

Regulations of 2 October 1972 No. 4 on calculation of number of passengers and on passenger accommodation, etc.

Legal basis: Laid down by the Norwegian Maritime Authority on 2 October 1972 under the Act of 9 June 1903 No. 7 relating to Public Control of the Seaworthiness of Ships, etc. Legal basis amended to Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 9, 11 and 47, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590 by the Ministry of Trade and Industry.

Amendments: Amended by Regulations of 1 February 1973, 15 April 1980, 4 November 1981, 10 June 1986 No. 1275, 25 January 2000 No. 166, 4 June 2002 No. 984 and 29 June 2007 No. 1006 (i.a. legal basis), 1 July 2014 No. 1099.

Section 1

Scope of application

(1) Unless otherwise expressly stated, these Regulations shall apply to new and existing Norwegian passenger ships.

(2) For existing ships, the Regulations shall be complied with to the extent possible without reducing the number of passengers, having due regard to the construction of the ship and the practical difficulties which an alteration will imply.

(3) The Regulations shall apply as far as is reasonably and practically feasible to ships which are required to have a trading permit.

(4) For ships which are not engine-propelled and which are used for the carriage of passengers, the Regulations shall apply to the extent that the Norwegian Maritime Authority finds reasonable and practically feasible.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007).

Section 2

Definitions

(1) For the purpose of these Regulations, the following definitions shall apply:

- a) “*Gross tonnage*”: Gross tonnage in accordance with the International Convention on Tonnage Measurement of Ships, 1969, as amended, as indicated in the vessel’s Tonnage Certificate. For vessels where national gross tonnage is entered in the remarks column, “gross tonnage” shall refer to such national tonnage.
- b) “*Existing ship*”: A passenger ship which is not a new ship. A ship purchased from abroad shall be considered to be an existing ship.
- c) “*Ferry*”: A passenger ship which is also specially constructed for the transport of motor cars, railway wagons or other vehicles.
- d) “*Approved*”: Approved by the Norwegian Maritime Authority.
- e) “*New ship*”: A passenger ship the keel of which is laid or which is at a similar stage of construction on or after the date of entry into force of these Regulations. A ship which is converted into a passenger ship on or after said date is considered to be a new ship.
- f) “*Passenger*”: Each and every person on board, with the exception of:
 1. the master and the members of the crew or other persons employed or engaged in any capacity on board on the business of the ship; or
 2. a child under one year of age.
- g) “*Passenger space*”: Any space which is provided for the accommodation and use of passengers, excluding luggage stores, storerooms, provision stores and mail rooms.
- h) “*Passenger ship*”: A ship that can carry more than 12 passengers or which is required to have official permission to carry passengers.
- i) “*Duration of voyage*”: The time taken between leaving the first port of departure and arriving at the final port of destination.
- j) “*SOLAS Convention*”: The International Convention for the Safety of Life at Sea, signed in London on 17 June 1960, as amended.

(2) Otherwise, the definitions included in Regulations of 4 November 1981 No. 3793 on trade areas shall apply.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007).

Section 3

Duties

The company, master and other persons working on board shall perform their duties in accordance with the Ship Safety and Security Act and the supplementary provisions laid down in these Regulations.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007).

Section 4

Exemptions

The Norwegian Maritime Authority may, in individual cases and upon written application, grant exemption from the requirements of these Regulations. There must be special reasons that make the exemption necessary and it must be justifiable in terms of safety. Exemptions can only be granted where they do not contravene international agreements to which Norway has acceded.

Section 5

Drawings

(1) For new ships, drawings showing the passenger accommodation shall be submitted in duplicate to the Norwegian Maritime Authority for approval.

(2) When existing ships are converted or modified, drawings shall be submitted in accordance with the first paragraph showing the conversion or modification.

(3) For a new ship which is constructed or a passenger ship which is converted in Norway, the company shall ensure that drawings are submitted to the station (local office) of the Norwegian Maritime Authority in the district where the work is carried out. When the work is done abroad, or the ship is purchased from abroad, the drawings shall be submitted by the company.

