation with the owner of the ship and with the *bona fide* seafarers' union representing the crew of the ship, allow variations from the requirements of these rules in the case of:

(*a*) ferries and similar ships which are not continuously manned with one permanent crew;

(*b*) ships with additional repair personnel temporarily embarked for repairs;

(*c*) ships engaged in such short voyages which allow the crew to go home or make use of comparable facilities for part of the day; and

(*d*) any ship, provided that the variations to be made provide corresponding advantages as a result of which the overall conditions are not less favourable than those which would result from the full application of the requirements of these rules and respective Schedules.

(2) The Registrar-General may, in the case of ships the manning of which has to take account, without discrimination, of the interest of the crew having different and distinctive religions and social practices, or the low or infrequent operational activity of the ship, and following consultation with the organisations of shipowners and with the *bona fide* seafarers' union and subject to agreement between the said two parties, allow variations from the requirements of the Fourth Schedule provided that such variations do not result in overall facilities less favourable than those which would result from the application of the requirements under this rule.

Medical stores

Interpretation.

97. (1) For the purpose of rules 98 to 106, both inclusive -

"antidote" means a substance used to prevent or treat a harmful effect or effects, direct or indirect, of one or more dangerous substances;

"dangerous substances" means substances listed as such in the Sixth Schedule.

(2) Any reference to the British Pharmacopoeia, the European

Pharmacopoeia, or the British National Formulary shall, in its application to a particular case, be construed as a reference to the edition thereof current at, or not more than three months before, the time in question.

(3) Any reference to a publication includes a reference to any amendment thereof published before the date on which these rules come into force, and shall include any document amending the same, or shall mean any new edition thereof together with any document amending the same.

(4) This rule and rules 98 to 106, both inclusive, and the Fifth, Sixth, Seventh and Eighth Schedules implement Directive 92/29/EEC of 31st March 1992 on the minimum safety and health requirements for improved medical treatment on board vessels, so far as that Directive relates to the carriage of medicines and other medical stores. Unless otherwise defined in these rules or unless the context otherwise requires, words and expressions used in the aforementioned rules shall have the same meaning assigned to them in that Directive.

Carriage of medical stores. *Amended by: L.N. 262 of 2013; L.N. 465 of 2020.*

98. (1) Every ship to which these rules apply shall carry on board medical stores specified in Parts I and II of the Fifth Schedule for the category of ship to which it belongs.

(2) The categories of ships referred to in the Fifth Schedule are:

- Category A ships are sea-going ships with no limitation on length of voyages;
- Category B ships are sea-going ships making voyages of less than 150 nautical miles from the nearest port with adequate medical equipment;
- Category C ships are harbour vessels, boats and craft staying very close to shore or with no cabin accommodation other than a wheelhouse.

(3) For each of its life rafts and life boats, every ship to which these rules apply shall carry a watertight medicine chest at least containing the medical supplies specified in Parts I and II of the Fifth Schedule for Category C ships.

(4) Subject to sub-rule (1), every ship to which these rules apply carrying dangerous substances shall carry on board at least the antidotes specified in Part III of the Fifth Schedule.

(5) Subject to sub-rule (1) and notwithstanding the provisions of sub-rule (4), any ferry-type ship to which these rules apply carrying dangerous substances shall carry on board at least the antidotes specified in Part III of the Fifth Schedule:

Provided that in the case of a ferry-type ship operating on a regular route where the crossing is due to last less than two hours, the antidotes may be limited to those which have to be administered in cases of extreme emergency within a period of time not exceeding the normal duration of the crossing.

Allocation of responsibility.

99. (1) The master shall be responsible for the management of the medical stores:

Provided that, without prejudice to such responsibility, the master may delegate the use and maintenance of the medical stores to one of the ship's officers.

(2) The master or a ship officer responsible for the management of the medical stores shall have received special training updated periodically, at least every five years, taking into account the specific risks and needs connected with the different categories of ships referred to in the Fifth Schedule, and in accordance with the general guidelines set out in the Eighth Schedule.

Standards of medical stores.

100. All medical stores required by these rules to be kept on board a ship shall conform to the standards and requirements of the British National Formulary, the British Pharmacopoeia, the European Pharmacopoeia, or the United States Pharmacopoeia, and with the requirements set out in the Fifth Schedule.

Packaging and labelling of containers.

101. (1) Without prejudice to any other law, any container of medical stores required by rule 98 to be kept on board a ship -

(*a*) shall have in English on a label the particulars specified in sub-rule (3);

(*b*) in the case of a container of tablets or capsules, shall be capable of reclosure to prevent ingress of moisture;

(*c*) in the case of a container of disinfectant, shall not show deleterious reaction with the disinfectant after storage in normal conditions for six months;

(*d*) in the case of a container of insecticide, shall be airtight, water-tight, packed in a suitable and sturdy case and, if the container is a pressure canister, have a cap or other means of protecting the valve against accidental opening when the canister is not in use;

(*e*) in the case of medicine or disinfectant not in the container supplied by its manufacturer, shall be packed in a sturdy, brown-coloured or non-translucent container;

(*f*) in the case of a container of oxygen, shall have in English on a label a notice indicating that it is highly explosive and that no smoking is allowed in its vicinity.

(2) Any label referred to in sub-rule (1)(*a*) and (*f*) shall either be firmly affixed to the container and rendered resistant to moisture by varnish or other effective means or be an integral part of the container.

(3) The particulars required by sub-rule (1)(*a*) to be shown on labels are:

(*a*) the ordering name by which the medical store is referred to in the Fifth Schedule;

(*b*) any storage requirements laid down in any of the

publications referred to in rule 100, elsewhere in these rules or in the Schedules to these rules;

(*c*) if the medical stores are perishable, the expiry date as defined in rule 103;

(*d*) the name and address of the supplier of the medical stores, the product licence number and batch number;

(*e*) in the case of any container of a disinfectant or of an antiseptic prescribed in any of the categories set out in the Fifth Schedule, the dilution recommended for any purpose stated thereon;

(*f*) in the case of a container of hypochlorite, a notice indicating that the chemical may combust spontaneously and that the hypochlorite should be stored in a cool dark place; and

(*g*) any further information required by the Fifth Schedule.

Storage of medicines.

102. (1) Any medical store required to be carried by rule 98, shall be stored in accordance with any instructions on its container.

(2) Any medicine which is a controlled drug shall be stored in accordance with the requirements for controlled drugs contained in the Ship Captain's Medical Guide.

(3) Subject to sub-rule (2), any medicine mentioned in sub-rule (1), unless it is required to be kept in a refrigerator or in a first aid satchel or box, shall be stored in a medical cabinet, if available, or otherwise in a cool, dry, locked cabinet or locked container.

(4) Any medical stores kept in a hyperbaric decompression chamber or otherwise in such a way as not to be readily accessible at all times to the master or any person authorised by him shall not be taken into account in respect of the requirements of these rules.

Replenishment of dated medicines.

103. Where -

(*a*) a ship is required in pursuance of rule 98 to have on board any medical stores specified in the Fifth Schedule, and

(*b*) any label required by rule 101(1)(*a*) to be borne by any container of any such medical stores, indicates a date after which the medical store contained in it is not to be used (hereinafter called 'the expiry date'),

that medical store shall be replaced at the earliest possible date after the expiry date, and in any event within three months of the expiry date. Medical stores which have passed the expiry date shall, once replacements have been obtained, or after three months (whichever is the earlier), be disposed of in accordance with the Ship Captain's Medical Guide:

Provided that in an emergency the required medical stores which are not available on board shall be made available as soon as possible.

Responsibility for costs.

104. The owner of a ship to which these rules apply shall be responsible for the cost of any medical stores including the cost of

periodic replacements.

Carriage of guides.

105. A ship to which these rules apply shall carry guides as to the use of medical stores required to be carried on board by rule 98, including in particular instructions for the use of antidotes. Due regard shall be made to the publications listed in the Seventh Schedule.

Inspection of medicines and medical stores.

106. The owner of a ship to which these rules apply shall ensure that the medical stores are inspected by a competent person at least once a year to ensure that -

(*a*) the ship is carrying the medical stores which it is required to carry;

(*b*) such medical stores are correctly stored;

(*c*) any perishable medicines have been replaced in accordance with the requirements of rule 103.

Provisions and water

Duties of owners and master. *Amended by: L.N. 26 of 2025.*

107. (1) It shall be the duty of the owner and master of every ship to ensure that there shall be provided on their ship provisions and water which -

(*a*) are suitable in respect of quantity, nutritive value, quality and variety having regard to the size of the crew, the duration and nature of the voyage, and the quantity set out in the Ninth Schedule;

(*b*) do not contain anything which is likely to cause sickness or injury to health or which renders any provision or water unpalatable;

(*c*) are otherwise fit for consumption;

(*d*) are free of charge during the engagement.

(2) In complying with the obligation of sub-rule (1), the owner and master shall strive to give consideration to cultural and religious requirements, for which exemptions are customarily provided for.

(3) The organisation and equipment of the catering department shall be such as to permit the provision to the seafarers of adequate, varied, balanced and nutritious meals prepared and served in hygienic conditions.

Inspection of provisions and water.

108. The master, or any officer authorised by the master, shall, together with a member of the crew employed in catering on the ship, inspect not less than once a week provisions and water for the purpose of checking whether the provisions and water still comply with rule 107(1), all spaces and equipment used for the storage and handling of food and drinking water; and galley and other equipment for the preparation and service of meals. The results of such inspections shall be recorded in the official log book of the ship.

Ship's cook and catering staff.
Amended by: L.N. 262 of 2013; L.N. 390 of 2016.

109. (1) The ship's cook and catering staff shall be properly trained and certified in the preparation of nutritionally balanced meals served in strict hygienic conditions.

(2) No ship's cook and catering staff shall be engaged as such on a Maltese ship unless such person has completed a training course approved or recognised by the competent authority.

(3) The competent authority may recognise certificates issued by or under the authority of another Party to the Convention which has ratified the same or has ratified the ILO Certification of Ships' Cooks Convention, 1946 (No. 69).

(4) Ships operating with a prescribed manning of less than ten which, by virtue of the size of the crew or the trading pattern, may not be required by the competent authority to carry a fully qualified cook:

Provided that anyone processing food in the galley shall be trained and instructed in areas including food and personal hygiene as well as handling and storage of food on board ships:

Provided further that the competent authority may permit, in circumstances of exceptional necessity, a non-fully qualified cook to serve on a specific ship, until the next convenient port of call, but not for periods exceeding one month. Such person shall however be fully qualified in all hygiene related matters related to food handling and storage.

(5) No seafarer under the age of eighteen years shall be employed or engaged or work as a ship's cook.

Allowance for short or bad provisions.

110. For the purposes of article 150A of the Act, the sums payable to a person for short or bad provisions shall be the following:

(*a*) if the allowance is reduced by not more than one-third of the quantity, a sum not exceeding one unit a day;

(*b*) if the allowance is reduced by more than one-third, a sum not exceeding two units a day;

(*c*) in respect of bad or deficient quality of provisions, a sum not exceeding three units a day.

PART V

HEALTH AND SOCIAL WELFARE

Shipowner's liability for medical care

Provision of insurance policy.

111. For the purposes of article 168A of the Act, the Registrar General may at any time, and in particular whenever he is requested to issue or renew any certificate of registry issued to a ship under the Act, demand evidence that adequate insurance cover has been duly obtained and is in effect covering the liability risks which are contemplated in article 168A of the Act.

Board and lodging and wages.

112. Without prejudice to article 158 of the Act, in the event of any sickness, disease or injury suffered by any seafarer, the shipowner shall, on the same basis as provided in the said rule:

(*a*) provide, at his own expense, for adequate board and lodging for such seafarer;

(*b*) pay such seafarer who is, by reason of such sickness, disease or injury rendered incapable for work:

(i) wages for such time as the seafarer remains on board or is repatriated in accordance with these rules; and

(ii) without prejudice to rule 56, where the said seafarer is no longer on board, a sum of money equivalent to the wages (exclusive of bonuses) that, but for his sickness, disease or injury, would have accrued in his favour during the continuance of his sickness, disease or injury, or during a period of sixteen weeks, whichever period is shorter:

Provided that where the seafarer entitled to receive such payment mentioned in paragraph (*b*)(ii) has remained on board for any period of time following the onset of his sickness, disease or injury, any wages received during such period shall be deducted from any payment to which he would be entitled in accordance with the said paragraph (*b*)(ii).

Ships not requiring a medical doctor.

