



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 28.02.1996  
COM(96) 61 final

96/0041 (SYN)

Proposal for a  
**COUNCIL DIRECTIVE**  
on safety rules and standards for passenger ships

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(presented by the Commission)

Draft  
**DECISION OF THE EEA JOINT COMMITTEE**  
No  
of

amending Annex XIII (Chapter V) of the Agreement on the European Economic Area  
by adding Council Directive (.../.../EC) on safety rules and standards for passenger ships

- Draft common position of the Community -

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(presented by the Commission)



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 05.03.1996  
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Au COM(96)61 final du 28.02.96.  
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**Proposal for a Council directive on safety rules and standards for passenger ships**

The Council of the European Union,

Having regard to the Treaty establishing the European Community, and in particular Article 84 (2) thereof,

Having regard to the proposal from the Commission<sup>1</sup>,

In cooperation with the European Parliament<sup>2</sup>

Having regard to the opinion of the Economic and Social Committee<sup>3</sup>,

Acting in accordance with the procedure referred in Article 189 c of the Treaty<sup>4</sup>

Whereas Community action in the sector of maritime transport should aim at the improvement of transport safety;

Whereas the Community is seriously concerned about the latest shipping casualties in which passenger ships were involved resulting in a massive loss of life; whereas European citizens and many others using passenger ships and high speed passenger craft throughout the Community have the right to expect, and to rely on an appropriate level of safety on board;

Whereas the provisions of Council Directive 83/391/CEE of 12 June 1989<sup>5</sup> on the introduction of measures to encourage improvements in the safety and health of workers at work and its relevant individual directives are fully applicable to the use of work equipment and of personal protective equipment by workers at work on passenger ships engaged on domestic voyages;

Whereas international conventions, in particular, the SOLAS Convention, lay down safety standards in regulations for, *inter alia*, passenger vessels : however, many of such regulations contain vague expressions interpreted differently by flag states and grant to each flag state various possibilities to issue exemptions; furthermore, such conventions exclude passenger ships and high speed passenger craft, when operating on domestic voyages, from the scope of the standards established therein; these situations have led to Member States establishing differing rules and standards for safety of passenger vessels, in particular for those engaged on domestic voyages;

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2 OJ C

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5 O.J. N° L 183 of 29.06.1989, p.1

## EXPLANATORY MEMORANDUM

### GENERAL INTRODUCTION

1. The size of the European fleet of passenger ships in the Community is quite significant (18.362.168 GRT). Every year, millions of European citizens use these ships relying on, and with the right to expect, an acceptable degree of safety. As it has been broadly demonstrated in the investigations and inquiries of the latest tragedies, those passenger ships operating on domestic voyages are exposed to the same risks and perils of the sea as similar ships on international routes when operating in the same sea areas. It is, therefore, of paramount importance to ensure that a high level of safety standards exists for all passenger ships plying to and from ports of any Member State of the Community, irrespective whether they are engaged on domestic or on international voyages.

2. Tragically, major passenger ship casualties in the recent past have resulted in a massive loss of life, both of passengers and crew, demonstrating that the expected safety level is not achieved.

Furthermore, though international safety regulations such as the Safety of Life at Sea Convention - SOLAS, set out a minimum common safety standard for ships engaged on international voyages, they do not apply to passenger ships engaged on domestic voyages between ports of a single State. This situation brings about a complete lack of international regulations on safety requirements for the latter, whereas for the former an international agreed level of safety is assured. Another element contributing to the lack in harmonization of safety is that the same SOLAS Convention allows flag Administrations to exempt from some of the SOLAS requirements individual ships or classes of ships which in the course of their international voyages, do not proceed more than 20 miles from the nearest land. Flag Administrations may do so if they consider that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of the SOLAS Convention unreasonable or unnecessary. As a consequence, a two-tier safety regime has been developed in the Community. On the one hand the International SOLAS Convention aims at establishing a uniform level of safety for passenger ships on international voyages, but it lacks full harmonization in particular due to the freedom it grants to flag States to allow exemptions to passenger ships engaged on international voyages in the course of which the ship does not proceed more than 20 miles from the nearest land. On the other hand there exists in the Community a wide variety of national safety regulations for the same type of ships when they are engaged on domestic voyages.

3. The "domestic" or "international" nature of these voyages however has, in many instances an important European dimension: passenger boarding these vessels (several millions every year) are by and large citizens of all EU Member States, which rightly expect to find a substantially similar level of safety throughout the EU. This, however, is not the case today where national safety regulations for domestic voyages vary depending also on types of vessels and operation and where flag States avail themselves of the exemption possibilities provided for in the SOLAS Convention for short international voyages and voyages within 20 miles from the coast in a substantial different manner. In addition to this it is particularly important to bear in mind that new types of fast, high-tech vessels are entering the market for which little and different national rules exist.



4. The awareness raised of the above-mentioned circumstances has moved the Commission to take action. This action consists of a proposal for a Council Directive which has the purpose to focus precisely on those categories of ships which are not subject to international standards and to determine a common set of rules to introduce as far as possible a uniform level of safety obligations for all ships operating on domestic voyages within Community waters, allowing for differences only where very special operating conditions so require (e.g. ice, sheltered waters).

5. The importance of this measure is emphasized by the Council Regulation 3577/92 of 7 December 1992 applying the principle of freedom to provide services to maritime transport within Member States (maritime cabotage) <sup>(1)</sup>. This Regulation grants the freedom for an operator of one Member State to provide services to maritime transport within another Member State, thus opening up the possibility of increasing competition on such routes. Before the domestic trade for passenger ships will be liberalized in the entire Community, it is necessary that common safety requirements for such ships are established in order to contribute to the level playing field which is indispensable to fair competitive conditions, minimising the possibility for unscrupulous owners and operators to try and gain a competitive edge by economising on the safety of their ships.

6. The Commission identified these issues in its Communication "A Common Policy on Safe Seas" of 24 February 1993 <sup>(2)</sup>, where it announced a specific proposal to overcome these problems. Both the Council in its Resolution of 8 June 1993 <sup>(3)</sup> and the European Parliament, in several Resolutions, calling for the enhancement and enforcement of safety standards for passenger ships, the latest having been enacted on the 27 October 1994 <sup>(4)</sup>, have endorsed the basic principles and the objectives of this measure.

7. The Commission has prepared this measure in close co-operation with government experts from the Member States and the countries concerned of the European Economic Area as well as in full consultation with the industry. This has provided relevant inputs to ensure that the proposal is in accordance with the latest developments on maritime safety adopted in the framework of the International Maritime Organisation (IMO).

In particular, the consultation with the industry and with government experts from the Member States and the countries concerned of the European Economic Area has revealed the main concern over this matter, that is to avoid provisions which, in certain cases, might constitute an insurmountable financial burden for the upgrading of existing ships. This is particularly significant for existing passenger ships of Class B with a length of less than 24 metres and for existing passenger ships of Classes C and D for which the Administration of the flag State has to ensure an adequate level of safety in its national rules. In addition, a phasing-in scheme for existing Class B ships having a length of 24 metres and over to comply with the requirements of Annex I to this Directive has been established to meet this concern.

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(1) O.J. L364 of 12.12.1992, page 7  
(2) COM (93)66  
(3) O.J. C 271/1 of 07.10.1993, page 1  
(4) B4 - 0236/94 of 27.10.94

8. The scope of the operative provisions of this Directive has been restricted for the moment to passenger ships engaged on domestic voyages only. Extension of the scope of the Directive to passenger ships operating on international voyages and hence subject to the requirements of the international SOLAS Convention, would not be appropriate at this stage. In fact the Commission has established in its Communication "A Common Policy on Safe Seas"<sup>1</sup>, further confirmed by the Council, that the European Union would not as a general rule adopt unilateral legislation in international trade. The purpose of this policy is to avoid undermining the principle of international harmonisation of safety standards within the International Maritime Organisation.

Furthermore a proposal for a Directive imposing provisions only on passenger ships sailing under a flag of a Member State and engaged on international voyages to and from EU ports, will cause a violent acceleration of the flagging-out of these ships to third flags. This will allow Community Shipowners to continue the same services with the same passenger ships, to which only the international safety regulations will apply. This transfer of the EU fleet of passenger ships to third flags, will not only have the evident detrimental economical consequences for the European shipping industry but would also lead to a serious downgrading of the level of safety. Indeed, also the flag State authority to verify and guarantee that such ships comply with the international safety regulations will be transferred from the Administrations of the Member States to third flag Administrations, which may be far too flexible with regard to the enforcement of safety regulations and the requirements for crew qualification.

9. However, special consideration should be given to passenger ships which are plying to and from EU ports but engaged on international voyages, and in particular on "short international voyages" and on "voyages of sheltered nature and conditions within 20 miles from the nearest land".