(4) The drawings showing the locationing (general plan of the arrangements) shall describe the individual spaces and the access to them. The drawings and plans of the individual spaces shall be to a scale of at least 1:50. The drawings and any accompanying descriptions shall show how the space shall be utilized, the location of inventory and equipment, arrangements for ventilation, lighting and heating, and the sanitary facilities. The area of the individual spaces shall be specified.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007).

Section 6

Calculation of number of passengers on passenger ships on international voyages where the duration of the voyage is 24 hours or more

(1) There shall be for each passenger a free deck surface of at least 0.5 m².

(2) The free deck surface shall not be calculated out from more than three decks, including the top of the deckhouse, frequented by passengers. Forecastle decks up to 1/8 of the ship's length overall, as well as welldecks and vehicle decks are not included. Superstructures covering boilers, companion hoods, hatchways, light shafts, boat places, winches, waste space, steering instruments, etc., as well as the space necessary for manoeuvring and navigating the ship, and the space for goods carried on deck, are subtracted when making the calculation. The breadth of a deck is calculated from the inside of the bilges or, if railings are arranged inboard of these, from the inside of the railings. Spaces and parts of the deck intended for use by the crew shall not be included when calculating the number of passengers.

(3) When the voyage is of so long duration that it is necessary to spend more than one night on board, each passenger shall have his/her own bunk.

(4) When the duration of the voyage is such that only one night is spent on board, at least 75% of the passengers shall have their own bunk or reclining chair.

(5) Public spaces (lounges) shall be provided with sufficient seating accommodation for all passengers, and in addition dining rooms with a suitable number of seats and tables. There shall be ample room to reach and leave the seating accommodation.

Section 7

Calculation of number of passengers on passenger ships on international voyages where the duration of the voyage is less than 24 hours

- (1) There shall be for each passenger a free deck surface of 0.5 m².
- (2) The free deck surface shall be calculated in accordance with section 6, second paragraph.
- (3) When the duration of the voyage is 12 hours or more, at least 75% of the passengers shall have their own bulk or reclining chair.
- (4) When the duration of the voyage is less than 12 hours, there shall be a suitable number of bunks or reclining chairs for the passengers, depending on the length of the voyage.
- (5) Public spaces (lounges) and dining rooms shall be provided which together have permanent seating accommodation for 80% of the passengers, as well as deck chairs or the like for a further 20%. There shall be ample space to reach and leave the seating accommodation.

Section 8

Calculation of number of passengers on passenger ships in small coasting

- (1) There shall be for each passenger a free deck surface of at least 0.75 m².
- (2) This free deck surface shall be calculated on the main deck – or if the ship has more than one deck – on the deck with the greatest free deck surface, hereunder including the deckhouse intended for use by the passengers. Parts of hatches, light shafts, etc. which the passengers may without danger use to sit on, are included in the calculations. Spaces or place taken up by lifesaving equipment, or which is necessary for the navigation or manoeuvring of the ship, as well as parts of the deck where the passengers cannot sit or stand comfortably, shall not be included in the calculations.
- (3) When the duration of the voyage is more than 12 hours, at least 40% of the passengers shall have their own bunk.
- (4) Public spaces (lounges) and dining rooms shall be provided with combined permanent seating accommodation for 60% of all passengers. Deck chairs shall be provided for the remainder. There shall be ample space to reach and leave the seating accommodation. The seating accommodation shall be reasonably distributed between the different classes.

Section 9

Calculation of number of passengers on passenger ships engaged in trade in sheltered waters where the stretches of open sea do not exceed 25 nautical miles

- (1) There shall be for each passenger a free deck surface of at least 0.5 m².
- (2) The deck surface shall be calculated in accordance with section 8, second paragraph.
- (3) When the duration of the voyage is more than 30 minutes, protection shall be arranged against the weather, with seating accommodation for all passengers. At least 50% of the seating accommodation shall consist of fixed benches. The rest of the seating accommodation may consist of as comfortable as possible folding chairs, which must be placed such that they do not hinder the free passage of the persons on board.
- (4) When the duration of the voyage is less than 30 minutes, protection shall be arranged against the weather, with seating accommodation for at least 40% of the passengers. At least half of the seating accommodation shall consist of fixed benches. The rest of the seating accommodation may consist of as comfortable as possible folding chairs, which must be placed such that they do not hinder the free passage of the persons on board.

