

SHIPPING REGULATIONS

Chapter 3

HULL AND MACHINERY INSPECTION
FOR STEAM AND MOTOR VESSELS AND MOTORBOATS

Executive Order No. 62-1

Section 1. Basis and Purpose of Regulations. - By virtue of the authority vested in the Guam Shipping Commission by Public Law No. 30, First Guam Legislature, the following Regulations are prescribed to provide hull and machinery inspection for all steam and motor vessels and motorboats whose home port is Guam, or which are documented or certificated under the aforesaid statute.

Section 2. Application. - The following Regulations are applicable to all steam and motor vessels and motorboats whose home port is Guam, or which are certificated or documented under the provisions of Public Law No. 30, First Guam Legislature, and Regulations promulgated thereunder.

Section 3. Definition of Terms. - Certain terms used in these Regulations are defined as follows:

3.1. All definition as set forth in other Chapters of these Shipping Regulations shall apply to this Chapter.

3.2. Motor Vessel - "Motor Vessel" means any vessel, more than 125 feet in length, propelled by an internal combustion engine or engines.

3.3. Steam Vessel - "Steam Vessel" means any vessel, more than 125 feet in length, propelled by a steam engine or engines.

3.4. Vessel - "Vessel" means any craft for navigating upon the water.

Section 4. Annual Inspection. - All vessels within the jurisdiction of the Commission shall be subjected to annual inspection by the Commission or by its inspectors. Such inspection shall be

made only upon written application presented to the Commission by the owner, master, or authorized agent of the vessel to be inspected. Such application shall contain the following information:

- (a) Type of vessel.
- (b) Propelling machinery.
- (c) Life saving equipment.
- (d) Present license held.
- (e) Nationality of vessel and where built.
- (f) Owner.
- (g) Date of last dry docking.
- (h) Present location of vessel.
- (i) Number of passengers owner desires to carry and proposed route of vessel.

Section 5. Inspection of Hull.

5.1. In the inspection of hulls of vessels, the inspector shall carefully inspect every accessible part of the hull, and carefully examine the wood or metal of which the hull is constructed, to determine the condition of same, making all necessary hammer tests of hulls constructed of iron or steel. If the inspector shall not have satisfactory evidence otherwise of the soundness of the hull of a wooden vessel, he shall not give a certificate until the same shall be bored or opened up to his satisfaction and deficiencies corrected.

5.2. All scupper, sanitary, and other similar discharges which lead through the ship's hull shall be fitted with efficient means for preventing the ingress of water in the event of a fracture of such pipes.

The requirements of the above paragraph do not apply to the discharges in the machinery space connected with the main and auxiliary engines, pumps and other auxiliary machinery.

5.3. The outboard shaft or shafts on every vessel shall be drawn for examination at least once every three years, pro-

vided, however, if the circumstances warrant, the Commission may extend this time to the next regular drydocking period, not to exceed four months; provided, further, that when it is shown that a vessel has had a long period of lay-up, the Commission may grant an extension equal to the time the vessel has been out of commission, but in no case shall the extension exceed one year.

5.4. All scupper and sanitary pipes shall be adequately protected; casings to be substantial and so fitted to be conveniently removed for the purpose of examination.

Section 6. Alterations.

6.1. Whenever any vessel is placed upon the drydock for repairs, it shall be the duty of the master, owner, or agent to report the same to the Commission, so that a thorough inspection may be made by the Commission to determine what is necessary to make such vessel seaworthy.

6.2. No repairs or alterations affecting the safety of the vessel, either in regard to hull or machinery, shall be made without the knowledge of the Commission. Drawings or prints of such alterations shall be furnished, in duplicate, to the Commission. Notice of such repairs and changes are necessary, even if such work does not require the vessel to be placed in drydock, and even if there are no licensed officers attached to the vessel.

Section 7. Certificates of Inspection. - Certificates of inspection for any period less than one year shall not be issued, but nothing herein shall be construed as preventing the revocation or suspension of certificates of inspection in case such process is authorized by law or regulation.