With regard to the international voyages in general, for which the SOLAS Convention applies, it is well known and also recognized within IMO that too many regulations of this Convention contain vague expressions or leave the interpretation to the Administrations of the flag State. As a consequence, there is little or no harmonization in the application of these worldwide agreed and applicable regulations. In order to overcome this drawback, the Maritime Safety Committee within IMO has been given the mandate to revise these regulations in order to obtain a harmonized interpretation of the SOLAS Convention. Where appropriate, results of this ongoing work within IMO have been taken into account by the Commission when elaborating Annex I to this Directive, with the aim to achieve a set of SOLAS based rules for passenger ships engaged on domestic voyages with as few interpretations left to the Administrations as possible. Further the Directive contains a provision that for those classes of passenger ships engaged on domestic voyages for which the regulations of the SOLAS Convention have to be applied, i.e. new and existing class A ships operating further than 20 miles from the nearest land, the harmonized interpretations as contained in Annex I to this Directive should be followed for those SOLAS regulations which leave the interpretation to the discretion of the Administrations.

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<sup>1</sup> COM (93)66

In order to guarantee an equivalent and harmonized level of safety for passenger ships engaged on international voyages from and to EU ports, the same rules of play as for passenger ships engaged on domestic voyages should apply with regard to the interpretation of the SOLAS regulations. Taking into account that this can only be settled at international level through the International Maritime Organization, the Community shall take initiatives to expedite the ongoing work within IMO on the harmonization of the SOLAS Convention by preparing draft texts of priority amendments to the SOLAS Convention as well as drafting harmonized interpretations. Those amendments and interpretations should at least ensure an equivalent level of safety as the one established for the domestic trade. The goal should be that these interpretations will be applied on a mandatory basis by all passenger ships operating to and from EU ports, irrespective of the flag they fly.

With regard to "short international voyages" and "voyages of sheltered nature and conditions within 20 miles from the nearest land" a similar and even larger lack of harmonization in the SOLAS Convention exists. Indeed the SOLAS Convention allows Administrations of the flag States to exempt ships engaged on such international voyages from certain of the SOLAS regulations, resulting in that no real harmonization in the application of the international safety standards exists today for these types of ships. This situation calls for appropriate measures in order to avoid that a safety gap is created between passenger ships engaged on domestic voyages and those engaged on these particular international voyages, both operating to and from the same EU ports.

The problems related to these exemption facilities granted to flag Administrations by the SOLAS Convention have been recognized within the International Maritime Organization. In the MSC Circular 606 of 12 February 1993 on "Port State Concurrence with SOLAS exemptions" a recommendation is made to overcome disputes between flag States and host States on exemptions granted by the flag State by inviting the involved Administrations to work together to resolve any disagreements concerning the suitability of such exemptions.

Although this recommendation could already provide an improvement to the situation, it has the drawback that it is only of a recommendatory nature and if applied, it will only lead to bilateral agreements between flag State and host State and will be only applicable to the ships flying the flags of these States. Taking into account the goal to be achieved at EU level, namely that there should be a harmonized procedure for granting exemptions to passenger ships operating in the same areas to or from the same EU ports, irrespective whether they are engaged on international or domestic voyages, further steps in addition to the recommendation contained in MSC Circular 606 have to be taken. Third flag States wishing to grant exemptions to passenger ships flying their flag and to be engaged on international voyages to and from EU ports, should, prior to putting in operation the envisaged ships on such voyages, be required to submit their request to the Administration of the host Member State, in accordance with the principles laid down in MSC Circular 606, in order to obtain agreement of that Member State on the suitability of the intended exemptions. Member States receiving and treating such a request from a third flag State should act in accordance with the harmonized rules of the Directive, by allowing only the same exemptions as have been granted for passenger ships engaged in the same area on domestic voyages and operating in comparable conditions. Only such an approach can guarantee an equal playing field with regard to safety requirements for passenger ships engaged on domestic and on international voyages to and from the same EU ports and operating in comparable conditions.

10. In order to overcome the abovementioned shortcomings, and to obtain the envisaged solutions aiming at a uniform and harmonized safety regime and level playing field for passenger ships operating on voyages from and to EU ports, irrespective of the nature of the voyages (domestic or international) they are engaged on, the Council is requested to authorize the Commission to negotiate within the IMO framework to :

- expedite the on-going work within IMO to revise the vague expressions in the SOLAS regulations, resulting in a set of harmonized interpretations for these regulations to be applied to passenger ships engaged on international voyages.
- adopt a mandatory application of the principles of MSC Circular 606 to passenger ships flying the flag of a third State and to be engaged on international voyages.

If, after a reasonable time acceptable solutions are reached in the IMO, annex I , where appropriate, will be amended in accordance with the procedure of article 9.2 in order to bring it in line with the harmonized international regulations. If no such solutions can be achieved in IMO, the Directive will be amended in accordance with the procedure of article 9.2 in order to apply the harmonized regulations of Annex I and the principles of MSC Circular 606 to passenger ships engaged on international voyages.

These courses of action would not only ensure that a harmonized level of safety will be obtained for all passenger ships plying to and from EU ports , irrespective whether they are engaged on domestic voyages or international voyages, but also will avoid the creation of competitive disadvantages for EU flag ships.

11. This proposal for a Council Directive determines common safety requirements for passenger ships engaged on domestic voyages, irrespective of the flag they fly and which are divided by class, according to the different sea areas in which they operate . These common safety requirements are primarily related to construction, (subdivision and stability, machinery and electrical installations), fire protection, and life-saving appliances.

There is obviously a link between the various classes (A, B, C and D) and the safety requirements which are proposed for each class. On the basis of the result of the extensive consultation with Member States and the Industry, the Commission has retained the following approach.

12. Despite the express exclusion made for passenger ships engaged on domestic voyages in the relevant International Conventions, the technical safety requirements should to the greatest possible extent be based on pertinent international standards, in particular, on the Safety of Life at Sea Convention - SOLAS Convention. A literal transposition of these international standards into Community law is however no appropriate for all classes of passenger ships. Such simplistic approach, in fact, would just ignore either recent lessons learned from tragic events or the specific situations given on certain domestic sea routes which amply justify either additional requirements or derogations. Due consideration has also to be given to the limitations imposed by the size of certain ships.

13. As regards the need for additional requirements, it should be noted that the aftermath of the latest casualties of passenger ships has resulted in a thorough revision of relevant existing safety requirements in International Fora. This proposal for a Council Directive therefore introduces an additional value to the safety standards by encompassing recent developments which are indispensable for the enhancement of safety at sea. By way of example, it is worth mentioning the introduction of the intact stability requirements for all new passenger ships and for existing passenger ships of class A and B engaged on domestic voyages.

**14.** The need to move away, at least to an extent, from the SOLAS Convention Regulations, either by lessening the requirements or by proposing alternative provisions, is apparent in the particular case of new passenger ships of Classes B, C, and D, due to the limited range of operation for these categories of ships, i.e. short distance from the coast, particular sheltered waters, favourable sea state conditions, or to the operational limitations such as operation only during a restricted period of the year, voyages only during daylight time, restricted trip duration, etc.

This approach finds its justification also in the International SOLAS Convention which permits derogations from the international requirements for ships, which in the course of their voyage, do not proceed more than 20 miles from the nearest land, and where the sheltered nature and conditions of the voyages are such as to render the application of any such requirement unreasonable or unnecessary.

For the reasons explained above this should however be done in a harmonized way at EU level, in order to obtain and maintain a uniform safety level for all passenger ships engaged in Community waters on domestic voyages.

**15.** The above mentioned considerations have resulted in a comprehensive Annex I tailored to the particular needs of the various ships categories.

**16.** New passenger ships of Class A are required to apply the Regulations of the SOLAS Convention, including the latest amendments approved at the SOLAS Conference in November 1995, as well as some relevant requirements of Annex I, in which the latest developments for the enhancement of safety of life at sea recently adopted in international fora ( i.e. the intact stability requirements) are introduced, while new passenger ships of class B, C and D have to comply with standards, designed to take account of their specific operational range, as contained in Annex I, in which, where appropriate, the latest amendments approved at the SOLAS Conference in November 1995 also have been taken on board.

**17.** Another approach, as described below, has been followed for existing passenger ships, since imposing the application of the requirements proposed for new passenger ships on existing passenger ships would imply such extensive changes to the construction of these ships and their structural appliances as to be economically non-viable.

For existing passenger ships of Class A it is proposed to apply the requirements for existing ships of the 1974 SOLAS Convention, as amended and including the latest amendments approved at the SOLAS Conference in November 1995, together with the intact stability requirements contained in Annex I.

As far as existing passenger ships of Class B are concerned, a specific harmonised regime has been elaborated in Annex I, mainly based on the SOLAS requirements for existing ships but taking due account of the limited sea range in which these ships operate.