113. Ships which do not require a medical doctor onboard as stipulated in rule 36 shall be required to have either at least one seafarer on board who is in charge of medical care and administering medicine as part of their regular duties or at least one seafarer on board competent to provide medical first aid. Seafarers in charge of medical care on board who are not medical doctors shall have satisfactorily completed training in medical care that meets the requirements of the STCW Convention for mandatory minimum requirements related to medical first aid and medical care.

Shipowners' liability. *Added by: L.N. 390 of 2016.*

113A. (1) The system of financial security to assure compensation for contractual claims, shall meet the following minimum requirements:

(*a*) the contractual compensation, where set out in the seafarer's employment agreement and without prejudice to paragraph (*c*), shall be paid in full and without delay;

(*b*) there shall be no pressure to accept a payment less than the contractual amount;

(*c*) where the nature of the long-term disability of a seafarer makes it difficult to assess the full compensation to which the seafarer may be entitled, an interim payment or payments shall be made to the seafarer so as to avoid undue hardship;

(*d*) the seafarer shall receive payment without prejudice to other legal rights, but such payment may be offset by the shipowner against any damages resulting from any other claim made by the seafarer against the shipowner

and arising from the same incident; and

(*e*) the claim for contractual compensation may be brought directly by the seafarer concerned, or their next of kin, or a representative of the seafarer or designated beneficiary.

(2) Seafarers shall receive prior notification if a shipowner's financial security is to be cancelled or terminated.

(3) The Registrar General shall be notified by the provider of the financial security if a shipowner's financial security is cancelled or terminated.

(4) All ships to which these rules apply shall carry on board a certificate or other documentary evidence of financial security issued by a financial security provider. A copy shall be posted in a conspicuous place on board where it is available to the seafarers. Where more than one financial security provider provides cover, the document provided by each provider shall be carried on board.

(5) The financial security shall not cease before the end of the period of validity of the financial security unless the financial security provider has given prior notification of at least 30 days to the Registrar General.

(6) The financial security shall provide for the payment of all contractual claims covered by it which arise during the period for which the document is valid.

Health and safety protection

Risk assessments.

114. (1) It shall be the duty of every shipowner to carry out an assessment of all the occupational health and safety hazards which may be present onboard the ship and the resultant risks involved concerning all aspects of the work activity. Such assessments shall consider the risks to the health and safety of the seafarers:

Provided that, when carrying out such assessments, the shipowner shall also take into consideration changes to the work activities being carried out and to the ship's structure or operational use, and shall take appropriate action.

(2) The shipowner shall keep onboard the ship written or retrievable electronic copies of such assessments, and shall ensure that they are updated regularly.

(3) Such assessments shall be posted in those places which are being addressed by the assessment in such manner as to be clearly readable by the seafarers concerned.

(4) The shipowner shall implement the protective measures appropriate to the nature of the work being carried out which are required to be taken following these assessments and, if necessary, the protective equipment to be used, in accordance with recognised industry standards which may be regulated by Maltese law or international treaties.

(5) The assessments referred to in this rule shall be reviewed whenever there is any major change in working conditions, or whenever the shipowner or seafarer concerned by the assessments

have reason to suspect that they are no longer valid.

Health and safety hazard assessments. *Amended by: L.N. 262 of 2013.*

115. The shipowner may delegate to such persons or recognised organisations recognised by the competent authority in ensuring compliance with the provisions of these rules, to draw the occupational health and safety hazards assessments in accordance with rule 114.

Drawing up of assessments.

116. In drawing up occupational health and safety hazards assessments, the shipowner shall give particular attention to:

(*a*) the duties of the master to take specific responsibility for the implementation of and compliance with the ship's occupational safety and health policy and programme, and

(*b*) the safety and health of seafarers under the age of eighteen years.

Safety committee.

117. The shipowner shall specify the authority of the ship's seafarers appointed or elected as safety representatives to participate in meetings of the ship's safety committee. Such a committee shall be established on board a ship on which there are five or more seafarers.

Personal protective equipment. *Added by: L.N. 26 of 2025.*

117A. Reasonable precautions shall be taken to prevent occupational accidents, injuries and diseases onboard the ship, including through the provision of all necessary appropriately-sized personal protective equipment and measures to reduce and prevent the risk of exposure to harmful levels of ambient factors and chemicals, as well as the risk of injury or disease that may arise from the use of equipment and machinery onboard the ship.

Reporting of deaths of seafarers. *Added by: L.N. 26 of 2025.*

117B. Shipowners are obliged to adequately investigate, record and report all deaths of seafarers employed, engaged or working onboard Maltese flagged ships to the competent authority.

PART VI

RECORDS AND COMPLAINTS PROCEDURE

Complaints

On-board complaint procedure.

118. All ships shall have on-board procedures for the fair, effective and expeditious handling of seafarer complaints alleging breaches of these rules. Such procedures shall seek to resolve complaints at the lowest level possible:

Provided that seafarers have a right to complain directly to the master and, where they consider it necessary, to appropriate external authorities.

Right to be accompanied.

119. The on-board complaint procedures shall include the right of the seafarer to be accompanied or represented during the complaint procedure, as well as safeguards against the possibility of victimisation of seafarers for filing complaints which are neither manifestly vexatious nor maliciously made.

Access to procedure.

120. In addition to a copy of their seafarers' employment agreement, all seafarers shall be provided with a copy of the on-board complaint procedures applicable on the ship. This shall include contact information about the competent authority and the name of the person or persons on board the ship who can, on a confidential basis, provide seafarers with impartial advice on their complaint and otherwise assist them in following the complaint procedures available to them on board the ship.

Right to seek redress.

121. The provisions in rules 118 to 125, both inclusive, are without prejudice to a seafarer's right to seek redress through whatever legal means the seafarer considers appropriate.

Facilities for making complaint.

122. (1) If a seafarer whilst on board states to the master of the ship his desire to make a complaint to the Registrar-General, or to an inspector, or to a Maltese consular officer, against any member of the crew being inclusive of the master, the master shall, as soon as the service of the ship will permit -

(*a*) if the ship is at a place where there is any such person as aforesaid to whom the complaint is to be made, after such statement; and

(*b*) if the ship is not then at such place, after her first arrival at such a place,

allow the complainant to go ashore or send him ashore in proper custody so that he may be enabled to make his complaint.

(2) The master of a ship shall not coerce the seafarer into divulging the identity of persons against whom the complaint is being lodged or the nature of the complaint.

(3) If the master of a ship fails without reasonable cause to comply with this rule, he shall for each offence be liable to a fine (*multa*) not exceeding ten units.

Reports on Maltese ships.

123. (1) Where -

(*a*) the Registrar-General receives a complaint which is not considered manifestly unfounded, or obtains evidence that a ship which flies the Maltese flag does not comply with these rules; or

(*b*) there are serious deficiencies in the implementation of the measures set out in the Declaration of Maritime Labour Compliance as provided in rule 128,

the Registrar-General shall take the steps necessary to investigate the matter and ensure that action is taken to remedy any deficiencies found in accordance with rule 129(1).

(2) The identity of the person lodging the complaint must not be revealed to the master or the owner of the ship concerned, or give any intimation that an inspection was carried out following such a complaint.

(3) Any person lodging a complaint with flag or port authorities which is found to be without basis in fact and done maliciously or vexatiously will be subject to disciplinary provisions.

Inspections of ships other than Maltese ships.

124. (1) When carrying out an inspection in order to obtain evidence that a ship does not comply with the relevant requirements the Registrar-General shall determine whether -

(*a*) a table complying with rule 41(2) is posted-up in a prominent and accessible place on the ship; and

(*b*) records are being maintained in compliance with rule 43; and

(*c*) there is proof that such records have been endorsed by the maritime administration of the State in which the ship is registered.

(2) Where -

(*a*) a complaint has been received, or

(*b*) the Registrar-General, from own observations on board, believes that seafarers may be unduly fatigued,

the Registrar-General, or the inspector, shall carry out a more detailed inspection, in accordance with sub-rule (1), to determine whether the hours of rest recorded comply with the standards laid down in rule 39 and that they have been duly observed, and shall inspect and take into account other records relating to the operation of the ship.

Penalties.

125. (1) Any contravention by -

(*a*) the master of a ship, of rules 38, 41(1), 42(3) or 43(1), (2)(e) or (3);

(*b*) an employer, of rule 38;

(*c*) a person authorised by the master of a ship, of rule 41(1) or 43(1) or (2)(*e*); or

(*d*) a company which has assumed the operation of the ship, of rule 43(3) or rule 46,

shall be liable to a fine (*multa*) of not more than one thousand units for each offence.

(2) Where there is a contravention of rule 39(3) or (4) the master of the ship shall for each offence be liable to a fine (*multa*) of not more than five hundred units.

(3) Where there is a contravention of rule 44(1) the employer of the seafarer under the age of eighteen years shall be liable to a fine (*multa*) of not more than five hundred units.

(4) Where there is a contravention of rule 47 the employer of the seafarer shall be liable to a fine (*multa*) of not more than one thousand units.

PART VII

ENFORCEMENT

Application.

126. (1) This Part of the rules applies to ships of:

(*a*) 500 gross tonnage or over, engaged in international voyages; and

(*b*) 500 gross tonnage or over, flying the Maltese flag and operating from a port, or between ports, in another State.

(2) For the purposes of this Part of the rules "international voyage" means a voyage from a State to a port outside such a State.

(3) This Part also applies to any ship registered under the Act and which is not covered by sub-rule (1), at the request of the shipowner.

Duty to ensure compliance.

127. It shall be the duty of the shipowner and of the master to ensure that the ship is in compliance with the provisions of these rules and such person, if in fault, shall be liable to the penalties provided for in the Act; and if no such penalty is provided for, such person shall for each offence be liable to a fine (*multa*) not exceeding five hundred units.

Prohibition to proceed to sea without appropriate certificate.

128. (1) No Maltese ship to which this Part applies shall proceed to sea or attempt to proceed to sea on an international voyage unless there is in force in respect of the ship a Maritime Labour Certificate and a Declaration of Maritime Labour Compliance, in the approved form or as near thereto as circumstances permit.

(2) No ship to which this Part applies shall proceed to sea or attempt to proceed to sea on an international voyage from Maltese waters unless there is in force in respect of the ship a Maritime Labour Certificate and a Declaration of Maritime Labour Compliance.

(3) The master of every ship to which the provisions of sub-rule (2) apply shall produce to the officer from whom a clearance for the ship is demanded, at the time a clearance for the ship is demanded for a voyage from Malta to a port or place outside Maltese waters, the certificate and declaration referred to in the said sub-rule to be in force when the ship proceeds to sea on an international voyage, and a clearance shall not be granted, and the ship may be detained, until the said certificate and declaration are so produced.

(4) The appropriate fee for the issue of a Declaration of Maritime Labour Compliance Part I shall be of fifty euro (€50).

Inspection, detention and other measures in respect of ships.

129. (1) The Registrar-General, or an appropriate inspector, may inspect any ship to which these rules apply and if satisfied that the ship is not in compliance with the provisions of these rules and the applicable requirements of the Convention, the Registrar-General shall take such steps as are considered necessary to ensure that the ship shall not sail until it can proceed to sea without presenting an unreasonable threat of harm to the working and living conditions of seafarers and any expenses incurred therefor shall be a charge on the ship, so however that the ship shall not be unduly detained or delayed.

(2) For the purposes of this rule, the provisions of article 154(2) and (3) of the Act shall *mutatis mutandis* apply to the Registrar-General and to appropriate inspectors.

Saving.
Amended by: L.N. 262 of 2013.

130. Any certificate issued in terms of the Merchant Shipping (Distressed Seamen) Regulations, 1973, the Merchant Shipping (Provisions and Water) Regulations, 2001, the Merchant Shipping (Medical Stores) Regulations, 2002, the Merchant Shipping (Medical Examination) Regulations, 2001, the Merchant Shipping (Minimum Wage) Regulations, 2002, the Merchant Shipping (Hours of Work) Regulations, 2002, the Merchant Shipping (Protection of Seamen) Regulations, 2003, the Merchant Shipping (Safe Manning and Watchkeeping) Regulations, 2003 and the Merchant Shipping (Crew Accommodation) Regulations, 2004 (revoked by these rules) shall remain valid until their expiry and shall not be renewed unless they comply with the provisions of these rules.