Section 8. Exhibition of Certificate of Inspection. - On vessels of over 25 gross tons, the original certificate of inspection must be framed under glass and posted in a conspicuous place in the vessel where it will be most likely to be observed by passengers and others. On vessels of not over 25 gross tons, the original certificate of inspection must be kept on board to be shown on demand.

Section 9. Proceeding to Another Port for Repairs. - The Commission may issue a permit to proceed to another port for repairs, if in its judgment, it can be done with safety. In the issuance of such permits the permit will state upon its face the condition upon which it is granted and whether the vessel is to be allowed to carry freight or passengers. A vessel whose certificate of inspection has expired shall not be issued a permit allowing it to carry passengers while en route to another port for repairs.

Section 10. Annual Survey of Machinery. - A general inspection of engine, boilers, steering machinery, windlass and fire extinguishers apparatus is to be made, if practicable, during each year of service. Where deemed necessary by the inspector, the propeller, stern bushing, sea connections and their fastenings are to be examined when the vessel is in drydock.

10.1. Main and auxiliary engines of all types are to undergo special periodical surveys at similar intervals to those for special surveys on the hull, in order that both surveys may be recorded at approximately the same time. In cases where damage has involved extensive repairs and examination, the survey thereon may, where approved by the Commission, be accepted as equivalent to a special periodical survey.

10.2. At each special periodical survey effect is to be given to the following requirements:

- (a) All openings to the sea, together with the cocks and valves connected therewith, are to be examined internally and externally while the vessel is in drydock; and the fastenings to the shell plating are to be renewed when considered necessary by the inspector.
- (b) Pumps and pumping arrangements, including valves, cocks, pipes and strainers, are to be examined.
- (c) All shafts (except the propeller shaft), thrust blocks, main and tunnel bearings, evaporators, and steering machinery are to be opened out for examination.
- (d) Reduction gears are to be opened up and an examination made of their shafts, bearings and gear teeth.
- (e) A general examination is to be made of all valves, tanks, piping and control apparatus in connection with fire extinguishing installations and the installations are to be tested under working conditions.
- (f) Steam Engines. In addition to the foregoing requirements, turbine blading and rotors, cylinders, pistons, valves, condensers and such other parts of main and auxiliary machinery, as may be considered necessary, are to be opened up and examined, and coned ends of internal driving shafts are to be examined.
- (g) Internal Combustion Engines. In addition to the foregoing applicable requirements, cylinders, cylinder heads, valves and valve gears, fuel pumps, scavenging pumps, and supercharges, pistons, cross heads, connecting rods, crank shafts, clutch, reversing gear, air compressors, inter-coolers, and such other part of the main and auxiliary machinery, as are considered necessary, are to be opened out for examination.
- (h) Parts which have been examined within twelve months need not be again examined except in special circumstances. If satisfactory arrangements are made, a system of continuous surveys may be approved, provided that parts of the machinery are examined in regular ro-

tation so that the inspector may be able to report upon the complete examination of the whole of the machinery every four years and that there is compliance with all the requirements of the intermediate and special survey.

- (i) Oil tanks and air reservoirs are to be examined and, if considered necessary, tested under the water pressure required for new construction. If air reservoirs can not be examined internally they are to be hydrostatically tested.

10.3. Intermediate Surveys.

- (a) Internal Combustion Engines. About the middle of each special periodical survey period a proportion of the main and auxiliary engine cylinders, cylinder heads and valves, fuel pumps, scavenging pumps and supercharges, pistons, crank shafts, air compressors, cylinders, valves, etc., and inter-coolers are to be opened up and examined.
- (b) Such general examination as may be practicable is to be made of the engines with their valve gear, reversing gear, pumps, etc., and of oil fuel tanks and their pumping arrangements, in order that the inspector may satisfy himself as to their efficient state.

10.4. Individual items may be examined as opportunity offers between voyages.

10.5. On all occasions of overhaul or adjustment facilities are to be provided for inspectors to examine the parts opened up; in the event of defects being discovered, such other parts as may be considered necessary are to be opened up and examined.