The amendments resulted from the revision of Chapter II-2 of the SOLAS Convention with regard to fire safety for existing passenger ships (IMO Resolution MSC.24(60) adopted on 10 April 1992) have been encompassed in the safety requirements for existing class B ships contained in Annex I, in order to ensure that these ships will be upgraded to the same extent and in the same time schedule as required for existing class A ships by the above mentioned amendments to SOLAS Chapter II-2. The same approach has been followed for issues relating to the safety of ro-ro passenger ships, by incorporating, where appropriate, the latest amendments to the SOLAS Convention approved by the ad-hoc SOLAS Conference in November 1995.

Existing passenger ships of Class B having a length of less than 24 metres however do not have to comply with the requirements of Chapters II-1 and II-2 of Annex I, provided that the Administration of the flag State ensure that these ships comply with the requirements of the national legislation, and that the latter is providing for an equivalent level of safety for the items covered by the abovementioned chapters of Annex I. Such an approach is justified taking into account that due to the limited size of such ships upgrading to comply with certain of the requirements of Annex I is physically impossible.

For the reasons outlined in paragraph 7 above, States, acting in their capacities as flag State Administrations, are required to ensure an equivalent level of safety through national legislation for existing passenger ships of class C and D with respect to the items covered by Chapters II-1 and II-2 of Annex I.

Notwithstanding the fact that existing passenger ships of Class B of less than 24 metres in length and existing passenger ships of Classes C and D do not have to comply with the requirements of Chapters II-1 and II-2 of Annex I provided that they comply with national rules ensuring an equivalent level of safety, they have to comply with the requirements of Chapter III of Annex I, relating to life-saving appliances.

18. With regard to the construction and maintenance of hull, main and auxiliary machinery, electrical and automatic plants, it is proposed that these features shall comply with the standards specified for classification by the rules of a recognized organisation, or with an equivalent standard. This approach ensures consistency with similar measures adopted for other types of ships under the Directive on Common Rules and Standards for Ship Inspection and Survey Organisations, adopted by the Council on 22 November 1994<sup>1</sup>.

19. Wherever in Annex I of this Directive directly or indirectly tests are included for certain equipment that must be carried on board, and wherever it is provided that this shipborne equipment must be approved and have undergone tests to the satisfaction of the Administration of the flag State, it is made clear that equipment complying with the provisions of the Council Directive on Marine Equipment shall be considered to be in compliance with any testing requirements contained in Annex I. This explicit, undetachable linkage with the provisions of the Marine Equipment Directive ensures that the declarations of compliance are issued by the Administration of the flag State exclusively by virtue of compliance with the relevant EU legislation and automatically imply the mutual recognition of tests for shipborne marine equipment.

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<sup>1</sup>

O.J. L 319, 12.12.94, p. 20

Where no harmonised testing standards for certain shipborne marine equipment are yet available, the Marine Equipment Directive includes provisions to stimulate the establishment at international level, i. e. within the International Maritime Organisation, of new testing standards for such equipment, and provides for the harmonisation on Community level of such new standards. This Proposal for a Council Directive takes into account these provisions, as well as eventual modifications to already existing harmonised testing standards, ensuring through a EU harmonisation of testing standards for shipborne marine equipment that no trade barriers will be created for passenger ships engaged on domestic voyages in Community waters.

20. Finally, this proposal provides for the control of the compliance of the ship with the above mentioned requirements to be examined and certified by the competent Administration or if it so decides, by a qualified body under the responsibility of such flag State Administration.

21. The safety provisions of this Directive complement other relevant EU legislation, such as the freedom of cabotage and the free transfer of ships within the EU. With regard to the elimination of technical barriers to the transfer of ships between Member States' national registers with the aim to facilitate the transfer of ships within the Community and to free the shipowners from costs and administrative procedures involved in a change of register within the Community, the Commission refers to Council Regulation (EEC) N° 613/91<sup>1</sup>. Since this Regulation only applies to cargo ships complying to SOLAS, the Commission shall propose to amend this regulation, bringing the passenger vessels covered by this Directive under the scope of the regulation.

As it has already been mentioned in paragraph 7, the Commission has prepared this proposal in close co-operation with the national Maritime Administrations of involved States of the of the European Economic Area (Norway and Iceland), taking into account its relevance to the EEA and with a view of its integration into the EEA Agreement.

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<sup>1</sup> Council Regulation (EEC) N° 613/91 of 4 March 1991 on the transfer of ships from one register to another in the Community, O.J. L 68, 13.3.91

## **JUSTIFICATION FOR A COUNCIL DIRECTIVE**

**22. a) What are the objectives of the envisaged action proposal in relation to the obligations of the Community and what is the Community dimension of the problem (for instance how many Member States are involved and which is the solution so far) ?**

The obligations of the Community in this context are the improvement of safety in maritime transport as foreseen in Article 84 (2) of the Treaty read in conjunction with Article 75 (1) (c). The objective of the action proposed is the establishment of a harmonized set of safety standards for passenger ships.

Millions of European citizens and many others travelling within Europe have recourse to this kind of transport to or from hundreds of ports in the Community. Almost all Member States are concerned as flag States as well as host States, and have introduced different standards, in particular for domestic voyages where harmonized international rules do not exist.

As part of the attainment of the internal market, maritime passenger trade between Member States and between Member States and third countries has been fully liberalised and for domestic passenger trade (cabotage) such liberalisation which commenced in 1993, will be completed within the next few years.

Common safety requirements are thus required not only in order to attain a common level of safety but also to guarantee that competition takes place on an equal footing in Community waters, initially for domestic trade, where the differences in the standards between Member States are the greatest, and thereafter, in the light of the Community's policy not, as a general rule, to adopt legislation for international voyages outside the existing multilateral framework, for international voyages.

**23. b) Is the envisaged action solely the responsibility of the Community or a responsibility shared with the Member States?**

The envisaged action does not relate to an exclusive competence of the Community.

**24. c) What is the most efficient solution taking into account the resources of the Community and of the Member States?**

In view of the internal market dimension of maritime passenger transport, the most efficient solution is the setting up of common safety requirements at Community level.

**25. d) What is the concrete added value of the action envisaged by the Community and what would be the cost of inaction?**

The Community has a major interest in the establishment and maintenance of harmonized safety standards for passenger ships, at a high level from the point of view of its seafarers, passengers and operators.



Statistics and recent tragic events demonstrate that all too often a high price is paid in terms of shipping casualties involving loss of human lives. This has been recognized at international level and prompted the International Maritime Organization to initiate the revision of the international safety requirements contained in the SOLAS Convention for passenger ships, and more particular ro-ro passenger ships.

In the light of this international initiative, in-action of the Community, in particular, initially, with respect to the safety standards for passenger ships engaged on domestic voyages, which are not covered by the above international safety requirements, would perpetuate the situation whereby each Member State maintains different safety standards, not always including recent developments. The proposal introduces clear up-to-date rules in this matter thus avoiding the possibility of costly and time consuming conflicts between Member States as to which safety rules should apply when ships of one state operate between ports of another. This will avoid unnecessary costs for operators and introduce certainty into the market for the construction and operation of new vessels which can then be used on a Community wide basis. Furthermore the establishment of such rules, initially for ships engaged in domestic voyages, and the commencement of procedures by the Community as a whole for the introduction through international fora of upgraded and harmonised rules for international voyages, should accelerate such international negotiations and increase the likelihood of a rapid harmonisation of safety rules for all voyages.

The costs of no action would be insufficient protection for passengers and the persistence of an overly complex and uncertain system for operators within the Community, as well as distortions of competition.

**26. e) What forms of actions are available to the Community? (recommendation, financial assistance, regulation, mutual recognition)**

International negotiations for domestic voyages can not be envisaged as the appropriate multilateral fora have always excluded such matters from their activities. In order to provide for homogeneous and effective protection of passengers in this area, it is necessary to introduce binding measures, either in the form of a Directive or a Regulation. By embodying a broad Community system in an enforceable legislative framework, divergent national measures will be avoided.

**27. f) Is uniform legislation necessary or does a Directive setting the general objectives and leaving the execution to the member States suffice?**

In accordance with the proportionality principle, a Directive will be sufficient as this will establish common requirements at Community level to harmonize the safety level of passenger ships engaged on domestic voyages, while leaving the choice of practical and technical procedures for its implementation to each Member State. In doing so, this Directive leaves to each Member State the responsibility of deciding on the implementation tools which best fit its internal system.

## CONTENT OF THE COUNCIL DIRECTIVE

29. As already stated in previous paragraph 2, the International Conventions exclude from the scope of application passenger ships operating on domestic voyages. This shortcoming in the international safety regulations has led to varying levels of safety legislation in the Member States and subsequently, different levels of application thereof. The content of this Directive represents a step forward for the achievement, at Community level, of a uniform and harmonized level of safety of life and property for passenger ships engaged on domestic voyages.

30. The aims of this Directive are primarily to ensure safe means of transport for millions of European citizens that travel on board these ships every year as well as to provide a level playing field based on convergent standards avoiding distortion of competition in the Community.