FIRST SCHEDULE
(Rule 41)

Model format for a table of shipboard working arrangements[1]

Name of ship: _____ Flag of ship: _____ IMO number (if any): _____ Latest update of table: _____ ( ) of ( ) pages

The maximum hours of work or minimum hours of rest are applicable in accordance with: _____ (national law or regulation) issued in conformity with ILO's Seafarers' Hours of Work and the Manning of Ships Convention, 1996 (No. 180), and with any applicable collective agreement registered or authorized in accordance with that Convention and with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW Convention).[2]

Maximum hours of work or minimum hours of rest:[3] _____

Other requirements: _____

Position/Rank[4]	Scheduled daily work hours at sea		Scheduled daily work hours in port		Comments	Total daily work/rest[5] hours	
	Watchkeeping (from – to)	Non-watchkeeping duties (from – to)[3]	Watchkeeping (from – to)	Non-watchkeeping duties (from – to)[3]		At sea	In port

Signature of master _____

[1] The terms used in this model table are to appear in the working language or languages of the ship and in English.

[2] See overleaf for selected extracts from ILO Convention 180 and the STCW Convention.

[3] Delete as applicable.

[4] For those positions/ranks that are also listed in the ship's safe manning document, the terminology used should be the same as in that document.

[5] For watchkeeping personnel, the comments section may be used to indicate the anticipated number of hours to be devoted to unscheduled work and any such hours should be included in the appropriate total daily work hours column.

SECOND SCHEDULE

(Rule 43)

Model format for record of hours of work or hours of rest of seafarers[1]

Name of ship: _____ IMO number (if any): _____ Flag of ship: _____

Seafarer (full name): _____ Position / rank: _____

Month and year: _____ Watchkeeper:[2] yes ☐ no ☐

Record of hours of work/rest[3]

Please mark periods of work or rest, as applicable, with an X, or using a continuous line or arrow.

COMPLETE THE TABLE ON THE REVERSE SIDE

The following national laws, regulations and/or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

_____

I agree that this record is an accurate reflection of the hours of work or rest of the seafarer concerned.

Name of master or person authorized by master to sign this record _____

Signature of master or authorized person _____ Signature of seafarer _____

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement under procedures established by _____ (name of competent authority)

_____

[1] The terms used in this model table are to appear in the working language or languages of the ship and in English.

[2] Check √ as appropriate.

[3] Delete as appropriate.

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Please mark periods of work or rest, as applicable, with an "X", or using a continuous line or arrow

Hours	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Hours of rest in 24-hour period	Comments	NOT TO BE COMPLETED BY THE SEAFARER[1]	
Date																											Hours of work or rest, as applicable, in any 24-hour period[2]	Hours of work or rest, as applicable, in any 7-day period[2]
Hours	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23				

[1] For completion and use in accordance with the procedures established by the competent authority in compliance with the relevant requirements of the Seafarers' Hours of Work and the Manning of Ships Convention, 1996 (Convention No. 180).

[2] Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of the Seafarers' Hours of Work and the Manning of Ships Convention, 1996 (Convention No. 180) and the International Convention on Standards of Training, Certification and Watchkeeping, 1978, as amended (STCW Convention).

THIRD SCHEDULE

(Rules 89 and 92)

Amended by: L.N. 262 of 2013; L.N. 390 of 2017.

REQUIREMENTS FOR EXISTING SHIPS

Appendix I applies to ships built before 10 January 2003.

Appendix II applies to ships the keel of which is laid or which is at a similar stage of construction on or after the 10 January 2003.

Appendix I

1. General requirements

1.1. Crew accommodation (except store rooms) shall:

1.1.1. whenever practicable be situated amidships or aft; but in no case shall any part of the crew accommodation (except store rooms) be situated forward of the collision bulkhead;

1.1.2. be situated above the Summer Load Line (if any) marked on the ship in accordance with the provisions of rules made under article 251 of the Act:

Provided that in the case of a passenger ship the crew accommodation may, on condition that satisfactory arrangements are made for lighting and ventilation of sleeping rooms, be situated below the Summer Load Line, but in no case immediately beneath working alleyways; and

1.1.3. be arranged and constructed, and situated in such a position, as to ensure:

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

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

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

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

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

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

(*g*) the prevention of the harbouring of vermin.

1.2. Where the crew accommodation of a ship is not normally air-conditioned, the crew accommodation shall:

1.2.1. if the ship regularly trades to mosquito-infested ports, be provided with appropriate protection devices as required by the competent authority; and

1.2.2. if the ship regularly trades to or in the tropics or the Persian Gulf, be fitted with suitable awnings.

1.3 Crew accommodation shall be accessible at all times from the open deck. An opening from an open deck into the crew accommodation shall be protected against

the weather and the sea.

2. Bulkheads

2.1. Bulkheads separating a part of the crew accommodation (other than a recreation deck space) from a space used as:

(*a*) a bunker;

(*b*) a cargo or machinery space;

(*c*) a lamp room or paint room;

(*d*) a store room not forming part of the crew accommodation (other than a dry provision store room);

(*e*) a chain locker; or

(*f*) a cofferdam;

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

2.2. A bulkhead that separates a part of the crew accommodation from a dry provision store room (whether or not that store room forms part of the crew accommodation) shall be gastight.

2.3. A bulkhead that separates a part of the crew accommodation from sanitary accommodation, a laundry, a drying room, a galley or a cold store room (whether or not they form part of the crew accommodation) shall be gastight, and shall be watertight to such height as is necessary to prevent the passage of water into the adjoining space.

2.4. A bulkhead that separates sanitary accommodation from another part of the crew accommodation shall, except in a doorway, be watertight to a height of not less than 230 millimetres above the floor of the sanitary accommodation.

2.5. Paragraphs 2.3 and 2.4 do not apply to bulkheads that separate:

(*a*) sanitary accommodation from other sanitary accommodation;

(*b*) a laundry or drying room from another laundry or drying room;

(*c*) a galley from another galley or from a pantry;

(*d*) a cold store room from another cold store room; or

(*e*) *en suite* sanitary accommodation from its associated sleeping room or rooms.

2.6. Inside paneling in the crew accommodation shall be constructed of material with a surface that can easily be kept clean.

2.7. Bulkheads or paneling shall not be constructed of material likely to harbour vermin.

2.8. Bulkheads enclosing rooms used as sleeping rooms, mess rooms or recreation rooms shall be lined on the side of those bulkheads with those rooms.

3. Openings

3.1. There shall not be a direct opening between the crew accommodation (other than recreation deck spaces) and spaces used as:

(*a*) a bunker;

(*b*) cargo or machinery spaces;

(*c*) lamp rooms or paint rooms;

(*d*) store rooms not forming part of the crew accommodation;

(*e*) chain lockers; or

(*f*) cofferdams.

3.2. Except in the case of *en suite* sanitary accommodation, there shall not be a direct opening between the crew accommodation (other than recreation deck spaces or passageways) and any sanitary accommodation, laundry or drying room (whether or not that sanitary accommodation, laundry or drying room forms part of the crew accommodation).

3.3. Paragraph 3.2 does not prohibit a direct opening between spaces forming part of the sanitary accommodation or between spaces appropriated for use as laundries or drying rooms.

3.4. There shall not be a direct opening between a sleeping room and a galley.

4. Pipes

4.1. Except where no other arrangement is reasonably practicable, steam supply and exhaust pipes to machinery shall not pass through the crew accommodation.

4.2. Where such pipes pass through the crew accommodation, they pass through open deck alleyways only, shall be properly encased, and in the case of supply pipes, they shall be:

(*a*) constructed of solid drawn steel or equivalent material;

(*b*) of a scantling sufficient to withstand the maximum pressure from the ship's boiler system;

(*c*) connected by faced flanges properly jointed; and

(*d*) fitted with adequate drainage arrangements.

4.3. Steam pipes and hot water pipes leading to radiators in or serving the crew accommodation shall be properly protected or encased.

4.4. Hawse pipes shall not be situated in the crew accommodation.

4.5. Chain pipes and ventilators to cargo spaces shall, where they pass through the crew accommodation, be watertight and gastight.

4.6. Hot water pipes shall be insulated where necessary for the conservation of heat or to ensure the safety of the crew.

5. Batteries

5.1. Batteries shall not be located in the crew accommodation, and precautions shall be taken to ensure that fumes from batteries do not discharge into any part of the crew accommodation.

6. Floors

6.1. Decks that form the floors in the crew accommodation shall be properly constructed and shall be covered with a material that:

(*a*) is impervious to water;

(*b*) is capable of being easily kept clean; and

(*c*) provides a good foothold.

6.2. Where a composition or other like material is used to cover a metal deck, the material shall be properly laid and the joins where the floor meets the walls shall be rounded in such a way as to avoid crevices.

6.3. Floors of wash places, bathrooms, shower recesses, laundries and other compartments where water is used shall be:

(*a*) covered with rubber-based or other impervious material; and

(*b*) fitted with a coving around the perimeter of the compartment.

6.4. The floor of a galley shall be covered with a rubber-based or other impervious material.

6.5. The floor of a galley shall be provided with efficient scuppers.

7. Drainage

7.1. Efficient drainage shall be provided for the crew accommodation.

There shall be no drainage from any source into wash places or sanitary accommodation forming part of the crew accommodation, which shall be drained separately and independently of other space.

8. Surface finishes

8.1. The interior sides and ceilings of the crew accommodation shall be covered with enamel, paint or other suitable material, of good quality and white or light in colour.

8.2. Paint, varnishes and other surface materials containing nitro-cellulose shall not be used.

8.3. All paint, varnish or other finishes in the crew accommodation shall be capable of being easily kept clean and shall be maintained in good condition.

9. Ventilation system

9.1. Every enclosed space in the crew accommodation, except a cold store room, shall be provided with a ventilation system capable of maintaining the air in that space in a sufficiently pure condition for the health and comfort of the crew in all conditions of weather and climate which the ship is likely to encounter during the voyages on which she is intended to be engaged, and capable of being controlled as necessary for that purpose.

9.2. Without prejudice to the generality of paragraph 9.1, in all ships except those of under 500 gross tonnage, every enclosed space in the crew accommodation except a cold store room, shall, if it is not ventilated by an air conditioning system, be provided with a mechanical ventilation system capable of ensuring rates of air changes sufficient for the type of accommodation for which it is provided.

9.3. Ships regularly engaged on voyages in the tropics and the Persian Gulf shall, if not ventilated by an air conditioning system, be provided with both mechanical means of ventilation and electric fans:

Provided that one only of these means need be adopted in spaces where this ensures satisfactory ventilation.

9.4. A supply of power adequate to operate a mechanical ventilation system or, if it is provided, an air conditioning system shall be provided. Any such system fitted shall be in operation at all times when any members of the crew are on board and the circumstances are such that ventilation by means of such system is required.

9.5. In every ship, every enclosed space in the crew accommodation which is not ventilated either by an air conditioning system or by a mechanical ventilation system shall be provided with a natural system of inlet and exhaust ventilation suitable to its purpose.

10. Heating system

10.1. Except in the case of ships engaged exclusively in the tropics and the Persian Gulf, the crew accommodation of all the ships shall be provided with a heating system which shall:

(*a*) be permanently installed; and

(*b*) whose capacity shall be sufficient to maintain a room temperature of at least 20°C in all circumstances.

10.2. The heating system may be operated by steam, hot water or electricity or may be a system supplying warm air.

10.3. The heating system shall be so constructed, installed and, if necessary, shielded as to avoid the risk of fire and not to constitute a source of danger or discomfort to the crew.

10.4. The heating system shall be in operation at all times when any members of the crew are living or working on board the ship and conditions require its use.

11. Lighting system

11.1. Crew accommodation shall be properly lit.

11.2. Sleeping rooms, living rooms, mess rooms and hospitals shall be lit by natural light. The supply of natural light shall be sufficient to read ordinary newsprint in clear weather anywhere in the room where persons may normally be. In passenger ships, special arrangements may, however, be permitted.

11.3. An efficient system of electric lighting shall be provided capable of supplying adequate lighting to all parts of the crew accommodation.

11.4. Electric lights shall be so arranged as to give the maximum benefit to the crew.

11.5. The head of each berth shall be fitted with an electric light that is capable of supplying sufficient light to enable a person of normal vision to read in the berth.

11.6. If two sources of electricity are not installed independent of each other, reserve lighting shall be provided for use in case of emergency. Such emergency lighting may, for example, consist of permanently installed electric battery lamps that are recharged when the main current is on or a similar system.

11.7. The following guidelines are laid down as to the luminous power that shall be considered suitable for artificial lighting:

(*a*)	sleeping rooms and day rooms:	
	(i) general lighting	50 lux
	(ii) lighting at tables where reading and writing take place	150 lux
(*b*)	mess rooms:	
	(i) general lighting	50 lux
	(ii) lighting on dining tables	150 lux
(*c*)	sanitary accommodation:	
	(i) general lighting	50 lux
	(ii) at mirrors	200 lux
(*d*)	corridors and staircases:	
	general lighting	50 lux
(*e*)	hospital accommodation:	

(i)	general lighting	50 lux
(ii)	at any wash basin	100 lux

11.8. The general lighting is measured at a horizontal plane of 850 millimetres above floor level.

12. Sleeping rooms

12.1. Unless the circumstances are such that no members of the crew are required to sleep on board, sleeping rooms shall be provided for the crew.