10.6. Propeller Shaft Surveys.

- (a) Propeller shafts fitted with continuous liners or approved lubricating arrangements are to be drawn every two years or more frequently if considered necessary by the inspector. The Commission will give consideration to any special circumstances which might modify the requirements in particular cases.

- (b) Where machinery is located amidships, the after bearing is to be rebushed when it has worn down to 1/4" clearance where the diameter is above 9" but not more than 12", and 3/8" clearance where the shaft exceeds 12" in diameter. In cases where machinery is located aft the maximum clearance should be one grade less than the foregoing.

10.7. Boiler Surveys.

- (a) Watertube boilers are to undergo survey every year.
- (b) Cylindrical boilers are to be surveyed when four years old and when six years old; thereafter they are to undergo survey every year.
- (c) Donkey boilers are to be surveyed at the same intervals, if classification is to be maintained.
- (d) At each survey the boilers, superheaters and economizers together with the principal boiler mountings are to be examined internally and externally; safety valves are to be set to the working pressure. In boilers with working pressures of 250 pounds per square inch and above, all mounting studs are to be examined at least once every eight years.
- (e) Where considered desirable by the inspector, the actual thickness of plates and strength of stays are to be ascertained in order to determine the future pressure, and the boilers and superheaters subjected to hydrostatic pressure test.

10.8. Main steam pipes are to be periodically tested under hydrostatic pressure and where considered desirable by the inspector, the actual thickness should be ascertained to determine the future working pressure. Copper pipes should be annealed before each test.

Section 11. - Furnishing of Drawing of New Vessels to Inspectors; Marking of Draft on Vessel.

11.1. The owner or builder of every new vessel of over 100 gross tons, before making application for the first inspection of the vessel, shall furnish the Commission drawings or prints, as follows: Sheer, half breadth and body

plans, midship section, inboard profile, arrangement of decks and hatch details, capacities of double bottoms and fuel compartments, and such other drawings or prints showing fully the general construction of the vessel (of iron, steel, or wood), including dimensions, spacing of frames, disposition of hull plates, of outside planking and inside ceiling, details of principal scarfs, construction of transverse and longitudinal bulkheads, and location of same.

11.2. The drawings or prints and description of the vessel shall be furnished in duplicate to the Commission when making the first inspection.

11.3. All vessels 50 gross tons and over shall have the draft marks of the vessel plainly and legibly marked upon the stem and upon the sternpost or rudderpost or at such other place at the stern of the vessel as may be necessary for easy observance. The draft shall be taken from the bottom of the lowest part of the keel to the surface of the water, the bottom of the mark to indicate the draft in feet.

Section 12. Electrical Installation. - On all vessels using electricity for any purpose the installations shall be in keeping with the best modern practice as specified by current regulations of the United States Coast Guard.

12.1. Wires shall be armored or run in approved metal conduits. Metal conduit or armored casing shall be required in bunkers, cargo spaces, storerooms and all other enclosed spaces, and in all places where the leads are liable to mechanical injury. Joints in wiring shall be avoided as far as possible in the above-named spaces, where joints are necessary they shall be made in metal boxes, readily accessible and protected in the same manner as the leads.

When wires are led through beams, frames, or non-watertight bulkheads, they shall be carried either in metal conduits, armored casing or protected by hard rubber or other equivalent bushings.

When wires are carried through watertight decks or bulkheads, they shall be provided with a suitable stuffing box at deck or bulkhead. Where such points are liable to mechanical injury, they shall be protected by suitable boxes or cages.

In locating the wiring system as a whole, care shall be taken to provide accessibility for examination and repair. Special care shall be taken to avoid any arrangement which might permit the lodgment of standing water, and when necessary, openings in conduits or drains shall be installed to accomplish this purpose.

All fixtures, taps, joints, and splices shall be fitted with metal boxes. Boxes in cargo and machinery spaces, galley, and those exposed to weather shall be watertight.

Splices shall be so joined as to be both mechanically and electrically secure without solder. They shall then be soldered and properly insulated and further protected by waterproof tape.

Changes or alterations in the electrical installations of vessels shall be in accordance with this rule.