31. In order to achieve the above mentioned aims, the Directive's objectives are to introduce and maintain a uniform level of safety of life and property on new and existing passenger ships and high speed passenger craft, when both categories are engaged on domestic voyages. To this end the following sets of provisions will be necessary:

a) A first set of provisions to establish the division of these passenger ships in different classes according to the sea area in which they operate. The delimitation of these sea areas are relevant for a better identification of the needed safety requirements for passenger ships operating within them.

b) A second set of provisions to lay down the general safety requirements to be applied to the different classes of passenger ships. These provisions lay down detailed requirements for the different categories of passenger ships to be found in Annex I to this Directive, the High Speed Craft Code, and the SOLAS Convention.

c) A third set of provisions for the additional safety requirements, equivalents and exemptions. Clearly, all Member States have neither the same configuration of coastlines nor the same geographical and climatical conditions, and neither have all passenger ships the same constructional and design characteristics. Therefore these provisions endeavour to balance insufficient or excessive requirements by the introduction of additional ones or exemptions from them.

d) A fourth set of provisions for surveys and for granting of certificates enabling authorized organizations to carry out inspections and stating the sound conditions of the ship. A declaration of compliance shall be granted to passenger ships which comply with the Directive. For high speed passenger craft a High Speed Craft Safety Certificate and a Permit to Operate High Speed Craft shall be issued in accordance with the provisions of the High Speed Craft Code.

Finally the Directive lays down procedures for negotiating within the IMO framework the harmonization of the international safety standards applicable to passenger ships engaged on international voyages and of the granting of exemptions to such ships, when engaged on short international voyages or on international voyages of sheltered nature and conditions.

## **SPECIAL CONSIDERATIONS**

### **Article 1**

The exemption of passenger ships and high speed passenger craft engaged on domestic voyages from the regulations in the International SOLAS Convention and the liberalisation of cabotage in the next decade have been the prime reasons for the Union to take action in this field, introducing uniform safety requirements for passenger ships and high speed passenger craft when engaged on domestic voyages throughout the European Union.

This article defines the purpose of the Directive, that is to ensure safe means of transport for European citizens that travel on board these ships and craft every year, by introducing a set of harmonized safety rules for passenger ships and high speed passenger craft engaged on domestic voyages and by laying down procedures for harmonizing the rules for passenger ships engaged on international voyages.

### **Article 2**

This article lays down the definitions of the key words of the Directive. These definitions are, to the largest possible extent, kept in line with those in the International Conventions.

### **Article 3**

The scope of the Directive covers new and existing passenger ships and high speed passenger craft which meet the following requisites for the purpose of the Directive:

- a) the ship or craft, must comply with the provisions of the Directive, irrespective of the flag it is entitled to fly.
- b) the Directive applies to passenger ships and craft when operating solely on domestic voyages between ports within the territory of one Member State.

The safety requirements for passenger ships and for high speed passenger craft which are engaged on international voyages are already covered for in the International SOLAS Convention.

Paragraph 2 explicitly excludes the types of ships and craft to which the application of the Directive is unnecessary or unreasonable. In such cases the national legislation is fully applicable ensuring then an appropriate level of safety is complied with.

### **Article 4**

Passenger ships to which this Directive applies have been divided into four different classes, depending primarily upon the sea area and the distance from the coast of that area in which they operate.

Geographical limits hereafter termed "sea areas" will determine the boundary of operation within which ships can be in compliance with the requirements laid down in the Directive. A notification from the Member States is needed in order to ascertain these sea areas.

These sea areas shall take into account the geographical characteristics of the coast for navigation of ships as well as the average sea state conditions based on statistical data. These sea areas shall be plotted and communicated to the Commission by the Member States within a given time limit. Systematically, a list of sea areas shall be approved and updated by the Commission with the assistance of the Advisory Committee set up in Article 9, after gathering all the contributions submitted by the Member States.

For High Speed Passenger Craft the categories defined in the High Speed Craft Code shall be applied.

### Article 5

Paragraph (1) calls for the compliance of all passenger ships and high speed passenger craft with the rules laid down in the Directive.

Paragraph (2) clearly states that Member States shall not impair the freedom of operation for ships and craft complying with the requirements laid down in the Directive and shall recognise the certificates, permits and declarations of compliance with regard to this Directive issued by other Member States.

Paragraph (3) allows the Member States, in their capacity as host State, to inspect the ships and craft, in accordance with the provisions of the Council Directive 95/21/EC<sup>1</sup> on port State Control, in order to ascertain the condition of the ship is in compliance with its certificate or declaration of compliance with this Directive.

In that respect this paragraph also explicitly provides that shipborne marine equipment, complying with the Council Directive 96/.../EC on Marine Equipment, has to be considered also as in compliance with the test requirements provided for in this Directive.

### Article 6

This article lays down the general safety requirements to be applied to new and existing passenger ships, respectively to high speed passenger craft :

Paragraph (1) deals with common requirements for all classes of new and existing passenger ships.

To ensure optimum condition of the hull, main and auxiliary machinery and electrical and automatic plant it is compulsory that the construction and the maintenance of these features are surveyed in order to ensure conformity with the standards specified for classification by the rules of a "recognised organisation".

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<sup>1</sup>

O.J. N° L157, 07.07.95, p. 1

These "recognised organisations" are accurately defined in the Council Directive 94/57/EC<sup>1</sup> as organisations professionally efficient, reliable and able to maintain proper control of compliance with safety and environmental protection standards of the vessels they classify.

In addition ships' conformity with the regulations of Chapter IV, including the 1988 GMDSS amendments concerning radiocommunications for the Global Maritime Distress and Safety System, and of Chapters V and VI of the 1974 SOLAS Convention, as amended, is required. Ships engaged on domestic voyages have to comply with these requirements as if they were engaged on international voyages.

Finally with regard to shipborne navigational equipment, ships are required to comply with the requirements of Regulation 12 of Chapter V of the SOLAS Convention, as amended at the date of adoption of this Directive.

Paragraph (2) sets out the requirements for new passenger ships and gives consideration to the different type of classes of ships.

Sub-paragraph (2) a) is giving the general requirements. For new Class A ships, the 1974 SOLAS Convention, as amended at the date of adoption of the Directive, is applicable in its entirety as well as all the specific requirements laid down in the Directive and its Annex I. For new Classes B, C, and D ships only the requirements specified in the Directive and its Annex I are applicable.

Specific requirements with regard to load lines are stipulated in sub-paragraph (2) b) : in general it is required that all new ships, having a length of 24 metres or more, shall comply with the requirements of the 1966 International Convention on Load Lines. However due account is taken for ships having a length of less than 24 metres, where similar criteria to those of the 1966 ILLC Convention are to be applied, taking into account the length and the class of the ships concerned. For the lowest Class D, new ships are exempted from the minimum bow height requirement of the 1966 ILLC Convention. Finally a common requirement for all classes of new ships is provided, imposing that they shall have a full deck.

Paragraph (3) sets out the requirements for existing passenger ships:

Class A existing ships shall conform with the regulations for existing passenger ships laid down in the 1974 SOLAS Convention, as amended at the date of adoption of the Directive, and with the specific requirements of the Directive and its Annex I.

As for existing Class B ships, up-to-date rules are contained in Annex I, taking into account the amendments to the SOLAS Convention for upgrading existing passenger ships, including those relating to the safety of ro-ro passenger ships which have been approved recently at the ad-hoc SOLAS Conference in November 1995 and will enter into force on 1 July 1997. A phasing-in period for complying with the requirements of Annex I has been provided for, similar to such provisions in the SOLAS Convention for existing ships.

<sup>1</sup>

O.J. N° L 319, 12.12.94, p. 20 on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations.

However existing Class B ships with a length of less than 24 metres, do not have to comply with the requirements of Chapters II-1 and II-2 of Annex I, provided that the Administrations of the flag State ensure that such ships comply with national regulations providing an equivalent level of safety for this class of ships.

Existing ships of Classes C and D are also exempted from compliance with the regulations of Chapters II-1 and II-2 of Annex I of this Directive, provided they obey the rules of the flag State, the Administration of which has to establish such rules ensuring an appropriate level of safety for these Classes of ships.

Sub-paragraph 3.d) provides a procedure in case the requirements of sub-paragraphs 3.b) and 3.c) should not be complied with by a flag State.

Similar to the provisions of the International SOLAS Convention, sub-paragraph 3.e) prescribes how to apply the requirements for repairs, alterations and modifications of a major character to existing ships.

Paragraph (4) sets out the requirements for High Speed Craft :

The recently adopted IMO High Speed Craft Code only applies to high speed craft which are engaged on international voyages and excludes from its scope high speed craft on domestic voyages. To overcome this shortcoming, this Directive will include this type of craft within its scope, thus ensuring then the same level of safety for domestic high speed passenger craft as for the ones engaged on international voyages.