12.2. The clear headroom in sleeping rooms shall be at least 1.90 metres.

12.3. Whenever reasonable and practicable, having regard to the size of the ship and the activity on which it is to be engaged, there shall be a sufficient number of sleeping rooms to provide a separate room or rooms for each department.

12.4. A separate sleeping room shall be provided for the master and each officer and, whenever reasonable and practicable, having regard to the size of the ship, the activity on which it is to be engaged and its layout, for each person over the age of 18 years.

12.5. The number of persons accommodated in the same sleeping room shall not exceed four persons.

12.6. When more than one person is accommodated in the same sleeping room, as far as practicable, they shall be members of the same watch.

12.7. The minimum floor area that shall be provided for each person in a sleeping room is:

(*a*) in the case of a ship of less than 800 gross tonnage, 1.85 square metres;

(*b*) in the case of a ship of 800 gross tonnage or more but less than 3000 gross tonnage, 2.35 square metres; and

(*c*) in the case of a ship of 3000 gross tonnage or more, 2.78 square metres.

12.8. In the case of ships in which are employed such groups of ratings as necessitate the employment of a substantially larger member of ratings than would otherwise be employed, the Registrar-General may, in respect of such groups, reduce the minimum floor area of sleeping rooms per person, provided that:

(*a*) the total sleeping space allotted to the group or groups is not less than would have been allotted had the numbers not been so increased; and

(*b*) the minimum floor area of sleeping rooms is not less than:

(i) 1.67 square metres per person in the case of a ship of less than 3000 gross tonnage;

(ii) 1.85 square metres per person in the case of a ship of 3000 gross tonnage or more.

12.9. In paragraphs 12.6 and 12.7, the measurement of floor area is to:

(*a*) include floor space occupied by berths, lockers, seats and chests of drawers; and

(*b*) exclude small or irregularly shaped floor spaces that cannot be used for installing furniture and that do not contribute to the space available for free movement.

12.10. Sleeping rooms shall be so planned as to ensure reasonable comfort for the occupants and to facilitate tidiness.

12.11. The maximum number of persons that may be accommodated in a sleeping

room shall be indelibly and legibly marked in that room.

13. Sleeping berths

13.1. Each sleeping room shall be fitted with a separate berth for each person to be accommodated in the room.

13.2. The framework of each berth shall be constructed of metal or other material that is hard and smooth and unlikely to become corroded or harbour vermin.

13.3. If a berth is constructed with tubular frames, the frames shall be completely sealed and without perforations.

13.4. Where a sleeping room has more than one berth:

(*a*) no two berths may be placed so that access to one can only be obtained over the other;

(*b*) berths shall not be arranged in tiers of more than two;

(*c*) a berth adjacent to a ship's side and with a sidelight situated above the berth shall be in a single tier; and

(*d*) an upper berth is to be placed approximately midway between the bottom of the lower berth and the lower side of the deckhead beams.

13.5. The bottom of a berth shall not be less than 300 millimetres from the floor of the room.

13.6. A berth shall be at least 190 centimetres long and at least 68 centimetres wide, the measurements being taken inside the lee-boards or lee-rails, if any, and at right angles to each other.

13.7. Each berth shall be fitted with:

(*a*) a spring bottom or other bottom suitable for use with a mattress; and

(*b*) a mattress made of material that will resist damp and is unlikely to harbour vermin.

13.8. Where berths are arranged in a double tier, a bottom of dust-proof material shall be fitted to the underside of the upper berth.

13.9. Lee-boards fitted to berths shall be constructed of hardwood or other suitable material and shall be so made as to be unlikely to harbour vermin.

13.10. Curtains shall be fitted to berths if there is more than one berth in the room.

14. Furniture and fittings

14.1. Each sleeping room shall be provided with the following minimum furniture and fittings:

(*a*) a clothes locker or wardrobe which shall be at least 1.52 metres high with a cross section area of at least 12.30 square decimetres and fitted with a shelf and a loop for a padlock;

(*b*) a drawer or equivalent space of at least 0.056 cubic metres for each occupant of the room;

(*c*) a table or desk, which may be of the fixed, drop-leaf or slide-out type, and with comfortable seating accommodation as necessary;

(*d*) a mirror and a cabinet for toilet requisites;

(*e*) a book rack;

(*f*) one coat hook in addition to any coat hooks which may be fitted in a

locker or wardrobe; and

(*g*) a curtain or blind fitted to each sidescuttle.

14.2. All furniture shall be of smooth, hard material not liable to warp or corrode and shall be so made as to be unlikely to harbour vermin.

15. Mess rooms

15.1. Unless the circumstances are such that no members of the crew are required to mess on board, mess rooms shall be provided for the crew.

15.2. Mess rooms shall be separate from sleeping rooms and as close as practicable to the galley:

Provided that in ships of less than 300 gross tonnage, the galley may be used as a mess room:

Provided further that in ships of less than 300 gross tonnage, if not combined with a galley, mess rooms may be combined with sleeping accommodation if it is impracticable to provide a separate mess room.

15.3. Unless otherwise provided in the agreement with the crew, in ships of 500 gross tonnage or more, mess rooms provided for the master and officers shall be separate from those provided for ratings.

15.4. Unless otherwise provided in the agreement with the crew, in ships of 5000 gross tonnage or more, whenever it is reasonable and practicable, consideration shall be given to provide a separate mess room for the catering and serving staff if their number exceeds five persons.

15.5. The dimensions and equipment of each mess room shall be sufficient for the number of persons likely to use them at any one time.

15.6. Mess rooms shall be equipped with tables and approved seats, fixed or movable, sufficient for the number of persons likely to use them at any one time.

15.7. The Registrar-General may permit such exceptions to the provisions of paragraphs 15.3 to 15.6 (both included) as may be necessary to meet the special conditions in passenger ships.

15.8. Where available pantries are not accessible to mess rooms, adequate lockers for mess utensils and proper facilities for washing utensils shall be provided.

15.9. The surfaces of tables and seats shall be easy to clean and resistant to cracks and damp.

16. Recreation rooms

16.1. In ships of 300 gross tonnage or more, one or more places shall be provided on an open deck to which the crew have access when off duty. Such space/s shall be of a suitable size taking into consideration the size and arrangement of the crew and the ship.

16.2. In ships of 300 gross tonnage or more, recreation rooms, conveniently situated and appropriately furnished, shall be provided for officers and ratings. Where such rooms are not provided separately from the mess rooms, the latter shall be planned, sized, furnished and equipped to give recreational facilities.

17. Sanitary and laundry arrangement

17.1. Sufficient sanitary accommodation, including wash basins and baths and/or showers, shall be provided in all ships.

17.2. Separate sanitary accommodation shall be provided for males and females.

17.3. The following minimum number of separate water closets shall be provided:

(*a*) in ships of less than 800 gross tonnage: three;

(*b*) in ships of 800 gross tonnage or more but less than 3000 gross tonnage: four;

(*c*) in ships of 3000 gross tonnage or more: six; and

(*d*) in ships where the radio officers or operators are accommodated in an isolated position, sanitary facilities near or adjacent thereto shall be provided.

17.4. Sanitary facilities for all members of the crew who do not occupy rooms to which private facilities are attached shall be provided for each group of the crew on the following scale:

(*a*) one bath and/or shower for every eight persons or less;

(*b*) one water closet for every eight persons or less;

(*c*) one wash basin for every six persons or less.

17.5. When the total number of the crew exceeds 100 and in passenger ships normally engaged on voyages of not more than four hours duration, the Registrar-General may authorise special arrangements or a reduction in the number of facilities required.

17.6. An adequate supply of cold and hot fresh water shall be laid on to each wash basin, bath and shower.

17.7. Washbasins and baths/showers shall be of adequate size, constructed of approved material with a smooth surface not liable to crack, flake or corrode and fitted with an efficient and hygienic discharge system.

17.8. All water closets shall have ventilation to the open air, independently of any other part of the accommodation.

17.9. All water closets shall be of an approved pattern and provided with:

(*a*) an adequate flush of water, which must be always available through self-closing non-concussive supply valves;

(*b*) a connection to a vacuum discharge pipe system or a soil pipe of not less than 100 millimetres in diameter so constructed as to facilitate cleaning and minimise the risk of obstruction; and

(*c*) a device for holding toilet paper.

17.10. Water closets shall 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 water closets to which there is not other access:

Provided that this requirement shall not apply where a water closet is located in a compartment between two sleeping rooms having a total of not more than four persons.

17.11. Where there is more than one water closet in a compartment, they shall be sufficiently screened to ensure privacy.

17.12. All soil pipes and waste pipes shall be of adequate dimensions and shall be fitted in a manner that will facilitate cleaning and minimise the risk of obstruction.

17.13. In all ships facilities for washing, drying and ironing clothes shall be provided on a scale appropriate to the size of the crew and the normal duration of the voyage.

17.14. The facilities for washing clothes shall include suitable sinks which may be installed in wash rooms if provision of a separate laundry facility is not reasonable and practicable with an adequate supply of cold and hot fresh water or means of heating water.

17.15. The facilities for drying clothes shall be provided in a compartment separate from sleeping rooms and mess rooms, adequately ventilated and heated and equipped with lines or other fittings for hanging clothes.

18. Oilskin lockers

18.1. Adequately ventilated lockers or compartments for use solely for hanging oilskins and other working clothes shall be provided in a place outside but conveniently near to the sleeping rooms.

19. Offices

19.1. In ships of 3000 gross tonnage or more, two separate appropriately furnished rooms shall be provided for use as offices for the crew in the deck and engine departments respectively.

20. Galleys

20.1. Except in ships in which no member of the crew will be required to mess on board, a galley for the preparation of food for the crew shall be provided.

20.2. The galley shall be situated as near as practicable to the mess rooms provided for the crew.

20.3. The galley shall be provided with all equipment necessary to enable food in sufficient quantity to be properly and readily prepared for all persons whom the galley is intended to serve and served hot to them in the mess room in all weathers.

20.4. All fixed equipment shall be so arranged that it, and all spaces round and behind it, can easily be kept clean.

20.5. The galley shall be provided with facilities for washing up. Hot, fresh water and cold drinking water shall be laid on to any sink or other washing up facility in a galley.

20.6. No salt water tap shall be fitted in the galley nor in any place at which food may be prepared.

20.7. A supply of water connected to a tap or other suitable connection shall be provided in each galley to facilitate washing down the floor.

20.8. All furniture and fittings in the galley shall be made of a material which is impervious to dirt and moisture and all metal parts of furniture and fittings shall be rustproof. The bottoms of all fitted furniture shall be either flush with the deck or fitted high enough to enable the deck space beneath to be easily kept clean.

20.9. The ventilation in the galley shall be so arranged as to ensure an adequate supply of fresh air and the efficient discharge of fumes into the open air.

21. Dry provision store rooms

21.1. Dry provision store rooms used exclusively for the storage of dry provisions for the crew shall be provided and shall have sufficient capacity having regard to:

(*a*) the maximum period likely to elapse between successive replenishments of stores, and

(*b*) the maximum number of the crew to be carried.

21.2. Dry provision store rooms shall be so situated, constructed and ventilated as

to avoid deterioration of the stores through heat, draught, condensation or infestation by insects or vermin.

21.3. A dry provision store shall not be:

(*a*) situated close to a space in which heat is generated, unless it is adequately insulated against heat; or

(*b*) used for the storage of bedding or textiles.

22. Cold storage rooms and refrigerating equipment

22.1. Refrigerating equipment and cold storage rooms shall be provided and be adequate for the storage of perishable provisions for the crew having regard to the period likely to elapse between successive replenishment of stores. In ships of less than 500 gross tonnage, there shall be provided either cold storage rooms or adequate alternative cold storage facilities.

Appendix II

(*Ships the keel of which is laid or which is at a similar stage of construction on or after 10 January 2003*)

1. General requirements

1.1. Crew accommodation (except store rooms) shall:

1.1.1. whenever practicable be situated amidships or aft, but in no case shall any part of the crew accommodation (except store rooms) be situated forward of the collision bulkhead;

1.1.2. be situated above the Summer Load Line (if any) marked on the ship in accordance with the provisions of rules made under article 251 of the Act:

Provided that in the case of a passenger ship the crew accommodation may, on condition that satisfactory arrangements are made for lighting and ventilation of sleeping rooms, be situated below the Summer Load Line, but in no case immediately beneath working alleyways; and

1.1.3. be arranged and constructed, and situated in such a position, as to ensure:

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

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

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

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

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

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

(*g*) the prevention of the harbouring of vermin.