Special attention shall be given by the inspectors in the examination of present installations to see that it is of such nature as to preclude any danger of fire, giving particular attention to wiring which is carried through wooden bulkheads and partitions.

Section 13. Standard in Inspection of Hulls, Boilers and Machinery. - In the inspection of hulls, boilers, and machinery of vessels, the rules promulgated by the American Bureau of Shipping and current United States Coast Guard regulations and Lloyds of London respecting material and construction of hulls, boilers, and machinery, and the certificate of classification referring thereto, shall be accepted as standard by the Commission.

13.1. Special surveys of unclassified passenger vessels. Special surveys, applicable to the age of the vessel and corresponding to class surveys, shall be conducted by inspectors on all unclassified passenger vessels. These surveys shall in no way affect the thoroughness of the annual inspections. A notation shall be made in the lower right-hand corner of the certificate of inspection appropriate for the survey, viz:

Special Survey No. 1, - Four years from date of build, S. S. No. 1, place, date.

Special Survey No. 2. - Four years from the date of special survey No. 1, S. S. No. 2, place, date.

Special Survey No. 3. - Twelve years from the date of build, S. S. No. 3, place, date.

Second Special Survey No. 1. - Four years from the date of special survey No. 3, Second S. S. No. 1, place, date.

Second Special Survey No. 2. - Four years from the date of second special survey No. 1, Second S. S. No. 2, place date.

Second Special Survey No. 3. - Twenty-four years from date of build, Second S. S. No. 3, place, date.

Third Special Survey No. 1. - This and succeeding surveys are to correspond with the second special survey No. 1, etc.

Section 14. Special Surveys of Hull, Equipment and Motive Power.

14.1. Special Survey No. 1. - This survey is to be carried out at four years from the date of build.

- (a) 1. The vessel is to be placed in drydock upon a slipway and the keel, stem, stern, frame or stern post, and outside planking or plating are to be cleaned and afterward examined, recalced, and recoated where necessary; the rudder is to be examined and lifted when required and the gudgeons rebushed or the braces and pintles refitted as may be necessary.
2. In the case of wooden vessels, careful examination is to be made of the entire structure, faulty fastenings, bolts, or treenails backed out or otherwise dealt with to the satisfaction of the inspector. When in the opinion of the inspector, it is necessary, borings are to be made and should they disclose cause for further examination, listings shall be made where and as required to satisfy the inspector.
- (b) The holds, 'tween decks, peaks, bilges, engine and boiler spaces, and bunkers are to be cleaned out and the surfaces of the framing and plating are to be cleaned and examined and recoated where necessary. All the watertight bulkheads are to be examined, and tested if considered necessary, with a head of water.
- (c) The platform plates in the engine and boiler spaces are to be removed when required, and in the holds and bunkers one strake of ceiling at the bilges and one strake of ceiling on each side fore and aft and all port-ceiling hatches are to be lifted. All limbers are to be cleaned free from dirt.
- (d) The cement or other composition on the inner surface of the bottom plating is to be carefully examined and tested, to ascertain if it is adhering satisfactorily to the plating.

- (e) Where a double bottom is fitted, the tanks are to be thoroughly cleaned out and examined internally; sufficient ceiling is to be lifted or all the ceiling is to be lifted, if necessary, for cleaning and coating the top plating; and the tanks are to be tested with water pressure equal to the height of the load draft of the vessel.
- (f) Where a double bottom and other tanks are used for fuel oil bunkers, the cleaning out of such tanks need not be insisted upon, provided the inspector is able to determine by an external examination that the general condition of the tanks is satisfactory. Tanks in such cases may be tested with oil to the height of the overflow.
- (g) Deep water ballast tanks, peak ballast tanks, and fresh water tanks which form a part of the structure of the vessel are to be cleaned out and examined internally, and are to be tested with a head of water to a height of eight feet above the crown of the tank, or to height of the load draft of the vessel, or to the highest point to which liquid may rise under service conditions, whichever is highest.
- (h) The decks are to be examined, and wood decks are to be bored where worn and renewed if reduced to three-fourths the Rule thickness, or if found otherwise defective.
- (i) The masts, spars, rigging, hawse pipes and outfit are to be examined, and found or placed in good condition, and the weight, type, and number noted. The hatch covers and fore and afters, the tarpaulins, the hatchway and ventilator coamings, deckhouses, the engine and boiler casings and all other means of protecting openings in the weather decks are to be examined, and found or placed in good condition.
- (j) All parts of the steering arrangements together with the blocks, rods, chains, or other transmission gear are to be examined, and found or placed in good condition.
- (k) The windlass, hand pumps, sluice valves, watertight doors, and air and sounding pipes are to be examined, and found or placed in good condition.
- (l) When spaces are insulated in connection with refrigerating plant, the limbers and hatches are to be lifted and an examination is to be made in way of same.