Section 10

Calculation of number of passengers on passenger ships engaged in trade in completely sheltered waters

- (1) There shall be for each passenger a free deck surface of at least 0.5 m².
- (2) The deck surface shall be calculated in accordance with section 8, second paragraph.
- (3) When the duration of the voyage is 30 minutes or more, protection shall be arranged against the weather, with seating accommodation for all passengers. At least 50% of the seating accommodation shall consist of fixed benches. The rest of the seating accommodation may consist of as comfortable as possible folding chairs, which must be placed such that they will not hinder the free passage of the persons on board.
- (4) When the duration of the voyage is less than 30 minutes, protection shall be arranged against the weather, with seating accommodation for at least 40% of the passengers. At least half of the seating accommodation shall consist of

fixed benches. The rest of the seating accommodation may consist of as comfortable as possible folding chairs, which must be placed such that they will not hinder the free passage of the persons on board.

Section 11

Calculation of number of passengers on ferries engaged in trade in protected waters

- (1) There shall be for each passenger a free deck surface of at least 0.5 m².
- (2) The free deck surface shall be calculated in accordance with section 8, second paragraph. On ferries with one deck (vehicle deck), the largest permitted number of passengers shall nevertheless be calculated on the basis of the free deck surface on this deck. On ferries having two or more decks, the largest permitted number of passengers shall be calculated out from the deck with the largest free deck surface.
- (3) Where the largest permitted number of passengers is calculated on the basis of the free deck surface on the vehicle deck, and this is wholly or partly taken up by vehicles or goods, as many passengers may be taken on board as there is space available together:
 - a) on the remaining part of the vehicle deck, calculated at 0.6 m² per passenger.
 - b) on the deck above or below the vehicle deck, calculated at 1 m² per passenger.
 - c) in the passenger spaces calculated according to the number of permanent seats and standing places, as well as
 - d) in cars, when permission has been given for the passengers to remain seated in these during the passage.
- (4) The total number of passengers on deck and in the spaces mentioned in the third paragraph shall nevertheless not exceed the largest permitted number of passengers calculated out from the free deck surface on the deck used as a basis for calculating the number of passengers, cf. the first and second paragraphs.
- (5) For public rooms, the provisions in section 9, third and fourth paragraphs or section 10, third and fourth paragraphs shall apply, depending on the trade area in which the ferry is to be employed.

Section 12

Calculation of number of passengers in open boats

- (1) There shall be for each passenger a free deck surface of at least 0.5 m².
- (2) The deck surface shall be calculated as the free area of the boat's horizontal projection at the height of and on the inside of the gunwales. Space which is necessary for the propulsion, navigating and manoeuvring of the boat shall not be included in the calculation.
- (3) There shall be seating accommodation for all passengers.
- (4) There shall be a folding canopy or similar protection which gives all passengers shelter against the weather.

Section 13

Location of the spaces

- (1) The passenger spaces shall be located on permanent decks in a permanent superstructure or deckhouse. Not more than one of the decks shall lie below the deepest load line of the ship. The spaces shall be placed aft of the collision bulkhead.
- (2) Passenger spaces adjoining oil tanks shall be separated from these by a gas-tight cofferdam which shall be accessible and well-ventilated. If the rooms are placed on top of the oil tanks, the floor shall be covered with an approved floor-covering and the rooms shall be extra well ventilated. The top of the tank shall be gas-tight. The passenger rooms shall not contain manholes or other openings to the oil tanks if any other arrangement is practically feasible.
- (3) Passenger spaces adjoining cargo spaces, stores, lamp lockers, paint lockers or spaces for storage of inflammable liquids shall be separated from these spaces by gas-tight bulkheads and decks of steel or other approved material. Such spaces shall not have openings into the passenger spaces, and their location shall not be such that they can be a danger to the passengers.