## Article 7

Firstly, the geographic characteristics of Member States' coasts can be very different. It is the aim of the Directive to cover those cases where the additional safety measures due to local circumstances are necessary to enhance safety in that area. Any Member State availing itself of such provision shall submit due notification to the Commission. The Commission assisted by the Advisory Committee, in accordance with the procedure set up in article 9, has been granted the right to object within 6 months and to require the Member State to withdraw or modify the said additional requirements.

Secondly, a provision for adopting measures allowing equivalents has been provided for, similar to the provisions for equivalents provided for in the SOLAS Convention. A Committee procedure as for the additional safety requirements has to be followed by a Member State availing itself the application of this provision.

Finally, this Article of the Directive also takes into consideration special situations where operational limitations render the full compliance of the Directive unnecessary or unreasonable. It is rather burdensome to embody in the Directive all possible cases of operational limitations under which passenger ships may operate due to the diversity of environmental and operational profiles found in each Member State.

Thus, ships only engaged on domestic voyages carried out under operational limitations may be exempted from the compliance with certain specific requirements of the Directive, subject to the same Committee procedure as for the additional requirements and equivalent provisions.

In order to avoid abuses of the above provisions for adopting additional safety requirements, equivalents and exemptions, it is absolutely necessary that the specific conditions in which these measures may be applied are clearly specified in the national legislation, and that they shall be applied without discrimination to the ship's flag or the nationality or place of establishment of the shipoperator. Therefore, before any application of such measures in the national legislation is envisaged by a Member State, this Member State has to communicate this at the planning stage to the Commission which has the right to object and to require the Member State to amend or revoke the proposed measures in accordance with the procedures of articles 8 and 9. These measures shall only apply for so long as the ship is operating under specified conditions.

#### **Article 8**

This article allows the Commission to amend, in accordance with the procedure laid down in article 9, the definitions in article 2 and the provisions related to procedures and guidelines for surveys referred to in article 10, as well as the Annexes of the Directive, in order to be able take into account future developments in safety regulations at international level.

Without prejudice to the procedures for amending the International Conventions, the application, for the purpose of this Directive, of subsequent amendments thereto which have entered into force shall be decided upon in accordance with the procedure laid down in article 9.

#### **Article 9**

This article incorporates the Advisory Committee instituted under Article 12 of the Council Directive 93/75/EC<sup>1</sup> and also describes the procedure which must be followed when the Directive refers to the Committee procedure. It is the type procedure I of article 2 of the Council Decision 87/373/EEC of 13 July 1987<sup>2</sup>.

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<sup>1</sup> O.J. N° L 247, 05.10.93, p. 19 concerning minimum requirements for vessels bound for or leaving Community ports and carrying dangerous or polluting goods.

<sup>2</sup> O.J. N° L 197/33, 17.07.97, Council Decision 87/373/EEC of 13 July 1987, laying down the procedures for the exercise of implementing powers conferred on the Community.



## **Article 10**

Passenger ships and craft are controlled throughout their operational life by way of surveys carried out by specialised agencies. It is absolutely necessary to scrutinize the state of ships and craft at different stages, that is, before a new ship is put into service or for existing ships, before they are put into service on domestic voyages in another Member State or within 12 months after the implementation date of this Directive when engaged on domestic voyages in the Member State the flag of which they are entitled to fly, and also every year, and occasionally as needed. High speed passenger craft have to be surveyed in accordance with the survey provisions of the High Speed Craft Code. Surveys have been proved to be highly effective in tracking down deficiencies on board ships and craft that might jeopardise the safety of life and property.

The relevant provisions of the "Guidelines for surveys for the Passenger Ship Safety Certificate" of IMO Resolution A. 746 (18) adopted on 4 November 1993 on "Guidelines under the harmonized system of survey and certification", shall be followed.

## **Article 11**

Appropriate certificates, permits and declarations of compliance will prove that ships and craft have been thoroughly inspected and are in accordance with the requirements laid down in the Directive. The certificates, permits and declarations of compliance shall be granted either by the Administration of the flag State or by an organisation which has been delegated the authority to carry out such surveys for the purpose of ascertaining the sound condition of the ship or craft.

Annex II provides the format for the declaration of compliance. All Classes of new and existing passenger ships will have to carry on board a certificate of this nature in order to prove that the ship complies with the requirements laid down in the Directive.

The declaration of compliance will be subject to periodical renewals every 12 months following satisfactory compliance to a renewal survey, carried in accordance with the provisions of article 10.

For high speed passenger craft engaged on domestic voyages a High Speed Craft Certificate and a Permit to Operate High Speed Craft has to be issued by the Administration of the flag State, in accordance with the provisions of the High Speed Craft Code for issuing certificates.

In case high speed passenger craft are to be engaged on domestic voyages in the territorial waters of another Member State, the Administration of the flag State, before issuing the Permit to Operate, should consult the host State to obtain details of any operational conditions associated with operation of the craft in that State and include such conditions in the Permit to Operate.

### **Article 12**

This article sets up a negotiating mandate for the Commission within IMO, envisaging the harmonisation of the regulations of the SOLAS Convention applicable to passenger ships engaged on international voyages. It also calls for a mandatory application, within the IMO framework, of the principles laid down in MSC Circular 606 on "Port State Concurrence on SOLAS Exemptions" to achieve a harmonized method for granting exemptions to passenger ships operating on international voyages, which by virtue of the sheltered nature and the local conditions or the limited length of their voyages are eligible for such exemptions.

### **Article 13**

This article concerns transposal by Member States of the Directive.

### **Article 14**

No comments

### **Article 15**

No comments

**Proposal for a Council directive on safety rules and standards for passenger ships**

The Council of the European Union,

Having regard to the Treaty establishing the European Community, and in particular Article 84 (2) thereof,

Having regard to the proposal from the Commission<sup>1</sup>,

In cooperation with the European Parliament<sup>2</sup>

Having regard to the opinion of the Economic and Social Committee<sup>3</sup>,

Acting in accordance with the procedure referred in Article 189 c of the Treaty<sup>4</sup>

Whereas Community action in the sector of maritime transport should aim at the improvement of transport safety;

Whereas the Community is seriously concerned about the latest shipping casualties in which passenger ships were involved resulting in a massive loss of life; whereas European citizens and many others using passenger ships and high speed passenger craft throughout the Community have the right to expect, and to rely on an appropriate level of safety on board;

Whereas the provisions of Council Directive 83/391/CEE of 12 June 1989<sup>5</sup> on the introduction of measures to encourage improvements in the safety and health of workers at work and its relevant individual directives are fully applicable to the use of work equipment and of personal protective equipment by workers at work on passenger ships engaged on domestic voyages;

Whereas international conventions, in particular, the SOLAS Convention, lay down safety standards in regulations for, *inter alia*, passenger vessels : however, many of such regulations contain vague expressions interpreted differently by flag states and grant to each flag state various possibilities to issue exemptions; furthermore, such conventions exclude passenger ships and high speed passenger craft, when operating on domestic voyages, from the scope of the standards established therein; these situations have led to Member States establishing differing rules and standards for safety of passenger vessels, in particular for those engaged on domestic voyages;

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2 OJ C

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5 O.J. N° L 183 of 29.06.1989, p.1

Whereas in the framework of the attainment of the objectives of the single market, the provision of maritime passenger transport services between Member States and between Member States and third countries has been liberalised by Regulation No 4055/86<sup>1</sup>: whereas for passenger transport services between ports of the same Member State (maritime cabotage) such liberalisation commenced in 1993 with the adoption of Regulation 3577/92<sup>2</sup> and will be completed throughout the Community within the next few years;

Whereas it is necessary therefore to establish common standards throughout the Community in order to attain a harmonised and appropriate level of safety not only in the interest of passengers and of crew, but also to ensure that competition between operators takes place on an equal footing in Community waters; whereas such common standards should be introduced initially for domestic voyages where differences in the standards between Member States are the greatest and only for international voyages thereafter, in the light of the Community policy not, as a general rule, to adopt rules for international voyages outside the existing international framework; whereas in order to commence the appropriate procedures for the establishment of rules for international voyages based on those established for domestic voyages, the Commission should be authorised to negotiate for the Community in the International Maritime Organisation the revising and updating of rules for international voyages and introducing of rules relating to the grant of exemptions from SOLAS rules for such voyages;

Whereas the Commission, in its communication "A Common Policy on Safe Seas" of 24 February 1993<sup>1</sup> announced the adoption of common safety requirements for passenger ships falling outside the scope of the relevant International Conventions as one of the objectives to be attained at Community level; furthermore the Council of the Union, at its meeting on 8 June 1993<sup>2</sup>, urged the Commission to submit as soon as possible to the Council suggestions for specific action and formal proposals concerning safety rules for passenger ships when engaged on domestic voyages; finally the European Parliament in several Resolutions, the latest having been enacted on the 27th October 1994<sup>3</sup>, has urged the Commission to propose a series of measures in the pursuit of safety at sea for passenger ships in Community waters;

Whereas in view, in particular, of the internal market dimension of maritime passenger transport, action at Community level is the only possible way to establish a common level of safety for ships throughout the Community; inaction by the Community would not only lead to insufficient protection for passengers but to the persistence of overly complex and uncertain systems within the Community to the detriment and expense of the industry;

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2 O.J. N° 364, 12.12.92, p. 7

1 COM (93) 66

2 O.J. N° C271, 07.10.93, p. 1

3 B4-0236/94 of 27.10.94

Whereas a common level of safety requirements must be attained by binding Community measures; a Council Directive, respecting the proportionality principle by leaving to each Member State the right to decide the implementation tools that best fits its internal system is, however, sufficient in this case;

Whereas at the time of entry into force of this Directive, the Commission will forward a proposal for the amendment of Council Regulation 613/91 of 4 March 1991 on the transfer of ships from one register to another within the Community; whereas such an amendment will ensure that Member States do not withhold from registration, for reasons arising from matters covered by this Directive, passenger vessels registered in another Member State complying with the requirements of this Directive and carrying a valid certificate.