- (m) The engines and boilers of all vessels will be required to undergo periodical surveys at the same time as the special surveys on the hull.

14.2. Special Survey No. 2. This survey is to be carried out at four years from the date of the special survey No. 1. All the requirements of Special Survey No. 1 are to be complied with, in addition to the following requirements:

- (a) 1. A second strake of ceiling on each side fore and aft and all portable ceiling hatches are to be lifted in holds and bunkers.
2. In the case of wooden vessels no planking is to be removed except, if in the opinion of the inspector it is absolutely necessary to disclose the true condition of the vessel, or as may be found necessary, to effectively remedy the defects otherwise disclosed.
- (b) Double bottom and other tanks used as fuel oil bunkers are to be thoroughly cleaned out, cleared of gas, and examined internally, and the tanks are to be tested with water pressure to the height of the overflow.
- (c) The chain cables are to be ranged, the shackle pins driven out, and the cables examined, and if found reduced in sectional area at their most worn part to the extent represented by the following table, they must be renewed:

Diameter of Cable	Maximum reduction to be allowed
8/16" and under 12/16"	1/16"
12/16" and under 1 4/16"	2/16"
1 4/16" and under 1 12/16"	3/16"
1 12/16" and under 2"	4/16"
2" and under 2 8/16"	5/16"
2 8/16" and under 3"	6/16"
3" and under 3 8/16"	7/16"

14.3. Special Survey No. 3. This survey is due 12 years from the date of build and can be carried out at any time prior to the date when it becomes due, but it must be carried out within 13 years from the date of build. All

the requirements of Special Survey No's. 1 and 2 are to be complied with, in addition to the following requirements:

- (a) 1. All the close ceilings, wood linings, and casings in the holds and bunkers, ceiling spars and platform plates in the engine and boiler spaces are to be lifted, and all rust throughout the vessel, both inside and outside, is to be removed.
- 2. In respect to wooden vessels, treenails in the bilges must in all cases be backed out, the center line members must be carefully searched and refastened to the satisfaction of the inspector, and where faulty the refastening bolts must be driven through and clinched over rings.
- (b) When the vessel is thus prepared, the outer and inner surfaces of the shell plating and the whole of the framing, floors, brackets, reverse bars, keelsons, girders, tanktop plating, engine and boiler seatings, shaft tunnels, thrust and shaft stools, beams, watertight bulkheads, rivets, stringers, and decks are to be examined, and found or placed in good condition.
- (c) 1. If it is considered necessary by the inspector, the shell plating, deck plating, and such other parts of the vessel as are liable to excessive corrosion are to be drilled, and where a material reduction of over 25 percent in the original scantlings is found to have taken place, the defective parts are to be removed and replaced with new materials of the original scantlings and quality.
- 2. In the case of wooden ships, the beam ends, knees, beam and connections and all principal parts to be carefully examined and bored as may be required by the inspector and where necessary to ascertain the condition of the beam ends the deck plating adjacent to the lockstrakes should be removed.
- (d) 1. In cases where the deterioration of the scantlings is widespread, a detailed preliminary report with a sketch is possible is to be made by the inspector and forwarded immediately to the Commission for its consideration.