1.2. Where the crew accommodation of a ship is not normally air-conditioned, the crew accommodation shall:

1.2.1. if the ship regularly trades to mosquito-infested ports, be provided with appropriate protection devices as required by the competent authority; and

1.2.2. if the ship regularly trades to or in the tropics or the Persian Gulf, be fitted with suitable awnings.

1.3. Crew accommodation shall be accessible at all times from the open deck. An opening from an open deck into the crew accommodation shall be protected against the weather and the sea.

1.4. All parts of the crew accommodation, except cold store rooms, shall have a clear headroom of at least 1.98 metres at every point where full and free movement is necessary, but a reduction in the headroom in any space or part of a space in such accommodation may be permitted if it is reasonable to do so and such a reduction will not result in discomfort to the crew.

2. Bulkheads

2.1. Bulkheads separating a part of the crew accommodation (other than a recreation deck space) from a space used as -

(*a*) a bunker;

(*b*) a cargo or machinery space;

(*c*) a lamp room or paint room;

(*d*) a store room not forming part of the crew accommodation (other than a dry provision store room);

(*e*) a chain locker; or

(*f*) a cofferdam,

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

2.2. A bulkhead that separates a part of the crew accommodation from a dry provision store room (whether or not that store room forms part of the crew accommodation) shall be gastight.

2.3. A bulkhead that separates a part of the crew accommodation from sanitary accommodation, a laundry, a drying room, a galley or a cold store room (whether or not they form part of the crew accommodation) shall be gastight, and shall be watertight to such height as is necessary to prevent the passage of water into the adjoining space.

2.4. A bulkhead that separates sanitary accommodation from another part of the crew accommodation shall, except in a doorway, be watertight to a height of not less than 230 millimetres above the floor of the sanitary accommodation.

2.5. Paragraphs 2.3 and 2.4 do not apply to bulkheads that separate:

(*a*) sanitary accommodation from other sanitary accommodation;

(*b*) a laundry or drying room from another laundry or drying room;

(*c*) a galley from another galley or from a pantry;

(*d*) a cold store room from another cold store room; or

(*e*) *en suite* sanitary accommodation from its associated sleeping room or rooms.

2.6. Inside paneling in the crew accommodation shall be constructed of material with a surface that can easily be kept clean.

2.7. Bulkheads or paneling shall not be constructed of material likely to harbour vermin.

2.8. Bulkheads enclosing rooms used as sleeping rooms, mess rooms or recreation rooms shall be lined on the side of those bulkheads with those rooms.

3. Openings

3.1. There shall not be a direct opening between the crew accommodation (other than recreation deck spaces) and spaces used as:

(*a*) a bunker;

(*b*) cargo or machinery spaces;

(*c*) lamp rooms or paint rooms;

(*d*) store rooms not forming part of the crew accommodation;

(*e*) chain lockers; or

(*f*) cofferdams.

3.2. Except in the case of *en suite* sanitary accommodation, there shall not be a direct opening between the crew accommodation (other than recreation deck spaces or passageways) and any sanitary accommodation, laundry or drying room (whether or not that sanitary accommodation, laundry or drying room forms part of the crew accommodation).

3.3. Paragraph 3.2 does not prohibit a direct opening between spaces forming part of the sanitary accommodation or between spaces appropriated for use as laundries or drying rooms.

3.4. There shall not be a direct opening between a sleeping room and a galley.

4. Pipes

4.1. Except where no other arrangement is reasonably practicable, steam supply and exhaust pipes to machinery shall not pass through the crew accommodation.

4.2. Where such pipes pass through the crew accommodation, they pass through open deck alleyways only, shall be properly encased, and in the case of supply pipes, they shall be:

(*a*) constructed of solid drawn steel or equivalent material;

(*b*) of a scantling sufficient to withstand the maximum pressure from the ship's boiler system;

(*c*) connected by faced flanges properly jointed; and

(*d*) fitted with adequate drainage arrangements.

4.3. Steam pipes and hot water pipes leading to radiators in or serving the crew accommodation shall be properly protected or encased.

4.4. Hawse pipes shall not be situated in the crew accommodation.

4.5. Chain pipes and ventilators to cargo spaces shall, where they pass through the crew accommodation, be watertight and gastight.

4.6. Hot water pipes shall be insulated where necessary for the conservation of heat or to ensure the safety of the crew.

5. Batteries

5.1. Batteries shall not be located in the crew accommodation, and precautions shall be taken to ensure that fumes from batteries do not discharge into any part of

the crew accommodation.

6. Floors

6.1. Decks that form the floors in the crew accommodation shall be properly constructed and shall be covered with a material that:

(*a*) is impervious to water;

(*b*) is capable of being easily kept clean; and

(*c*) provides a good foothold.

6.2. Where a composition or other like material is used to cover a metal deck, the material shall be properly laid and the joins where the floor meets the walls shall be rounded in such a way as to avoid crevices.

6.3. Floors of wash places, bathrooms, shower recesses, laundries and other compartments where water is used shall be:

(*a*) covered with rubber-based of other impervious material; and

(*b*) fitted with a coving around the perimeter of the compartment.

6.4. The floor of a galley shall be covered with a rubber-based or other impervious material.

6.5. The floor of a galley shall be provided with efficient scuppers.

7. Drainage

7.1. Efficient drainage shall be provided for the crew accommodation.

7.2. There shall be no drainage from any source into wash places or sanitary accommodation forming part of the crew accommodation, which shall be drained separately and independently of other spaces.

8. Surface finishes

8.1. The interior sides and ceilings of the crew accommodation shall be covered with enamel, paint or other suitable material, of good quality and white or light in colour.

8.2. Paint, varnishes and other surface materials containing nitro-cellulose shall not be used.

8.3. All paint, varnish or other finishes in the crew accommodation shall be capable of being easily kept clean and shall be maintained in good condition.

9. Ventilation system

9.1. Every enclosed space in the crew accommodation, except a cold store room, shall be provided with a ventilation system capable of maintaining the air in that space in a sufficiently pure condition for the health and comfort of the crew in all conditions of weather and climate which the ship is likely to encounter during the voyages on which she is intended to be engaged, and capable of being controlled as necessary for that purpose.

9.2. Without prejudice to the generality of paragraph 9.1, in all ships except those of under 500 gross tonnage, every enclosed space in the crew accommodation except a cold store room, shall, if it is not ventilated by an air conditioning system, be provided with a mechanical ventilation system capable of ensuring rates of air changes sufficient for the type of accommodation for which it is provided.

9.3. Ships regularly engaged on voyages in the tropics and the Persian Gulf shall be provided with an air conditioning system.

9.4. Wherever an air conditioning system is provided, it shall be designed:

(*a*) to maintain the air at a satisfactory temperature and relative humidity as compared with outside air conditions, and to ensure a sufficiency of air changes in all air-conditioned spaces; and

(*b*) to take account of the particular characteristics of operations at sea and not produce objectionable noises and vibrations.

9.5. In ships provided with an air conditioning system, sanitary accommodation, laundries, drying rooms, changing rooms and pantries shall be provided with mechanical exhaust ventilation capable of ensuring rates of air changes sufficient for the type of accommodation for which it is provided.

9.6. A supply of power adequate to operate a mechanical ventilation system or, if it is provided, an air conditioning system shall be provided. Any such system fitted shall be in operation at all times when any members of the crew are on board and the circumstances are such that ventilation by means of such system is required.

9.7. In every ship, every enclosed space in the crew accommodation which is not ventilated either by an air conditioning system or by a mechanical ventilation system shall be provided with a natural system of inlet and exhaust ventilation suitable to its purpose.

10. Heating system

10.1. Except in the case of ships engaged exclusively in the tropics and the Persian Gulf, the crew accommodation of all the ships shall be provided with a heating system which shall:

(*a*) be permanently installed; and

(*b*) whose capacity shall be sufficient to maintain a room temperature of at least 20°C in all circumstances.

10.2. The heating system may be operated by steam, hot water or electricity or may be a system supplying warm air.

10.3. The heating system shall be so constructed, installed and, if necessary, shielded as to avoid the risk of fire and not to constitute a source of danger or discomfort to the crew.

10.4. The heating system shall be in operation at all times when any members of the crew are living or working on board the ship and conditions require its use.

11. Lighting system

11.1. Crew accommodation shall be properly lit.

11.2. Sleeping rooms, living rooms, mess rooms and hospitals shall be lit by natural light. The supply of natural light shall be sufficient to read ordinary newsprint in clear weather anywhere in the room where persons may normally be. In passenger ships, special arrangements may, however, be permitted.

11.3. An efficient system of electric lighting shall be provided capable of supplying adequate lighting to all parts of the crew accommodation.

11.4. Electric lights shall be so arranged as to give the maximum benefit to the crew.

11.5. The head of each berth shall be fitted with an electric light that is capable of supplying sufficient light to enable a person of normal vision to read in the berth.

11.6. If two sources of electricity are not installed independent of each other,

reserve lighting shall be provided for use in case of emergency. Such emergency lighting may, for example, consist of permanently installed electric battery lamps that are recharged when the main current is on a similar system.

11.7. The following guidelines are laid down as to the luminous power that shall be considered suitable for artificial lighting:

(*a*)	sleeping rooms and day rooms:	
	(i) general lighting	50 lux
	(ii) lighting at tables where reading and writing take place	150 lux
(*b*)	mess rooms	
	(i) general lighting	50 lux
	(ii) lighting on dining tables	150 lux
(*c*)	sanitary accommodation	
	(i) general lighting	50 lux
	(ii) at mirrors	200 lux
(*d*)	corridors and staircases	
	general lighting	50 lux
(*e*)	hospital accommodation	
	(i) general lighting	50 lux
	(ii) at any wash basin	100 lux

11.8. The general lighting is measured at a horizontal plane of 850 millimetres above floor level.

12. Sleeping rooms

12.1. Unless the circumstances are such that no members of the crew are required to sleep on board, sleeping rooms shall be provided for the crew.

12.2. Whenever reasonable and practicable, having regard to the size of the ship and the activity on which it is to be engaged, there shall be a sufficient number of sleeping rooms to provide a separate room or rooms for each department.

12.3. A separate sleeping room shall be provided for the master and each officer and, whenever reasonable and practicable, having regard to the size of the ship, the activity on which it is to be engaged and its layout, for each person over the age of 18 years.

12.4. In ships other than passenger ships, the number of persons accommodated in the same sleeping room shall not exceed two persons, and in the case of passenger ships shall not exceed four persons.

12.5. When more than one person is accommodated in the same sleeping room, as far as practicable, they shall be members of the same watch.

12.6. In ships other than passenger ships the minimum floor area that shall be provided for each person in a sleeping room accommodating one person is:

(*a*) in the case of a ship of less than 800 gross tonnage, 1.85 square metres;

(*b*) in the case of a ship of 800 gross tonnage or more but less than 1000 gross tonnage, 2.35 square metres;

(*c*) in the case of a ship of 1000 gross tonnage or more but less than 3000 gross tonnage, 3.75 square metres;

(*d*) in the case of a ship of 3000 gross tonnage or more but less than 10000 gross tonnage, 4.25 square metres; and

(*e*) in the case of a ship of 10000 gross tonnage or more, 4.75 square metres.

12.7. In ships other than passenger ships the minimum floor area that shall be provided for each person in a sleeping room accommodating two persons is:

(*a*) in the case of a ship of less than 3000 gross tonnage, 2.75 square metres;

(*b*) in the case of a ship of 3000 gross tonnage or more but less than 10000 gross tonnage, 3.25 square metres; and

(*c*) in the case of a ship of 10000 gross tonnage or more, 3.75 square metres.

12.8. In passenger ships the minimum floor area that shall be provided for each person in a sleeping room accommodating one person is:

(*a*) in the case of a ship of less than 800 gross tonnage, 1.85 square metres;

(*b*) in the case of a ship of 800 gross tonnage or more but less than 3000 gross tonnage, 2.35 square metres; and

(*c*) in the case of a ship of 3000 gross tonnage or more, 3.75 square metres.

12.9. In passenger ships the minimum floor area that shall be provided for each person in a sleeping room accommodating two, three or four persons is:

(*a*) in the case of a ship of less than 3000 gross tonnage, 2.35 square metres;

(*b*) in the case of a ship of 3000 gross tonnage or more, 3.00 square metres.