Whereas in the interests of improving safety and avoiding distortions of competition the common safety requirements should apply to all passenger ships and high speed passenger craft engaged on domestic voyages in the Community, irrespective of the flag they fly;

Whereas passenger ships should be divided into different classes depending upon the range and conditions of the sea areas in which they operate; while high speed passenger craft should be categorized in accordance with the provisions of the High Speed Craft Code established by the International Maritime Organization; the sea areas setting out the zones for the operation of the different classes of passenger ships should be established by the Commission on the basis of notifications received from Member States;

Whereas the main reference framework for the safety standards should be the 1974 Safety of Life at Sea Convention - 1974 SOLAS Convention -, as amended, which encompasses internationally agreed standards for passenger ships and high speed passenger craft engaged on international voyages, inter alia, together with appropriate Resolutions and other measures complementing and interpreting the same;

Whereas the various classes of both new and existing passenger ships require a different approach for establishing safety requirements guaranteeing an equivalent safety level in view of the specific needs and limitations of these various classes; furthermore it is also appropriate to make distinctions in the safety requirements to be respected between existing ships and ships constructed after the date of entry into force of the national rules enacted pursuant to this Directive since imposing the rules for new ships on existing ships would imply such extensive structural changes as to be economically non viable; in respect of ships of Class B of more than 24 metres in length the application of the new harmonised rules of Annex I should be introduced in accordance with a timetable similar to that laid down in the SOLAS convention for international voyages;

Whereas in the light of the objective of Council Directive 96/.../EC on marine equipment to eliminate barriers to trade in such equipment and the relation between the requirements referred to therein and the requirements of this Directive, shipborne marine equipment, complying with the provisions of Directive 96/.../EC, when installed on board of a passenger ship, should not be subject to additional tests;

Whereas in view of the substantial differences in conception, construction and use of High Speed Passenger Craft compared to traditional passenger ships, such craft should be required to respect special rules;

Whereas Member States may exercise rights as port states to control the compliance with the provisions of this Directive based on those foreseen in Council Directive 95/21 of 19 June 1995 concerning the enforcement, in respect of shipping, using Community ports and sailing in the waters under jurisdiction of the Member States, of international standards for ship safety, pollution prevention and shipboard living and working conditions (port State control);

Whereas Member States may consider it appropriate to adopt exemptions from the provisions of this Directive for vessels operating under specific limitations, or to permit the use of equivalent standards; whereas they should be entitled to adopt such measures provided that the Commission, acting through the Committee set up by article 12 of Council Directive 93/75/EC of 13 September 1993 concerning minimum requirements for vessels bound for or leaving Community ports and carrying dangerous or polluting goods, does not oppose them within six months from the notification of such proposals to the Commission; whereas Member States could encounter local circumstances which justify the application of additional measures to all vessels operating in a specific area; in such cases the same procedure should apply;

Whereas it is necessary for a Committee composed of the representatives of the Member States to assist the Commission in the effective application of the Directive; whereas the Committee set up in article 12 of Council Directive 93/75/EEC can assume this function;

Whereas for the control of an effective implementation and enforcement of the Directive surveys are to be carried out on new and existing passenger ships and craft by or on behalf of the administration of the state the flag of which the ship or craft is entitled to fly and a declaration of compliance with the Directive granted; whereas for high speed passenger craft certificates and permits shall be issued in accordance with the High Speed Craft Code ;

Has adopted this Directive:

**Article 1**  
**(Purpose)**

The purpose of this Directive is to introduce a uniform level of safety of life and property on new and existing passenger ships and high speed passenger craft, when both categories of ships and craft are engaged on domestic voyages, and to lay down procedures for harmonizing the rules for passenger ships engaged on international voyages.

**Article 2**  
**(Definitions)**

For the purpose of this Directive and its Annexes,

- a) **"International Conventions"** means the 1974 International Convention for the Safety of Life at Sea, and the 1966 International Convention on Load Lines, together with Protocols and amendments thereto in force on the date of adoption of this Directive.
- b) **"Intact Stability Code"** means the "Code on Intact Stability for all types of ships covered by IMO Instruments" adopted by the IMO Assembly at its 18 th session through its Resolution A.749(18) on 4 November 1993, as amended on the date of adoption of this Directive.
- c) **"High Speed Craft Code"** means the "International Code for Safety of High Speed Craft" adopted by the IMO Maritime Safety Committee through its Resolution MSC 36 (63) on 20 May 1994, as amended on the date of adoption of this Directive.
- d) **"GMDSS"** means the Global Maritime Distress and Safety System as laid down in Chapter IV of the 1974 SOLAS Convention, as amended at the date of adoption of this Directive.
- e) **"a passenger ship"** means a ship which carries more than twelve passengers.
- f) **"a high speed passenger craft"** means a high speed craft as defined in regulation 1 of chapter X of the 1974 SOLAS Convention, as amended at the date of adoption of this Directive, which carries more than twelve passengers.
- g) **"a new ship" or "a new craft"** means a ship or craft the keel of which is laid or which is at a similar stage of construction on or after the date established by Article 13, paragraph 1.  
A similar stage of construction means the stage at which:
  - (i) construction identifiable with a specific ship or craft begins, and
  - (ii) assembly of that ship or craft has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.
- h) **"an existing ship" or "an existing craft"** means a ship or craft which is not a new ship or craft.

- i) **"a passenger"** is every person other than:
  - (i) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and
  - (ii) a child under one year of age.
- j) **"length of a ship"** unless expressly provided otherwise, means 96 per cent of the total length on a water line at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.
- k) **"bow height"** means the bow height defined in Regulation 39 of the 1966 International Convention on Load Lines as the vertical distance at the forward perpendicular between the waterline corresponding to the assigned summer freeboard and the designed trim and the top of the exposed deck at side.
- l) **"ship with a full deck"** means a ship that is provided with a complete deck, exposed to weather and sea, which has permanent means of closing all openings in the weatherpart thereof and below which all openings in the sides of the ship are fitted with permanent means of at least weathertight closing.

The complete deck may be a watertight deck or equivalent structure consisting of a non watertight deck completely covered by a weathertight structure of adequate strength to maintain the weathertight integrity and fitted with weathertight closing appliances.

- m) **"international voyage"** means a voyage from a port of a Member State to a port outside such State, or conversely.
- n) **"domestic voyage"** means a voyage in sea areas from a port of a Member State to the same or another port within that Member State.
- o) **"sea area"** means an area as established pursuant to the provision of Art. 4, paragraph 2.

However, for the application of the provisions on radiocommunication the definitions of Sea areas will be those defined in Regulation 2, Chapter IV of SOLAS.

- p) **"port area"** means an area other than a sea area, as defined by the Member States, extending to the outermost permanent harbour works forming an integral part of the harbour system.
- q) **"place of refuge"** means any naturally or artificially sheltered area which may be used as a shelter by a ship or craft under conditions likely to endanger its safety.



- r) **"Administration of the flag State"** means the competent authorities of the State whose flag the ship or craft is entitled to fly.
- s) **"host State"** means a Member State to or from which port(s) a ship or craft, flying another flag than the flag of that Member State, is carrying out domestic voyages.
- t) **"Recognised organization"** means an organization recognised in conformity with art. 4 of Council Directive 94/57/EC<sup>1</sup> on common rules and standards for ship inspections and survey organizations.
- u) **"a mile"** is 1852 m
- v) **"significant waveheight"** is the average height of the one third highest observed wave heights over a given period.

### Article 3 (Scope)

- 1. This Directive applies to:
  - a) new and existing passenger ships ; and
  - b) high speed passenger craft,
 regardless of their flag, when engaged on domestic voyages.

Each Member State, in its capacity as host State, shall ensure that passenger ships and high speed passenger craft, flying the flag of a State which is not a Member State, fully comply with the requirements of this Directive, before they may be engaged on domestic voyages in its territory.