2. In the case of wooden vessels, listings are to be cut inside along seam lines, without disturbing fastenings, above and below the bilge strakes, so as to expose the timbers for one-third the length of the vessel, from each end on both sides, and at such additional and intermediate openings as the inspector may require.
- (e)
1. When all the rust has been removed, the surfaces of the iron and steel work throughout the vessel are to be recoated, but this should not be done until after examination by the inspector.
 2. In the case of wooden vessels, if considered necessary by the inspector, planking may, at his discretion, be removed on both sides of the vessel a length equal to one complete strake on one side; on both sides of the vessel under the counter, and from stem aft toward the foremast such length as the inspector may determine, but not less than eight frames. The inspector will, in his discretion, be careful not to have planking removed that has been removed on previous surveys or when the vessel's condition can be disclosed as, or made satisfactory, without disturbance to the planking.
- (f)
1. Where side lights are fitted, the condition of the plating in way of same is to be ascertained, and in way of cabin accommodations the lining may, in the first instance, be removed so that the inspector may judge of the condition of the hull at those parts, and if, upon such examination, he considers it necessary, additional lining must be removed.
 2. In the case of wooden ships all rust and bowsprit wedging is to be removed and the condition of the plating of iron or steel masts, bowsprits, and spars tested by hammering or drilling, as may be found necessary.
- (g)
- When spaces are insulated in connection with refrigerating plant, the limbers and hatches are to be lifted, and enough lining is to be removed from all the spaces to enable the inspector to satisfy himself as to the general condition of the plating and framing in way of insulation.

14.4. Second Special Survey No. 1. This survey is to be carried out at four years from the date of Special Survey No. 3. All the requirements of the Special Survey No. 2 are to be complied with.

14.5. Second Special Survey No. 2. This survey is due in 24 years from the date of build, but it must be carried out within 25 years from the date of build. All the requirements of Special Survey No. 3 are to be complied with, in addition to the following requirement:

- (a) The actual scantlings of the vessel throughout are to be ascertained by the inspector and reported by him in detail to the Commission. The bottom plating need not be drilled if the cement on same is adhering satisfactorily. Generally, when a material reduction of 25 percent or more is found the material is to be removed.

14.7. Third Special Survey No. 1. This and succeeding surveys are to correspond with Second Special Survey No. 1 and succeeding surveys, unless otherwise determined by the Commission.

14.8. Propelling Plant.

- (a) At these special surveys and on other occasions when the vessel is in drydock, the sea connections, together with the cocks and valves and strainers in connection with same, shall be examined. All iron and steel fastenings of seacocks and valves to the shell plating should be examined and removed if necessary at each Special Survey No. 3.
- (b) The outboard shafts shall be drawn for examination at least once every three years at time of annual inspection. When the after bearing is worn down one-fourth inch with shafts not exceeding nine inches in diameter; five-sixteenths inch when over nine inches and not exceeding twelve inches, and three-eighths inch with shafts over twelve inches in diameter, the bearing shall be rebushed.

- (c) At each special survey, the cylinders or turbines, pistons, valves, pumps, condensers, thrust bearings, main and tunnel shafting, evaporators, and steam steering gear, and such other parts of the machinery as may be considered necessary shall be examined. The pumping arrangements from the several holds, as well as from the engine and boiler spaces, shall be examined.
- (d) At each special survey, the boiler and superheaters shall be carefully examined inside and outside, and the inspector shall satisfy himself that the boilers and all their appurtenances are in perfect order in every detail. The safety valves shall be carefully examined and set to the working pressure.
- (e) Internal Combustion Engines. A complete examination shall be made of the main and auxiliary machinery. All cylinders, pistons, valves, valve gears, pumps, connecting rods and bearings, guides, cross heads, the crank, thrust, and line shafting shall be examined. The cylinders, pistons, and valves of the air compressors shall be examined. The various engine piping systems, air vessels, coolers, oil tanks, and the engine auxiliaries shall be cleaned if necessary, and examined as far as practicable. Other parts of the machinery as may be considered by the inspector shall be examined. The spare parts should be checked. The requirements for special periodical surveys of steam engines and boiler installations apply to internal combustion engine installations as far as applicable.