12.10. Where a separate sitting room or day room is not appropriated for the exclusive use of an officer, the minimum floor area of the sleeping room of that officer shall be 6.50 square metres in the case of a ship of less than 3000 gross tonnage and 7.50 square metres in the case of a ship of 3000 gross tonnage or more.

12.11. In the case of ships in which are employed such groups of ratings as necessitate the employment of a substantially larger member of ratings than would otherwise be employed, the Registrar-General may, in respect of such groups, reduce the minimum floor area of sleeping rooms per person, provided that:

(*a*) the total sleeping space allotted to the group or groups is not less than would have been allotted had the numbers not been so increased; and

(*b*) the minimum floor area of sleeping rooms is not less than:

(i) 1.67 square metres per person in the case of a ship of less than 3000 gross tonnage;

(ii) 1.85 square metres per person in the case of a ship of 3000 gross tonnage or more.

12.12. In paragraphs 12.6 to 12.11 (both included), the measurement of floor area is to:

(*a*) include floor space occupied by berths, lockers, seats and chests of drawers; and

(*b*) exclude small or irregularly shaped floor spaces that cannot be used for installing furniture and that do not contribute to the space available for free movement.

12.13. Where practicable, in the case of a ship of 3000 gross tonnage or more, a

sitting room or a day room adjoining their sleeping room shall be provided for the Chief Mate and the Chief Engineer.

12.14. Sleeping rooms shall be so planned as to ensure reasonable comfort for the occupants and to facilitate tidiness.

12.15. The maximum number of persons that may be accommodated in a sleeping room shall be indelibly and legibly marked in that room.

13. Sleeping berths

13.1. Each sleeping room shall be fitted with a separate berth for each person to be accommodated in the room.

13.2. The framework of each berth shall be constructed of metal or other material that is hard and smooth and unlikely to become corroded or harbour vermin.

13.3. If a berth is constructed with tubular frames, the frames shall be completely sealed and without perforations.

13.4. Where a sleeping room has more than one berth:

(*a*) no two berths may be placed so that access to one can only be obtained over the other;

(*b*) berths shall not be arranged in tiers of more than two;

(*c*) a berth adjacent to a ship's side and with a sidelight situated above the berth shall be in a single tier; and

(*d*) an upper berth is to be placed approximately midway between the bottom of the lower berth and the lower side of the deckhead beams.

13.5. The bottom of a berth shall not be less than 300 millimetres from the floor of the room.

13.6. A berth shall be at least 198 centimetres long and at least 80 centimetres wide, the measurements being taken inside the lee-boards or lee-rails, if any, and at right angles to each other.

13.7. Each berth shall be fitted with:

(*a*) a spring bottom or other bottom suitable for use with a mattress; and

(*b*) a mattress made of material that will resist damp and is unlikely to harbour vermin.

13.8. Where berths are arranged in a double tier, a bottom of dust-proof material shall be fitted to the underside of the upper berth.

13.9. Lee-boards fitted to berths shall be constructed of hardwood or other suitable material and shall be so made as to be unlikely to harbour vermin.

13.10. Curtains shall be fitted to berths if there is more than one berth in the room.

14. Furniture and fittings

14.1. Each sleeping room shall be provided with the following minimum furniture and fittings:

(*a*) a clothes locker or wardrobe which shall be at least 1.52 metres high with a cross section area of at least 12.30 square decimetres and fitted with a shelf and a loop for a padlock;

(*b*) a drawer or equivalent space of at least 0.056 cubic metres for each occupant of the room;

(*c*) a table or desk, which may be of the fixed, drop-leaf or slide-out type,

and with comfortable seating accommodation as necessary;

(*d*) a mirror and a cabinet for toilet requisites;

(*e*) a book rack;

(*f*) one coat hook in addition to any coat hooks which may be fitted in a locker or wardrobe;

(*g*) a curtain or blind fitted to each sidescuttle; and

(*h*) in ships of 5000 gross tonnage or more, other than passenger ships, a wash basin, unless a wash basin is fitted in private facilities provided for the occupant/s of that sleeping room.

14.2. All furniture shall be of smooth, hard material not liable to warp or corrode and shall be so made as to be unlikely to harbour vermin.

15. Mess rooms

15.1. Unless the circumstances are such that no members of the crew are required to mess on board, mess rooms shall be provided for the crew.

15.2. Mess rooms shall be separate from sleeping rooms and as close as practicable to the galley:

Provided that in ships of less than 300 gross tonnage, the galley may be used as a mess room:

Provided further that in ships of less than 300 gross tonnage, if not combined with a galley, mess rooms may be combined with sleeping accommodation if it is impracticable to provide a separate mess room.

15.3. Unless otherwise provided in the agreement with the crew, in ships of 500 gross tonnage or more, mess rooms provided for the master and officers shall be separate from those provided for ratings.

15.4. Unless otherwise provided in the agreement with the crew, in ships of 5000 gross tonnage or more, whenever it is reasonable and practicable, consideration shall be given to provide a separate mess room for the catering and serving staff if their number exceeds five persons.

15.5. The floor area of every mess room shall be not less than 1 square metre per person for as many persons as are likely to use the room at any one time.

15.6. Mess rooms shall be equipped with tables and approved seats, fixed or movable, sufficient for the number of persons likely to use them at any one time.

15.7. The Registrar-General may permit such exceptions to the provisions of paragraphs 15.3 to 15.6 (both included) as may be necessary to meet the special conditions in passenger ships.

15.8. Where available pantries are not accessible to mess rooms, adequate lockers for mess utensils and proper facilities for washing utensils shall be provided.

15.9. The surfaces of tables and seats shall be easy to clean and resistant to cracks and damp.

15.10. In ships of 500 gross tonnage or more, there shall at all times be:

(*a*) access to appropriately placed cooling equipment with a capacity corresponding to the number of persons using the mess rooms;

(*b*) facilities for getting hot beverages; and

(*c*) facilities for getting cold drinking water.

16. Recreation rooms

16.1. In ships of 300 gross tonnage or more, one or more places shall be provided on an open deck to which the crew have access when off duty. Such space/s shall be of a suitable size taking into consideration the size and arrangement of the crew and the ship.

16.2. In ships of 300 gross tonnage or more, recreation rooms, conveniently situated and appropriately furnished shall be provided for officers and ratings. The furniture in such rooms shall include a bookcase as well as furniture providing the opportunity to read, write and play games. Where such rooms are not provided separately from the mess rooms, the latter shall be planned, sized, furnished and equipped to give recreational facilities.

16.3. In ships of 8000 gross tonnage or more, a smoking room or reading room in which films or television may be shown and a hobby and games room shall be provided. Whenever reasonable and practicable, consideration shall be given to provide a swimming pool.

16.4. In ships of 1000 gross tonnage or more, when planning the mess rooms and recreation rooms, whenever reasonable and practicable, consideration shall be given to provide a canteen.

17. Sanitary and laundry arrangement

17.1. Sufficient sanitary accommodation, including washbasins and tub and/or shower baths, shall be provided in all ships.

17.2. Separate sanitary accommodation shall be provided for males and females.

17.3. In ships of 300 gross tonnage or more, there shall be, for every six persons or fewer in each of the groups of officers and other crew who do not have their own private facilities attached to their sleeping rooms, a minimum of one water closet and one bath and/or shower.

17.4. Without prejudice to the requirements of paragraph 17.3, the following minimum number of separate water closets, including the separate water closets required by paragraph 17.10, shall be provided:

(*a*) in ships of less than 800 gross tonnage: three;

(*b*) in ships of 800 gross tonnage or more but less than 3000 gross tonnage: four;

(*c*) in ships of 3000 gross tonnage or more: six; and

(*d*) in ships where the radio officers or operators are accommodated in an isolated position, sanitary facilities near or adjacent thereto shall be provided.

17.5. In ships of 5000 gross tonnage or more but under 15000 gross tonnage, at least five officers' sleeping rooms shall be provided with adjoining private bathroom facilities fitted with a water closet, bath and/or shower and a wash basin. The wash basin may be situated in the sleeping room.

17.6. Without prejudice to the requirements of paragraph 17.5, in ships of 10000 gross tonnage or more but less than 15000 gross tonnage, every officer's sleeping room which is not provided with adjoining private bathroom shall have an intercommunicating bathroom similarly fitted.

17.7. In ships of 15000 gross tonnage or more, every officer's sleeping room shall be provided with an adjoining private bathroom facilities fitted with a water closet, bath and/or shower and a wash basin. The wash basin may be situated in the sleeping

room.

17.8. In ships of 25000 gross tonnage or more, other than passenger ships, at least one bathroom shall be provided to every two members of other crew. The bathroom shall be located either in an intercommunicating compartment between adjoining sleeping rooms or opposite the entrance of such rooms and shall be fitted with a water closet, bath and/or shower and a wash basin.

17.9. When the total number of the crew exceeds 100 and in passenger ships normally engaged on voyages of not more than four hours duration, the Registrar-General may authorise special arrangements or a reduction in the number of facilities required.

17.10. In ships of 1600 gross tonnage or more, there shall be provided:

(*a*) a separate compartment containing a water closet and a wash basin easily accessible from the navigation bridge for the use of those working in that area;

(*b*) a water closet and a wash basin easily accessible from the machinery space if not fitted near the engine room control centre; and

(*c*) except in ships in which private sleeping rooms and private or semi-private bathroom facilities are provided for the use of all engine room personnel, a wash place fitted with individual clothes lockers as well as with showers and wash basins sufficient in number having regard to the number of such personnel, not provided with private sleeping rooms and private or semi-private bathroom facilities and situated in a place outside but conveniently close to the machinery space.

17.11. An adequate supply of cold and hot fresh water shall be laid on to each wash basin, bath and shower.

17.12. Washbasins and baths/showers shall be of adequate size, constructed of approved material with a smooth surface not liable to crack, flake or corrode and fitted with an efficient and hygienic discharge system.

17.13. All water closets shall have ventilation to the open air, independently of any other part of the accommodation.

17.14. All water closets shall be of an approved pattern and provided with:

(*a*) an adequate flush of water, which must be always available through self-closing non-concussive supply valves;

(*b*) a connection to a vacuum discharge pipe system or a soil pipe of not less than 100 millimetres in diameter so constructed as to facilitate cleaning and minimise the risk of obstruction; and

(*c*) a device for holding toilet paper.

17.15. Water closets shall 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 water closets to which there is no other access:

Provided that this requirement shall not apply where a water closet is located in a compartment between two sleeping rooms having a total of not more than four persons.

17.16. Where there are more than one water closet in a compartment, they shall be sufficiently screened to ensure privacy.

17.17. All soil pipes and waste pipes shall be of adequate dimensions and shall be

fitted in a manner that will facilitate cleaning and minimise the risk of obstruction.

17.18. In all ships facilities for washing, drying and ironing clothes shall be provided on a scale appropriate to the size of the crew and the normal duration of the voyage. The facilities to be provided shall include:

(*a*) suitable sinks and washing machines, which may be installed in wash rooms if provision of a separate laundry facility is not reasonably practicable, with an adequate supply of cold and hot fresh water or means of heating water;

(*b*) drying machines or adequately heated and ventilated drying rooms; and

(*c*) electric irons and ironing boards or their equivalent.

17.19. The facilities for drying clothes shall be provided in a compartment separate from sleeping rooms and mess rooms, adequately ventilated and heated and equipped with lines or other fittings for hanging clothes.

18. Oilskin lockers

18.1. Adequately ventilated lockers or compartments for use solely for hanging oilskins and other working clothes shall be provided in a place outside but conveniently near to the sleeping rooms.

19. Offices

19.1. In ships of 3000 gross tonnage or more, two separate appropriately furnished rooms shall be provided for use as offices for the crew in the deck and engine departments respectively.

20. Galleys

20.1. Except in ships in which no member of the crew will be required to mess on board, a galley for the preparation of food for the crew shall be provided.

20.2. The galley shall be situated as near as practicable to the mess rooms provided for the crew.

20.3. The galley shall be provided with all equipment necessary to enable food in sufficient quantity to be properly and readily prepared for all persons whom the galley is intended to serve and served hot to them in the mess room in all weathers.

20.4. All fixed equipment shall be so arranged that it, and all spaces round and behind it, can easily be kept clean.

20.5. The galley shall be provided with facilities for washing up. Hot, fresh water and cold drinking water shall be laid on to any sink or other washing up facility in a galley.

20.6. No salt water tap shall be fitted in the galley nor in any place at which food may be prepared.

20.7. A supply of water connected to a tap or other suitable connection shall be provided in each galley to facilitate washing down the floor.