Section 14

Construction of the spaces

- (1) Materials which may harbour vermin shall not be used in the passenger spaces. Interior coverings shall have a smooth surface which is easy to keep clean. The floor covering shall be approved. The surface of the floor covering shall be impermeable to water and easy to keep clean. The covering shall terminate in a concave moulding against the edge of the bilges, the side of the ship or the outer bulkhead in the deckhouse, unless this is found to be unnecessary due to other arrangements on board.

(2) Exhaust pipes and pipes carrying gas, as well as sounding pipes, air pipes and waste delivery pipes to oil tanks, shall not pass through the passenger spaces, unless they are built into a duct. Heated pipes shall be satisfactorily insulated and screened. Passenger spaces shall be adequately insulated against noise and with due regard to how the ship is employed, and against heat and cold. Insulating materials shall be approved.

(3) Steel decks forming ceiling in passenger spaces, and which are exposed to the weather, shall be insulated with approved material. The insulation shall give a K-value of not more than 0.5. It shall be fixed in a satisfactory manner and shall be covered on the underside by an approved lining. Where those on board have general access to the deck, it shall have a covering with non-skid surface. Such decks shall furthermore be painted with deck paint in a light colour.

(4) In the passenger spaces, the height from the floor to the lower edge of the ceiling shall be at least 200 cm. Out of consideration for the technical fittings (lighting, water, ventilation, heating) a lower height may be permitted in those parts of the spaces where the passengers do not normally spend time. On passenger ships of less than 50 gross tonnage, a lesser height may be approved, though not less than 190 cm.

Sections 15–17

(Repealed as from 15 September 2014 by Regulations of 1 July 2014 No. 1099.)

Section 18

Ventilation

(1) Passenger spaces shall be adequately ventilated. The ventilation system shall be such that it ensures adequate circulation of air and a suitable temperature under all conditions.

(2) Passenger ships which are employed in trade between latitudes 45°N and 45°S shall be provided with air-conditioning.

(3) Passenger ships of 500 gross tonnage and upwards in trades other than the above shall be provided with mechanical means of ventilation.

(4) Mechanical ventilation may be arranged such:

- a) that the fresh air is led into the spaces via a duct and the used air is sucked out of the spaces through a flap-valve in the door or in the wall by means of a suction fan arranged in an air pipe which leads from the passage outside the space and out into the fresh air; or
- b) that the fresh air is pressed through a duct into the space, while the used air is led via a duct directly out of the space into the fresh air or through a flap-valve in the door or in the wall which leads to a passage, from where a duct leads out into the fresh air.

(5) Where mechanical ventilation or air-conditioning is installed, sleeping rooms and other public spaces shall be supplied with at least:

- a) 60 m³ fresh air per hour for one person.
- b) 75 m³ fresh air per hour for two persons.
- c) 90 m³ fresh air per hour for three persons.
- d) 105 m³ fresh air per hour for four persons.
- e) 25 m³ fresh air per hour per person when the space is designed for more than four persons.

(6) In these spaces there shall be at least six changes of air per hour, but such that the number of changes of air per hour is increased when this is required in order to supply the space with the amounts of air specified above. If the air is circulated, not more than 50% of the air may be recirculated.

(7) If air-conditioning is installed, the Norwegian Maritime Authority may grant exemption from the requirements concerning supply of air and changes of air specified in the fifth paragraph. The Norwegian Maritime Authority may also grant other exemptions if special conditions so dictate.

(8) If there are no arrangements for automatic stoppage, it shall be possible to shut off the mechanical ventilation or the air-conditioning from one or more places outside the spaces and from the bridge.

(9) Ventilation openings shall be such as can be regulated, in sleeping spaces from inside the spaces, and shall be placed in such a way that unnecessary noise, draught or discomfort is avoided for persons present in the spaces.

(10) Lavatories without access to free deck shall have their own mechanical outlet. There shall be no mechanical supply of air to these lavatories.

(11) For the mechanical ventilation and air-conditioning systems there shall be found at least one spare motor for each type of motor used in the system.

(12) On passenger ships with mechanical ventilation or air-conditioning systems, the systems shall be in operation when passengers or crew are on board.

(13) Outlet from passenger spaces located above oil tanks and from sick bays, lavatories and wash rooms shall occur directly into the fresh air if there is no mechanical extraction of air from these spaces.

(14) The ventilation arrangement shall be approved.