- 2. This Directive, does not apply to :
  - a) passenger ships, which are:
    - ships of war and troopships;
    - ships not propelled by mechanical means.
    - wooden ships of primitive built.
    - original, and individual replicas of, historical passenger ships designed before 1965, built predominantly with the original materials.
    - pleasure yachts unless they are or will be crewed and carrying more than 12 passengers for commercial purposes.
    - ships exclusively engaged in port areas
  - b) high speed passenger craft, which are:
    - craft of war and troopcraft;
    - pleasure craft, unless they are or will be crewed and carrying more than 12 passengers for commercial purposes; and
    - craft exclusively engaged in port areas.

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<sup>1</sup> O.J. L 319, 12.12.94, p. 20 on common rules and standards for ship inspection and survey organizations and for the relevant activities of maritime administrations.

**Article 4**  
**(Classes of passenger ships)**

1. Passenger ships are divided into the following classes according to the sea area in which they operate:

**"Class A"** means a passenger ship engaged on domestic voyages other than voyages covered by Classes B, C and D.

**"Class B"** means a passenger ship engaged on domestic voyages in the course of which it is at no time more than 20 miles from the line of coast, where shipwrecked persons can land, corresponding to the medium tide height.

**"Class C"** means a passenger ship engaged on domestic voyages in sea areas where the probability of exceeding 2.5 m significant wave height is smaller than 10% over a one year period for all year round operation, or over a specific restricted period of the year for operation exclusively in such period (e.g. summer period operation), in the course of which it is at no time more than 15 miles from a place of refuge, nor more than 5 miles from the line of coast, where shipwrecked persons can land, corresponding to the medium tide height.

**"Class D"** means a passenger ship engaged on domestic voyages in sea areas where the probability of exceeding 1.5 m significant wave height is smaller than 10% over a one year period for all year round operation, or over a specific restricted period of the year for operation exclusively in such period (e.g. summer period operation), in the course of which it is at no time more than 6 miles from a place of refuge, nor more than 3 miles from the line of coast, where shipwrecked persons can land, corresponding to the medium tide height.

2. The Commission, in accordance with the procedures laid down in Article 9, paragraph 2, shall establish and update the list of sea areas on the basis of notifications which shall be made by the Member States. Member States shall notify not later than six months before the implementation date mentioned in article 13, paragraph 1 of this Directive, the sea areas under their jurisdiction, delimiting the zones for the all year round, and where appropriate restricted periodical operation of the classes of ships using the criteria for classes set out in paragraph 1. The list shall be published in the Official Journal of the European Communities.
3. For high speed passenger craft the categories defined in Chapter 1 § 1.4.10 and 1.4.11 of the High Speed Craft Code shall apply.

## Article 5 (Application)

1. Both new and existing passenger ships and high speed passenger craft when engaged on domestic voyages shall comply with the relevant safety rules laid down in this Directive.
2. Member States shall not withhold from operation, for reasons arising from this Directive, passenger ships, respectively high speed passenger craft, when engaged on domestic voyages, which comply with the requirements of this Directive. Each Member State, acting in its capacity as host State, shall recognise the High Speed Craft Safety Certificate and Permit to Operate, issued by another Member State for high speed passenger craft, when engaged on domestic voyages, or the declaration of compliance referred to in Article 11 issued by another Member State for passenger ships when engaged on domestic voyages.
3. A host State may inspect a passenger ship, respectively a high speed passenger craft, operating on a domestic voyage, and audit its documentation, in accordance with the provisions of the Council Directive 95/21/EC on Port State Control<sup>1</sup>. However, where a passenger ship or high speed passenger craft operating on a domestic voyage, carries a valid declaration of compliance with this Directive or certificate in conformity with article 11, paragraph 3, its nature as a passenger ship shall not be regarded as clear grounds for a more expanded inspection pursuant to the provisions of the Council Directive 95/21/EC on Port State Control.
4. All shipborne marine equipment, as listed in Annex A.1 to the Council Directive 96/..../EC<sup>2</sup> and complying with the provisions of the latter, will be considered to be in conformity with the provisions of this Directive, whether or not in Annex I it is required that equipment must be approved and subjected to tests to the satisfaction of the Administration of the flag State.

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<sup>1</sup> O.J. N° 157, 07.07.95, p. 1 : Council Directive 95/21/EC of 19.06.95 concerning the enforcement, in respect of shipping using Community Ports and sailing in the waters under the jurisdiction of the Member States, of international standards for ship safety, pollution prevention and shipboard living and working conditions (port State Control)

<sup>2</sup> Proposal for a Council Directive to be adopted by the Council in 1996

**Article 6**  
**( Safety Requirements)**

1. With regard to new and existing passenger ships of Classes A, B, C and D:
  - a) The construction and maintenance of hull, main and auxiliary machinery, electrical and automatic plants shall comply with the standards specified for classification by the rules of a "recognized organisation", or equivalent rules used by an Administration in accordance with Article 14, paragraph 2 of the Directive 94/57/EC<sup>1</sup> on common rules and standards for ship inspections and survey organisations.
  - b) The provisions of Chapters IV, including the 1988 GMDSS amendments, V and VI of the 1974 SOLAS Convention, as amended at the date of adoption of this Directive shall apply.
  - c) Shipborne navigational equipment :

The provisions for shipborne navigational equipment of Regulation 12, Chapter V of SOLAS 1974, as amended at the date of adoption of this Directive, shall apply. Shipborne navigational equipment, as listed in Annex A.1 to the Council Directive 96/.../EC<sup>2</sup> and complying with the provisions of the latter, is considered to be in conformity to the type approval requirements of SOLAS regulation V/12(r).
  
2. With regard to new passenger ships :
  - a) general requirements :
    - (i) New passenger ships of Class A shall comply entirely with the requirements of SOLAS 1974, as amended at the date of adoption of this Directive, and with the specific relevant requirements specified in this Directive and its Annex I. For those regulations, for which SOLAS leaves the interpretation to the discretion of the Administration, the Administration of the flag State shall apply the interpretations as contained in Annex I.
    - (ii) New passenger ships of Classes B, C, and D shall comply with the specific relevant requirements specified in this Directive and its Annex I.

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<sup>1</sup> O.J. L319, p.20

<sup>2</sup> Proposal for a Council Directive to be adopted by the Council in 1996

**b) load line requirements :**

- (i)** All new passenger ships of length equal or greater than 24 metres shall comply with the 1966 International Convention on Load Lines.
- (ii)** Criteria with an equivalent level of safety as those of the 1966 Load Line Convention shall be applied in relation to length and Class, to new passenger ships smaller than 24 metres.
- (iii)** Notwithstanding paragraph (i) and (ii) new passenger ships of Class D are exempted from the minimum bow height requirement laid down in the 1966 International Convention on Load Lines.
- (iv)** New passenger ships of Classes A, B, C, and D shall have a full deck.

**3. With regard to existing passenger ships :**

**a)** Existing passenger ships of Class A shall comply with the regulations for existing passenger ships defined in the 1974 SOLAS Convention, as amended at the date of adoption of this Directive , and with the specific relevant requirements of this Directive and Annex I. For those regulations, for which SOLAS leaves the interpretation to the discretion of the Administration, the Administration of the flag State shall apply the interpretations as contained in Annex I.

**b)** Existing passenger ships of Class B of 24 metres length and above shall comply with the specific relevant requirements of this Directive and Annex I. The requirements of Annex I, unless earlier dates are specified therein, shall be complied with not later than 1 October 2010 or 15 years after the date of construction of the ship, whichever is the later. Prior to such date, the national rules of the flag State, ensuring an equivalent level of safety, shall be complied with.

Existing passenger ships of Class B having a length of less than 24 metres shall comply with the specific relevant requirements of this Directive and Chapter III of Annex I and in respect of matters not covered by such requirements with the rules of the Administration of the flag State. Such rules shall provide a level of safety, equivalent to that of Chapters II-1 and II-2 of Annex I, while taking into account the specific constructional limitations related to the size of these ships.

**c)** Existing passenger ships of Classes C and D shall comply with the specific relevant requirements of this Directive and Chapter III of Annex I and in respect of matters not covered by such requirements with the rules of the Administration of the flag State. Such rules shall provide an equivalent level of safety to that of Chapters II-1 and II-2 of Annex I, while taking into account the specific local operational conditions related to the sea areas in which ships of such classes may operate.