20.8. All furniture and fittings in the galley shall be made of a material which is impervious to dirt and moisture and all metal parts of furniture and fittings shall be rustproof. The bottoms of all fitted furniture shall be either flush with the deck or fitted high enough to enable the deck space beneath to be easily kept clean.

20.9. The ventilation in the galley shall be so arranged as to ensure an adequate supply of fresh air and the efficient discharge of fumes into the open air.

21. Dry provision store rooms

21.1. Dry provision store rooms used exclusively for the storage of dry provisions for the crew shall be provided and shall have sufficient capacity having regard to:

(*a*) the maximum period likely to elapse between successive replenishments of stores, and

(*b*) the maximum number of the crew to be carried.

21.2. Dry provision store rooms shall be so situated, constructed and ventilated as to avoid deterioration of the stores through heat draught, condensation or infestation by insects or vermin.

21.3. A dry provision store shall not be:

(*a*) situated close to a space in which heat is generated, unless it is adequately insulated against heat; or

(*b*) used for the storage of bedding or textiles.

22. Cold storage rooms and refrigerating equipment

22.1. Refrigerating equipment and cold storage rooms shall be provided and be adequate for the storage of perishable provisions for the crew having regard to the period likely to elapse between successive replenishment of stores. In ships of less than 500 gross tonnage, there shall be provided either cold storage rooms or adequate alternative cold storage facilities.

FOURTH SCHEDULE

Amended by: L.N. 390 of 2016; L.N. 26 of 2025.

(Rules 90, 92 and 96)

REQUIREMENTS FOR NEW SHIPS

1. General requirements for accommodation:

1.1. (*a*) There shall be adequate headroom in all seafarer accommodation; the minimum permitted headroom in all seafarer accommodation where full and free movement is necessary shall be not less than 203 centimeters; the competent authority may permit some limited reduction in headroom in any space, or part of any space, in such accommodation where it is satisfied that such reduction:

(i) is reasonable; and

(ii) will not result in discomfort to the seafarers;

(*b*) the accommodation shall be adequately insulated;

(*c*) in ships other than passenger ships, as defined in the International Convention for the Safety of Life at Sea, 1974, in its up to date version, (SOLAS Convention), 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;

(*d*) in passenger ships, and in special ships constructed in compliance with the IMO Code of Safety for Special Purpose Ships, 1983, in its up to date version (hereinafer referred to as special purpose ships), the

competent authority may, on condition that satisfactory arrangements are made for lighting and ventilation, permit the location of sleeping rooms below the load line, but in no case shall they be located immediately beneath working alleyways;

(*e*) there shall be no direct openings into sleeping rooms from cargo and machinery spaces or from galleys, storerooms, drying rooms or communal sanitary areas; that part of a bulkhead separating such places from sleeping rooms and external bulkheads shall be efficiently constructed of steel or other approved substance and be watertight and gas-tight;

(*f*) the materials used to construct internal bulkheads, panelling and sheeting, floors and joinings shall be suitable for the purpose and conducive to ensuring a healthy environment;

(*g*) proper lighting and sufficient drainage shall be provided; and

(*h*) accommodation and recreational and catering facilities shall meet the requirements of the related provisions 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.

1.2. In the case of ships where there is need to take account, without discrimination, of the interests of seafarers having differing and distinctive religious and social practices, the competent authority may, after consultation with the shipowners' and the *bona fide* seafarers' organisations concerned, permit fairly applied variations in respect of this Schedule on condition that such variations do not result in overall facilities less favourable than those which would result from the application of this Schedule.

1.3. The Registrar-General may, after consultation with the shipowners' and the *bona fide* seafarers' organisations concerned, exempt ships of less than 200 gross tonnage where it is reasonable to do so, taking account of the size of the ship and the number of persons on board in relation to the requirements of the following provisions of this Schedule:

(*a*) paragraphs 2.2, 6.4 and 8.1; and

(*b*) paragraphs 4.6 and 4.8 to 4.12 inclusive, with respect to floor area only.

1.4. Any exemptions with respect to the requirements of this Schedule may be made only where they are expressly permitted in this Schedule 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.

2. Ventilation and Heating

2.1. Sleeping rooms and mess rooms shall be adequately ventilated;

2.2. Ships, except those regularly engaged in trade where temperate climatic conditions do not require this, shall be equipped with air conditioning for seafarer accommodation, for any separate radio room and for any centralized machinery control room;

2.3. All sanitary spaces shall have ventilation to the open air, independently of any other part of the accommodation; and

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

3. Lighting

3.1. With respect to requirements for lighting, subject to such special arrangements as may be permitted in passenger ships, sleeping rooms and mess rooms shall be lit by natural light and provided with adequate artificial light.

4. Sleeping Accommodation

4.1. In ships other than passenger ships, an individual sleeping room shall be provided for each seafarer; in the case of ships of less than 3,000 gross tonnage or special purpose ships, exemptions from this requirement may be granted by the competent authority after consultation with the shipowners' and the *bona fide* seafarers' organisations concerned.

4.2. Separate sleeping rooms shall be provided for men and for women.

4.3. Sleeping rooms shall be of adequate size and properly equipped so as to ensure reasonable comfort and to facilitate tidiness.

4.4. A separate berth for each seafarer shall in all circumstances be provided.

4.5. The minimum inside dimensions of a berth shall be at least 198 centimetres by 80 centimetres.

4.6. In single berth seafarers' sleeping rooms the floor area shall not be less than:

(*a*) 4.5 square metres in ships of less than 3,000 gross tonnage;

(*b*) 5.5 square metres in ships of 3,000 gross tonnage or over but less than 10,000 gross tonnage;

(*c*) 7 square metres in ships of 10,000 gross tonnage or over;

4.7. However, in order to provide single berth sleeping rooms on ships of less than 3,000 gross tonnage, passenger ships and special purpose ships, the competent authority may allow a reduced floor area.

4.8. In 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 7 square metres.

4.9. 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:

(*a*) 7.5 square metres in rooms accommodating two persons;

(*b*) 11.5 square metres in rooms accommodating three persons;

(*c*) 14.5 square metres in rooms accommodating four persons;

4.10. On special purpose ships sleeping rooms may accommodate more than four persons; the floor area of such sleeping rooms shall not be less than 3.6 square metres per person;

4.11. 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:

(*a*) 7.5 square metres in ships of less than 3,000 gross tonnage;

(*b*) 8.5 square metres in ships of 3,000 gross tonnage or over but less than 10,000 gross tonnage;

(*c*) 10 square metres in ships of 10,000 gross tonnage or over;

4.12. 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 shall not be less than 7.5 square metres and for senior officers not less than 8.5 square metres; junior officers are understood to be at the operational level, and senior officers at the management level;

4.13. The master, the chief engineer and the chief navigating officer shall have, in addition to their sleeping rooms, an adjoining sitting room, day room or equivalent additional space; ships of less than 3,000 gross tonnage may be exempted by the competent authority from this requirement after consultation with the shipowners' and the *bona fide* seafarers' organizations concerned;

4.14. For each occupant, the furniture shall include a clothes locker of ample space (minimum 475 litres) and a drawer or equivalent space of not less than 56 litres; if the drawer is incorporated in the clothes locker then the combined minimum volume of the clothes locker shall be 500 litres; it shall be fitted with a shelf and be able to be locked by the occupant so as to ensure privacy;

4.15. 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. Mess Rooms

5.1. Mess rooms shall be located apart from the sleeping rooms and as close as practicable to the galley; ships of less than 3,000 gross tonnage may be exempted by the competent authority from this requirement after consultation with the shipowners' and the *bona fide* seafarers' organizations concerned; and

5.2. 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; provision shall be made for separate or common mess room facilities as appropriate.

6. Sanitary Facilities:

6.1. 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;

6.2. There shall be sanitary facilities within easy access of the navigating bridge and the machinery space or near the engine room control centre; ships of less than 3,000 gross tonnage may be exempted by the competent authority from this requirement after consultation with the shipowners' and the *bona fide* seafarers' organizations concerned;

6.3. In all ships a minimum of one toilet, one wash basin and one tub or shower or both for every six persons or less who do not have personal facilities shall be provided at a convenient location;

6.4. 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;

6.5. In passenger ships normally engaged on voyages of not more than four hours' duration, consideration may be given by the competent authority to special arrangements or to a reduction in the number of facilities required; and

6.6. Hot and cold running fresh water shall be available in all wash places.

7. Hospital Accommodation

7.1. The hospital accommodation shall, in all weathers, be easy of access, provide comfortable housing for the occupants and be conducive to their receiving prompt and proper attention.

7.2. 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.

7.3. 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.

7.4. Sanitary accommodation 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 should comprise a minimum of one toilet, one washbasin and one tub or shower.

7.5. Every permanent hospital shall be provided with adequate number of berths.

8. Laundry Facilities

8.1. Appropriately situated and furnished laundry facilities shall be available.

9. Recreational Facilities

9.1. 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 the number of seafarers on board.

10. Other Facilities

10.1. 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 competent authority from this requirement after consultation with the shipowners' and the *bona fide* seafarers' organizations concerned.

10.2. Ships regularly trading to mosquito-infested ports shall be fitted with appropriate devices as required by the competent authority.

10.3. Appropriate seafarers' recreational facilities, amenities and services, including social connectivity, as adapted to meet the special needs of seafarers who are required to live and work on ships, shall be provided on board for the benefit of all seafarers, taking into account the related provisions on health and safety protection and accident prevention.

Appendix I

DESIGN AND CONSTRUCTION

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 accommodation or passageways. Measures 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 accommodation should be of approved material and construction and should provide a non-slip surface impervious to damp and easily kept clean.

6. Where the floorings are made of composite materials, the joints with the sides should be profiled to avoid crevices.

Appendix II

VENTILATION

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:

(*a*) 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

(*b*) 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 of this Schedule 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.

Appendix III

HEATING

1. The system of heating the seafarer accommodation 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 equivalent. 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 trade in which the ship is engaged.

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.

Appendix IV

LIGHTING

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.

Appendix V

SLEEPING ROOMS

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 it reasonable and practicable, sleeping rooms should be planned and equipped with a private bathroom, including a toilet, so as to provide reasonable comfort for the occupants, facilitate tidiness and promote hygiene.

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. Space occupied by berths and lockers, chests of drawers and seats should be included in the measurement of the floor area. 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.

6. 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.

7. The lower berth in a double tier should be not less than 30 centimetres 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.

8. 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.

9. If tubular frames are used for the construction of berths, they should be completely sealed and without perforations which would give access to vermin.

10. 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 harbour vermin should not be used.

11. 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.

12. The furniture should be of smooth, hard material not liable to warp or corrode.

13. Sleeping rooms should be fitted with curtains or equivalent for the sidelights.

14. Sleeping rooms should be fitted with a mirror, small cabinets for toilet requisites, a book rack and a sufficient number of coat hooks.

Appendix VI

MESS ROOMS

1. Where separate mess room facilities are to be provided to seafarers, then separate mess rooms should be provided for:

(*a*) master and officers; and

(*b*) petty officers and other seafarers.

2. On ships other than passenger ships, the floor area of mess rooms for seafarers should be not less than 1.5 square metres per person of the planned seating capacity.

3. 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.

4. There should be available at all times when seafarers are on board:

(*a*) refrigerator, which should be conveniently situated and of sufficient capacity for the number of persons using the mess room or mess rooms;

(*b*) facilities for hot beverages; and

(*c*) cool water facilities.

5. Where available pantries are not accessible to mess rooms, adequate lockers for mess utensils and proper facilities for washing utensils should be provided.

6. The tops of tables and seats should be of damp-resistant material.

Appendix VII

SANITARY ACCOMODATION

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 or with some other suitable flushing means, such as air, which are available at all times and independently controllable.

3. Sanitary accommodation intended for the use of more than one person should comply with the following:

(*a*) floors should be of approved durable material, impervious to damp, and should be properly drained;

(*b*) bulkheads should be of steel or other approved material and should be watertight up to at least 23 centimetres above the level of the deck;

(*c*) the accommodation should be sufficiently lit, heated and ventilated;

(*d*) 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 seafarers; and

(*e*) where there is more than one toilet in a compartment, they should be sufficiently screened to ensure privacy.

4. The laundry facilities provided for seafarers' use should include:

(*a*) washing machines;

(*b*) drying machines or adequately heated and ventilated drying rooms; and

(*c*) irons and ironing boards or their equivalent.

Appendix VIII

OTHER FACILITIES

Where separate facilities for engine department personnel to change their clothes are provided, they should be:

(*a*) located outside the machinery space but with easy access to it; and

(*b*) fitted with individual clothes lockers as well as with tubs or showers or both and washbasins having hot and cold running fresh water.