(15) For passenger ships engaged on international voyages, the provisions of the SOLAS Convention shall also apply.

Section 19

Heating of the spaces

- (1) Passenger ships shall have an effective system for heating the spaces. The heating system shall as far as possible be in operation at all times when the passengers are on board and the conditions require it.
- (2) Steam, warm water, warm air or electric radiators may be used for heating purposes. Radiators and other heating arrangements shall be installed and screened such that risk of fire, danger or inconvenience to the passengers is avoided. It is not permitted to use petroleum stoves.
- (3) The heating system shall be able to maintain a temperature not less than 20°C in the public spaces under all kinds of weather conditions which can be expected to occur during the ship's voyage. The difference between the temperature of floor and ceiling shall be as small as possible.

Section 20

Lighting

- (1) As far as possible, passenger spaces shall be lit by natural daylight and shall also be provided with adequate electric lighting. Lighting by means of open flame is not permitted.
- (2) In sleeping spaces a reading lamp shall be fitted at the head of each bunk.
- (3) Means of escape from the sleeping rooms shall be marked so that the door is visible in the dark.

Section 21

Sleeping spaces

- (1) In sleeping spaces for passengers, the floor area not taken up by bunks and other inventory shall be large enough to allow the persons for whom the room is designed to make themselves ready for evacuation at the same time.
- (2) The floor area in a sleeping space designed for one person shall be at least 3 m². In spaces designed for more than one passenger, the floor area shall be increased by 1 m² per person.
- (3) When measuring the floor area, the part taken up by bunks, lockers, chests of drawers and seats shall be included, but not small and irregularly-shaped parts of the floor area which do not effectively increase the space which can be used to move about in, and on which it is impossible to place furniture.
- (4) The distance from the edge of the bunk to the opposite bulkhead shall be at least 60 cm measured at a point half way along the length of the bunk.

Section 22

Bunks

- (1) Bunks for passengers shall be at least 200 cm long and 80 cm wide, measured on the inside. The Norwegian Maritime Authority may grant exemption from the requirements for length and breadth when this is deemed reasonable. The bunks shall be securely fastened.
- (2) When the sleeping berth is of minimum height, the bunks shall not be placed closer to the floor than 27 cm, and not more than two bunks shall be placed on top of each other. The bottom of the upper bunk shall be placed half way between the bottom of the lower bunk and the underside of the ceiling joists, and the bottom shall be impervious to dust.
- (3) The bunks shall be equipped with an approved mattress and cover.

Section 23

Lounges

- (1) The seating accommodation shall be comfortable.
- (2) The dimensions of the seats shall be as follows:
 - a) Width of continuous transverse or longitudinal seating, at least 50 cm per person. On passenger ships of less than 50 gross tonnage, as well as on hydrofoil vessels or similar fast-moving passenger ships a lesser width is permitted, but not less than 45 cm.
 - b) Depth at least 42 cm.
- (3) The location of the seating shall be as follows:
 - a) The distance from a wall to the nearest edge of the seat shall be at least 30 cm, and between seats placed opposite to each other, at least 60 cm.
 - b) The distance from a wall to the side edge of the seat shall be at least 2 cm.
 - c) The distance between rows of seating from back edge of back to back edge of front – measured at the height of the seat – shall be at least 68 cm. If the seats are staggered, the distance must be increased correspondingly.

- (4) Loose seats or folding seats are not permitted on hydrofoil vessels or similar fast-moving passenger ships.
- (5) For each standing place is estimated a free floor area of 0.5 m². The calculation does not include seating-places, passages between seats, passages between seats and wall, and access to means of escape. Standing places are not permitted on hydrofoil vessels, comparable fast-moving vessels or passenger ships which are not covered.
- (6) Passages between seats or between seats and wall shall be at least 60 cm in width. When the seats are placed in rows there shall not be more than four seats in a continuous row from the passage.

Section 24

Luggage spaces

- (1) For luggage, parcels, etc. adequate and suitable space shall be arranged without inconvenience for the passengers.
- (2) In the lounges, shelves for hand-luggage shall be equipped in such a way that the luggage is safe and secured. The shelves for luggage shall not be placed nearer to the seat than 95 cm.