14.9. Exemptions. The Commission may at its discretion exempt a vessel of less than 250 net tons from any or all of the requirements of the special surveys applicable to such vessels when in its judgment such survey would be impracticable and unreasonable, provided, that any request for exemption shall be placed before the Commission, together with the reasons therefor in detail.

Section 15. Copies of Specifications and/or Blueprints. - Six copies of all blueprints and/or specifications of every article approved for use on vessels subject to inspection shall be supplied to the Commission for the use of Inspectors.

Section 16. Crew Accomodations. - On all vessels of 100 gross tons and over there shall be provided at least one toilet, one washbasin, and one shower. When the engine room crew, exclusive of licensed officers and others separately provided for exceeds ten, their toilet and washroom equipment shall be separate from the other crew members. Separate facilities shall also be provided for the female members of the crew.

All washbasins, showers, and bathtubs shall be equipped with proper plumbing. Washbasins may be located in the crew sleeping quarters, if properly installed and equipped with proper plumbing. The washrooms and toilet rooms shall be equipped with proper drains, with proper plumbing for slushing. Where more than one toilet is located in a space or compartment, each toilet shall be separated by partitions, which shall be open at the top and bottom for ventilation and cleaning purposes. Urinals may be fitted in toilet rooms, if desired, but no reduction in the required number of toilets will be made therefor.

When the total number of the crew exceeds 100, consideration may be given to special arrangements and to a reduction in number of facilities required.

On all vessels of 100 gross tons and over, the contracts for the construction of which were signed on or prior to January 1, 1941, the toilet and washing facilities shall be in keeping with the age, size and service of the vessel and consistent with the principles underlying the requirements for vessels the contracts for the construction of which were signed after January 1, 1941, when reasonable and practicable, a minimum of one toilet, one washbasin, and one shower or bathtub for each ten members, or portion thereof, in the crew to be accomodated, shall be provided. On such vessels separate washing facilities are not required where the engine room crew, exclusive of licensed officers and others separately provided for does not exceed ten.

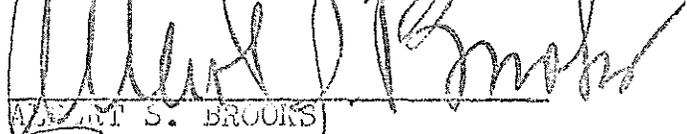
Section 17. Fees. - The charges for inspection of vessels shall be the same fee as now in effect for similar inspection by the American Bureau of Shipping.

Section 18. Effective Date. - These Regulations shall be effective on the date of approval by the Governor of Guam.

By virtue of the authority vested in the Guam Shipping Commission by Public Law No. 30, First Guam Legislature, Chapter 3, Hull and Machinery Inspection for Steam and Motor Vessels and Motorboats, Shipping Regulations, is issued and forwarded herewith to the Governor of Guam for approval and promulgation.

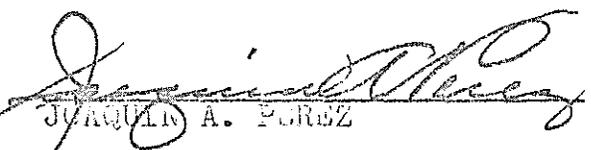
Dated this 22nd day of January, 1952


ELLIS P. SHEFFIELD, Chairman


ALBERT S. BROOKS


SVEN O. OLSEN

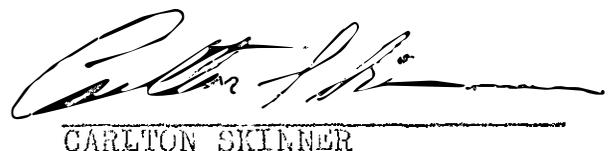

WALTER G. PEARCH


JOAQUIN A. PEREZ

By virtue of the authority vested in me as Governor of Guam by Public Law No. 30, First Guam Legislature, Chapter 3, Hull and Machinery Inspection for Steam and Motor Vessels and Motorboats, Shipping Regulations, is approved and promulgated as Government of Guam Executive Order Number 1-52.

This order shall become effective immediately.

Dated this 17th day of March, 1952


CARLTON SKINNER

COUNTY ATTORNEY

R. S. HERRMAN
Secretary of Guam