Appendix IX

BEDDING, MESS UTENSILS AND MISCELLENIOUS PROVISIONS

The following principles should be applied:

(*a*) clean bedding and mess utensils 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 their return at times specified by the master and on completion of service in the ship;

(*b*) bedding should be of good quality, and plates, cups and other mess utensils should be of approved material which can be easily cleaned; and

(*c*) towels, soap and toilet paper for all seafarers should be provided by the shipowner.

Appendix X

RECREATIONAL FACILITIES, MAIL AND SHIP VISIT ARRANGEMENTS

1. Recreational facilities and services should be reviewed frequently to ensure that they are appropriate in the 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. Where practicable, consideration may be given to including the following facilities at no cost to the seafarer:

(*a*) a smoking room;

(*b*) television viewing and the reception of radio broadcasts;

(*c*) showing of films, the stock of which should be adequate for the duration of the voyage and, where necessary, changed at reasonable intervals;

(*d*) sports equipment including exercise equipment, table games and deck games;

(*e*) where possible, facilities for swimming;

(*f*) 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;

(*g*) facilities for recreational handicrafts;

(*h*) electronic equipment such as a radio, television, video recorders, DVD/CD player, personal computer and software and cassette recorder/player;

(*i*) where appropriate, the provision of bars on board for seafarers unless these are contrary to national, religious or social customs; and

(*j*) reasonable access to ship-to-shore telephone communications, where available, with any charges for the use of these services being reasonable in amount.

4. Every effort shall be given to ensuring that the forwarding of seafarers' mail is as reliable and expeditious as possible.

5. Shipowners shall, so far as is reasonably practicable, provide seafarers onboard their ships with internet access, with charges, if any, being reasonable in amount.

Appendix XI

PREVENTION OF NOISE AND VIBRATION

1. Accommodation and 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 and apparatus.

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.

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.

4. No accommodation or recreational or catering facilities should be exposed to excessive vibration.

Substituted by: L.N. 465 of 2020.

FIFTH SCHEDULE

(Rules 97, 98, 99, 100, 101 and 103)

Part I -MEDICINES

	Categories of vessels		
	A	B	C
1. **Cardiovascular**			
(a) Cardio-circulatory sympathomimetics	x	x	
(b) Anti-anginapreparations	x	x	x
(c) Diuretics	x	x	
(d) Anti-haemorrhagics including uterotonics if there are women on board	x	x	
(e) Anti-hypertensive	x	x	
2. **Gastro-intestinal system**			
(a) Medicines for gastric and duodenal disorders			
— Medicine for treatment of stomach ulcer and gastritis	x	x	
— Anti-acid mucous dressings	x	x	
(b) Anti-emetics	x	x	
(c) Laxatives	x		
(d) Anti-diarrhoeals	x	x	x
(e) Haemorrhoid preparations	x	x	
3. **Analgesics and anti-spasmodics**			
(a) Analgesics, anti-pyretics and anti-inflammatory preparations	x	x	x
(b) Powerful analgesics	x	x	
(c) Spasmolytics	x	x	
4. **Nervous system**			
(a) Anxiolytics	x	x	
(b) Neuroleptics	x	x	
(c) Seasickness remedies	x	x	x
(d) Anti-epileptics	x	x	
5. **Anti-allergics and anti-anaphylactics**			
(a) Anti-histaminics	x	x	
(b) Glucocorticoids	x	x	

	Categories of vessels		
	A	B	C
6. **Respiratory system**			
(a) Bronchiospasm preparations	x	x	
(b) Anti-tussives	x	x	
(c) Medicines used for colds and sinusitis	x	x	
7. **Anti-infection**			
(a) Antibiotics (at least two classes)	x	x	
(b) Anti-parasitics	x	x	
(c) Anti-tetanus vaccines and immunoglobulins	x	x	
(d) Anti-malaria medicines, carriage shall be dependent upon operational area	x	x	
8. **Compounds promoting rehydration, caloric intake and plasma expansion**	x	x	
9. **Medicines for external use**			
(a) *Skin medicines*			
— Antiseptic solutions	x	x	x
— Antibiotic ointments	x	x	
— Anti-inflammatory and analgesic ointments	x	x	
— Anti-mycotic skin creams	x		
— Burn preparations	x	x	x
(b) *Eye medicines*			
— Antibiotic and anti-inflammatory	x	x	
— Anaesthetic drops	x	x	
— Saline solution for eyewash	x	x	x
— Hypotonic myotic drops	x	x	

(c) *Ear medicines*			
— Anaesthetic and anti-inflammatory solutions	x	x	
(d) *Medicines for oral and throat infections*			
— Antiseptic mouthwashes	x	x	
(e) *Local anaesthetics*			
— Local anaesthetics using freezing	x		
— Local anaesthetics given by subcutaneous injection	x	x	

Part II - MEDICAL EQUIPMENT

	Categories of vessels		
	A	B	C
1. **Resuscitation equipment**			
— Ambu bag (or equivalent); supplied with large, medium and small masks	x	x	
— Appliance for the administration of oxygen with pressure-reducing valve such that ship's industrial oxygen can be used, or oxygen container (1)	x	x	
— Mechanical aspirator to clear upper respiratory passages	x	x	
2. **Dressingandsuturing equipment**			
— Tourniquets	x	x	x
— Disposable suture stapler or suture kit with needles	x	x	
— Adhesive elastic bandage	x	x	x
— Gauze strips	x	x	
— Tubular gauze for finger bandages	x		
— Sterilegauzecompresses	x	x	x
— Sterile sheet for burns victims	x	x	
— Triangularsling	x	x	
— Disposable gloves	x	x	x
— Adhesive dressings	x	x	x
— Sterile compression bandages	x	x	x
— Adhesive sutures or zinc oxide bandages	x	x	x
— Non-absorbable sutures with needles	x		
— Vaseline gauze	x	x	
3. **Instruments**			
— Disposable scalpels	x		
— Instrument box made of suitable material	x	x	
— Scissors	x	x	

— Dissecting forceps	x	x	
— Haemostatic clamps	x	x	
— Needleforceps	x		
— Disposable razors	x		
4. **Examination andmonitoring equipment**			
— Disposable tongue depressors	x	x	
— Reactive strips for urine analysis	x		
— Temperature charts	x		
— Medicalevacuationsheets	x	x	
— Stethoscope	x	x	
— Sphygmomanometer	x	x	

	Categories of vessels		
	A	B	C
— Medical thermometer	x	x	
— Hypothermic thermometer	x	x	
— Quick malaria test, carriage shall be dependent upon operational area	x	x	
5. **Equipment for injection, perfusion, puncture and catheterisation**			
— Bladder drainage equipment (suitable for men and women)	x		
— Intravenous infusion set	x	x	
— Disposable syringes and needles	x	x	
6. **General medical equipment**			
— Personal protective medical and nursing equipment	x	x	
— Bedpan	x		
— Hot-water bottle	x		
— Urine bottle	x		
— Ice bag	x		
7. **Immobilisation and setting equipment**			
— Set of splints of different sizes for the extremities	x	x	
— Collar for neck immobilisation	x	x	
8. **Disinfection, disinsectisation and prophylaxis**			

— Water-disinfection compound	x		
— Liquid insecticide	x		
— Powder insecticide	x		

Part III - ANTIDOTES

1. **Medicines**

- General
- Cardio-vascular
- Gastro-intestinal system
- Nervous system
- Respiratory system
- Anti-infective
- For external use

2. **Medical equipment**

- Necessary for the administration of oxygen (including maintenance requisites)

Note:

For the detailed implementation of Part III of this Schedule, reference may be made to the IMO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) contained in the IMO International Maritime Dangerous Goods Code, in its up to date version.

SIXTH SCHEDULE

(Rule 97)

Dangerous Substances

The substances listed in this Schedule are to be taken into account in whatever form they are carried on board, including the form of waste or cargo residues.

- Explosive substances and objects;
- Gases: compressed, liquified or dissolved under pressure;
- Inflammable liquids;
- Inflammable solids;
- Substances liable to spontaneous combustion;
- Substances which, on contact with water, give off inflammable gases;
- Combustible substances;
- Organic peroxides;
- Toxic substances;
- Infectious substances;
- Radioactive substances;

- Corrosive substances;
- Various dangerous substances, i.e. any other substances which experience has shown, or may show to be dangerous.

Note:

For the detailed implementation of this Schedule reference may be made to the IMO International Maritime Dangerous Goods Code, in its up to date version.

SEVENTH SCHEDULE

(Rules 97 and 105)

Publications

Category A

Ship Captain's Medical Guide (latest edition)

Category B

Ship Captain's Medical Guide (latest edition)

Category C

St John's Ambulance or Red Cross First Aid Manual (latest edition)

EIGHTH SCHEDULE

(Rules 97 and 99)

Medical Training of the Master and Ship Officers

1. Basic understanding of physiology, symptomatology and therapeutics.

2. Elements of preventive medicine, notably individual and collective hygiene, and elements of possible prophylactic measures.

3. Ability to perform basic types of treatment and supervise emergency disembarkation at sea.

Persons responsible for treatment aboard category A ships should if possible receive their practical training in hospitals.

4. Detailed knowledge of how to use the various remote medical consultation facilities.

This training should take account of the programmes of instruction detailed in relevant recent international documents.

NINTH SCHEDULE

(Rule 107)

SEAFARER'S WEEKLY RATION

Food	Standard Ration per man Per week	Substitutes	Remarks
BREAD	3.175kg		
DAIRY PRODUCTS:			
Milk: Fresh or evaporated or dried skim	3.98L or 1.989L evaporated or 397g dried skim	113g cheese can replace 283g (284ml) milk	Only half the ration of milk should be replaced by cheese at any one time
Cheese	113g		
Eggs, fresh	5	14g dehydrated egg can replace one fresh egg	
FRUITS:			
Oranges or grapefruits juice	567g	Vitaminized apple juice blended orange and grapefruit juice 1 orange or ½ grapefruit (fresh) can replace 113g fruit juice	113g allowed per day
Canned tomoatoes	454g	Tomato juice	May be used cold or hot as a vegetable or combined with other foods in cooking
Fresh fruit (when available) or canned fruit	567g		
Dried fruits	142g	57g dried fruit can replace 113g canned fruit or fresh fruit	Dried fruits to be raisins, currants, figs, prunes, apples, pears, peaches, apricots
VEGETABLES:			
Potatoes	3.175g	An equal amount of sweet potatoes, canned potatoes or canned vegetables	

		76g dehydrated potatoes can replace 454g fresh potatoes	
Onions	227g	14g dehydrated onions can replace ½ the fresh onions or 227g of other canned or fresh vegetables can replace 227g onions	Fresh, stored or dried in season
Canned or fresh	1.814kg	28g dehydrated can replace 227g fresh or canned. 113g dried can replace 227g fresh or canned	Use a variety of fresh, canned or dehydrated vegetables. Dried vegetables may be navy beans, lima beans, kidney beans, whole dried peas, split peas or lentils.
MEATS:			
Fresh/frozen	3.175kg	For each 27g fresh meat, one of the following substitutions may be made: 170g canned meat 151g salt meat 170g fresh fish 113g canned fish 113g dried fish 113g bacon	The term "meat" includes all types. The weight of fresh meat is the weight including fat and bone before cooking preparation
Bacon or Ham	283g		
CEREAL:			
Flour	2.381kg	680g bread can replace 454g flour	
Oatmeal	170g (dry weight)	An equal quantity of one of the following: rolled oats, cracked wheat, rolled wheat, ready-to-serve cereals	For the ready-to-serve cereals give special preference to those labelled on the package as whole grain
Rise or Pasta	340g		
FATS:			
Butter, Lard or Shortening	454g 113g		Includes cooking purposes
SUGARS:			

Sugar	794g		Includes granulated, brown and icing. Includes cooking purposes
Jam	227g	An equal quantity of one of the following: marmalade, honey, peanut butter	
Syrup	57g	Molasses	
BEVERAGES:			
Tea	114g	28g coffee can replace 14g tea	
Water	45L		For drinking, culinary and dishwashing
MISCELLANEOUS			
Cocoa or Chocolate	85g		
Salt	57g		
Pepper	7g		
Tomato paste	100g		
Mustard	7g		
Spices	7g		Includes all varieties of spices
Flavourings	14g		Includes all varieties of flavourings
Baking powder	as acquired		
Baking soda	as acquired		
Biscuits	as acquired		
Gelatine or Jelly Powder	as acquired		
Sauces and Pickles	as acquired		
Vinegar	as acquired		
Yeast	as acquired		

When an item of food is substituted for another item in the Schedule, the substituted item shall be taken from the same food group indicated in the Schedule.