Section 25

Wash-rooms and bathrooms

- (1) Wash-rooms, showers and bathrooms shall be of adequate size. Bulkheads shall be of steel or other approved material and shall be watertight. The floor shall be covered by an approved floor-covering which is impervious to water and easy to keep clean. The outlet for water shall be placed in such a way that water does not run out into the rooms. The rooms shall be well-insulated against noise where they adjoin public spaces to which they have no particular connection.
- (2) For sleeping spaces which are not equipped with a wash-basin, wash-rooms shall be provided with at least one wash-basin for every four bunks or part thereof.
- (3) When reclining chairs are arranged for passengers on passenger ships where the duration of the voyage exceeds 12 hours, washrooms shall be provided with at least one wash-basin for every ten reclining chairs or part thereof.
- (4) On passenger ships engaged on international voyages where the duration of the voyage is 24 hours or more, sleeping places which are not equipped with a private shower or bathroom shall be provided with an adequate number of shower-rooms or bathrooms with one shower or bath-tub for every 15 bunks or part thereof. In trade in tropical waters or comparably warm waters the number of showers or bath-tubs shall be doubled.
- (5) On passenger ships in small coasting or in lesser trade where the duration of the voyage is 24 hours or more, sleeping spaces which are not equipped with a private shower or bath-tub shall be provided with an adequate number of shower-rooms or bath-rooms with one shower or bathtub for every 30 bunks or part thereof.
- (6) Wash-basins, showers and bath-tubs shall have a supply of warm and cold fresh water.

Section 26

Lavatories

- (1) In addition to the lavatories for the crew, passenger ships engaged on international voyages shall be equipped with the following numbers of lavatories:
 - a) When the duration of the voyage is six hours or more, at least one lavatory for every 25 passengers or part thereof.
 - b) When the duration of the voyage is less than six hours, at least two lavatories as well as one more lavatory for every 50 passengers or part thereof exceeding 100.
- (2) Passenger ships in small coasting shall be provided with at least two lavatories in addition to the crew's lavatories, as well as one more lavatory for every 50 passengers or part thereof exceeding 100.
- (3) Passenger ships in lesser trade than small coasting shall be provided with at least two lavatories in addition to the crew's lavatories, as well as one more lavatory for every 100 passengers or part thereof exceeding 100.
- (4) When the duration of the voyage is less than 15 minutes, a lavatory is not required to be provided for the passengers so long as a lavatory is provided at the place of call.
- (5) On passenger ships carrying less than 25 passengers, however, one lavatory may be allowed.
- (6) The calculations specified in the first, second and third paragraphs shall not include those passengers with sleeping spaces equipped with private lavatories.
- (7) Lavatory rooms for men shall, in addition, be equipped with an adequate number of urinals.
- (8) Lavatory basins and urinals shall be of glazed porcelain or other suitable material. It shall be possible to lift up the seats and secure them in a lifted position. The flushing system shall be able to give sufficient water under all temperatures. Precautions must therefore be taken to ensure that the water in the flush water tanks and in the inflow pipes from the flush water tanks does not freeze under such temperatures as can reasonably be expected in the waters where the ship is employed. The outflow shall be properly arranged, and the outflow pipes shall be of adequate size.
- (9) When a space contains more than one lavatory, these shall be separated by a bulkhead and door.
- (10) The lavatory rooms shall be provided with an adequate number of washbasins for washing hands.

Section 27

Sick bay

(1) In passenger ships in overseas trading, where the number of passengers on board exceeds 75, two sick bays shall be provided, one for men and one for women, with one bunk for every 75 passengers or part thereof in each of the sick bays. The sick bays shall be provided with their own baths and lavatories.

(2) On passenger ships engaged on international voyages where the duration of the voyage is 24 hours or more, except in overseas trading, the provisions in the first paragraph shall apply correspondingly. However, the number of bunks may be reduced to one for every 100 passengers or part thereof, and an operating room is not required.

(3) On passenger ships engaged on international voyages where the duration of the voyage is from 12 to 24 hours, two sick bays shall be provided, one for women and one for men. There shall be at least one bunk in each sick bay. A lavatory room and a wash-basin shall be provided in connection with the sick bay.

(4) On passenger ships engaged on international voyages where the duration of the voyage is six hours and above, but less than 12 hours, there shall be a room for treatment of sick persons.

(5) On passenger ships in small coasting, at least one sick bay shall be provided, with space for two persons.

(6) Otherwise, on ships in lesser trade than specified in the third, fourth and fifth paragraphs, at least one suitable room shall be arranged for transport of sick persons, taking into account the size of the ship, the duration of the voyage and the possibility of using one of the passenger berths for transport of this kind. On special types of fast-moving passenger ships, for example on hydrofoil vessels and the like, the sick bay may be dispensed with as long as a space is partitioned off where a stretcher may be placed. The same arrangement is permitted on car ferries where sick persons are normally transported in an ambulance.

(7) The floor area shall be at least 3 m² for each person for which the sick bay is designed. When the sick bay is intended for one person only, the floor area shall be increased by 50%. Doors shall be at least 73 cm wide. At least one door shall be sufficiently wide and arranged in such a way as to allow a stretcher to be carried in and out easily.

(8) Bunks shall be at least 200 cm long and 80 cm wide, measured on the inside. No bunk shall be placed above another. There shall be a free passage along the length of the bunks, with a width of at least 80 cm. Only half of the prescribed number of bunks need be placed in position at all times. Bunks shall be of steel or other metal.

(9) Sick bays shall be located in a quiet place on board and not forward or aft above the propeller. Sick bays shall be used only by the sick and shall be kept locked when not in use.

(10) Passenger ships in overseas trading shall have a doctor and nurse on board. Passenger ships engaged on international voyages with a duration exceeding 24 hours shall have a nurse on board. If the duration of the voyage exceeds 48 hours there shall be a doctor on board in addition to the nurse.

(11) Passenger ships in overseas trading shall be equipped with an operating room. The same applies to passenger ships engaged on international voyages with a duration of more than 24 hours and where the trade area is such that it is impossible to reach a port within 24 hours. The operating room shall have a special adjoining sick bay.

(12) The passenger ships specified in the first and second paragraphs shall have a special doctor's consulting room. In connection with this room there shall be an examination/treatment room which shall also be used to store the ship's medical supplies. Furthermore, these ships shall be equipped with an X-ray room with an X-ray apparatus installed, a room for washing and sterilizing instruments and a laboratory bench, as well as a lobby or similar place for waiting patients.

(13) The passenger ships referred to in the third paragraph shall have, in addition to the sick bay, a separate examination/treatment room where the medical supplies are stored.

(14) The passenger ships referred to in the first, second and third paragraphs shall have a specially equipped room into which violent or mentally disturbed persons may be placed.

(15) The passenger ships referred to in the first and second paragraphs shall have a special freezer room for storage of two corpses.

(16) Sleeping rooms for doctor and nurse(s) shall be placed in the immediate vicinity of the sick bays. In those cases where this is not practically feasible, a duty room shall be provided near the sick bays.

(17) The rooms for the sick shall be arranged and equipped in accordance with the regulations of the Norwegian Board of Health. Drawings of the rooms mentioned in the first and second paragraphs shall be approved by the Norwegian Board of Health.

Section 28

Marking

(1) On passenger ships in small coasting or in lesser trade, the maximum permitted number of passengers shall be stated on an easily visible place on both sides of the deckhouse or similar superstructure.

(2) On ferries with a vehicle deck which is not built-in, the deck and the spaces above or below the vehicle deck shall be marked with the number of passengers for which each deck or each space is designed, cf. section 11, third paragraph, subparagraph a.

(3) Means of escape and emergency exits shall be clearly and conspicuously marked with signs where they lead to.

(4) The nature of the space shall be stated above or at the entrance to each passenger space. Sleeping spaces and bunks shall in addition be given a number.

Section 29

Entry into force, etc.

- (1) These Regulations enter into force on 1 July 1973.
- (2) From the same date, sections 5–24 of Regulations of 27 August 1909 on calculation of the number of passengers and on passenger accommodation, etc. with subsequent amendments, are repealed.