- d) In the event that a Member State is of the view that rules laid down by the Administration of a flag State pursuant to paragraphs (b) and (c) do not respect the requirements laid down therein it shall immediately notify the Commission thereof. The Commission shall initiate proceedings in order to take a decision in accordance with the procedure laid down in Article 9 paragraph 2.
  - e) Repairs, alterations and modifications of a major character and outfitting related thereto shall respect the requirements for new ships as prescribed in paragraph 2.a). Alterations made to an existing ship which are intended solely to achieve a higher survivability standard, shall not be regarded as modifications of a major character.
4. With regard to high speed passenger craft :
- a) New high speed passenger craft shall comply with the requirements laid down in the High Speed Craft Code.
  - b) The construction and maintenance of high speed passenger craft and its equipment shall comply with the rules for the classification of high speed craft of a "recognized organisation", or equivalent rules used by an Administration in accordance with Article 14, paragraph 2 of the Council Directive 94/57/EC on common rules and standards for ship inspections and survey organisations.

#### **Article 7**

##### **(Additional safety requirements, equivalents and exemptions)**

**1. Additional Safety requirements :**

If a Member State considers that the applicable safety requirements should be improved in certain situations due to specific local circumstances and if the need therefor is demonstrated, it may, subject to the procedure laid down in paragraph 4, adopt measures to improve the safety requirements.

**2. Equivalents :**

A Member State may, subject to the procedure laid down in paragraph 4, adopt measures allowing equivalents for the regulations contained in Annex I, provided that such equivalents are at least as effective as such regulations.

**3. Exemptions :**

Provided there is no reduction in the level of safety and subject to the procedure laid down in paragraph 4, Member States may adopt measures to exempt ships from certain specific requirements of this Directive for domestic voyages to be carried out in their territory under the following operational limitations : smaller significant wave height, restricted year period, voyages only during daylight time or under suitable climatic conditions and restricted trip duration.

4. a) A Member State which avails itself of the provisions of paragraph 1, 2 or 3, shall notify the Commission of the measures which it intends to adopt, including particulars to the extent necessary to confirm that the level of safety is adequately maintained.
- b) If, within a period of 6 months from the notification, the Commission acting in accordance with the procedure laid down in Article 9, paragraph 2, considers that the proposed measures are not justified, it may require the said Member State to amend or not to adopt the proposed measures.
- c) The adopted measures shall be specified in the relevant national legislation and communicated to the Commission, which shall inform the other Member States of all particulars thereof.
- d) Any of such measures shall be applied to all passenger ships of the same Class or to craft when operating under the same specified conditions, without discrimination with regard to their flag or to the nationality or place of establishment of their operator.
- e) The measures referred to in paragraph 3 shall only apply as long as the ship or craft operates under the specified conditions.

#### **Article 8 (Amendments)**

1. In accordance with the procedure laid down in article 9, paragraph 2, the Commission may:
- a) - amend in order to take account of developments at international level
- (1) the definitions in article 2;
- (2) the provisions related to procedures and guidelines for surveys referred to in article 10 .
- b) amend Annex I to apply, for the purpose of this Directive, subsequent amendments of International Conventions, without prejudice to the procedures for amending the said Conventions.

**Article 9**  
**(Advisory Committee)**

1. The Commission shall be assisted by the Committee established by Art. 12, paragraph 1 of Council Directive 93/75/EC<sup>1</sup>.
2. Where reference is made to this paragraph, the following procedure shall apply :...
  - a) The representative of the Commission shall submit to the Committee referred to in paragraph 1 a draft of the measures to be taken;
  - b) The Committee shall deliver its opinion on the draft within a time limit which the chairman may lay down according to the urgency of the matter, if necessary by taking a vote;
  - c) The opinion shall be recorded in the minutes; in addition each Member State has the right to have its position recorded in the minutes.
  - d) The Commission shall take the utmost account of the opinion delivered by the Committee. It shall inform the Committee of the manner in which its opinion has been taken into account.

**Article 10**  
**(Surveys)**

1. Each new passenger ship shall be subjected by the Administration of the flag State to the surveys specified below:
  - a) A survey before the ship is put into service.
  - b) A renewal survey once every twelve months.
  - c) Additional surveys, as occasion arises.
2. Each existing passenger ship shall be subjected by the Administration of the flag State to the surveys specified below :
  - a) An initial survey, before the ship is put into service on domestic voyages in a host State, or within 12 months after the implementation date of this Directive as established in Article 13, paragraph 1, for existing ships engaged on domestic voyages in the Member State the flag of which they are entitled to fly.
  - b) A renewal survey once every twelve months.
  - c) Additional surveys, as occasion arises.

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<sup>1</sup> O.J. N° L 247, 5.10/93, p.19 concerning minimum requirements for vessels bound for or leaving Community ports and carrying dangerous or polluting goods



3. Each high speed passenger craft shall be subject by the Administration of the flag State to the surveys required in the High Speed Craft Code.
4. The relevant procedures and guidelines for surveys for the passenger ship safety certificate specified in IMO Resolution A. 746 (18) adopted on 4 November 1993 on "survey guidelines under the harmonized system of survey and certification", as they are at the time of adoption of this Directive, shall be followed.
5. The surveys mentioned in paragraphs 1., 2. and 3. shall be carried out by the exclusive surveyors either of the Administration of the flag State itself or of a "recognized organisation", with the purpose of ensuring that all applicable requirements of this Directive are complied with.

#### **Article 11 (Certificates)**

1. All new and existing passenger ships shall be provided with a declaration of compliance with this Directive. The declaration of compliance shall have a format as laid down in Annex II. This declaration shall be issued by the Administration of the flag State after an initial survey, as described in Article 10, paragraphs 1.a) and 2.a), has been carried out.
2. The declaration of compliance shall be issued for a period not exceeding 12 months. The period of validity of the declaration may be extended by the Administration of the flag State for a period of grace of up to one month from the date of expiry stated on it. When an extension has been granted, the new period of validity of the declaration starts from the expiry date of the existing declaration before its extension.

Renewal of the declaration of compliance, shall be issued after a renewal survey, as described in Article 10, paragraphs 1.b) and § 2.b), has been carried out.

3. For high speed passenger craft a High Speed Craft Safety Certificate and a Permit to Operate High Speed Craft shall be issued by the Administration of the flag State, in accordance with the provisions of the High Speed Craft Code . Before issuing the Permit to Operate for high speed passenger craft engaged on domestic voyages in a host State, the Administration of the flag State should consult with the host State to obtain details of any operational conditions associated with operation of the craft in that State. Any such conditions should be shown by the Administration of the flag State on the Permit to Operate.
4. Exemptions granted to a ship or craft under and in accordance with the provisions of article 7, paragraph 3, shall be noted on the declaration of compliance.

**Article 12**  
**(SOLAS Regulations)**

With regard to passenger ships engaged on international voyages :

- .1 Upon entry into force of this Directive the European Community shall submit a request to the International Maritime Organization to :
  - (i) expedite the on-going work within the IMO to revise the regulations of SOLAS Chapters II-1, II-2 and III containing issues left to the discretion of the Administration, to establish harmonized interpretations for these regulations and to adopt amendments to the latter accordingly;
  - (ii) adopt measures for a mandatory application of the principles underlying the provisions of MSC Circular 606 on Port State Concurrence with SOLAS Exemptions.
- .2 Such a request shall be made by the Commission, on the basis of the harmonized regulations laid down in Annex I to this Directive. All Member States shall do their utmost so that IMO undertake the development of the said regulations and measures expeditiously.
- .3 If the the measures referred to in paragraph .1 do not become applicable after a reasonable time, the Commission may, in accordance with the provisions laid down in article 9 paragraph .2 amend this Directive to apply the harmonized regulations of Annex I to this Directive and the principles of MSC Circular 606 to passenger ships engaged on international voyages .

**Article 13**  
**(Implementation)**

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive on [1 July 1998].
2. When Member States adopt these measures, they shall contain a reference to this Directive or shall be accompanied by such reference on the occasion of their official publication. The methods of making such a reference shall be laid down by Member States.
3. Member States shall lay down the system of penalties for breaching the national provisions adopted pursuant to this Directive and shall take all the measures necessary to ensure that those penalties are applied. The penalties thus provided for shall be effective, proportionate and dissuasive.
4. The Member States shall immediately notify to the Commission all provisions of domestic law which they adopt in the field governed by this Directive. The Commission shall inform the other Member States thereof.

**Article 14  
(Communication)**

**This Directive is addressed to the Member States.**

**Article 15  
(Entry into force)**

**The present Directive shall enter into force on the twentieth day after its publication.**

## DECISION OF THE EEA JOINT COMMITTEE

N° (..) ./ 9.  
of (..) (.....) 199.

amending Annex XIII (Chapter V) of the Agreement on the European Economic Area by adding Council Directive (../..EC) on safety rules and standards for passenger ships.

THE EEA JOINT COMMITTEE,

Having regard to the Agreement on the European Economic Area as adjusted by the Protocol Adjusting the Agreement on the European Economic Area, hereinafter referred to as the Agreement, and in particular Article 98 thereof,

Whereas Directive (../..EC) of the Council of the European Union of (.. ... 19..), of which a copy is annexed to this Decision, is to be integrated into the Agreement,

Whereas the horizontal adaptation in Protocol 1 and the sectoral and other adaptations in the introduction of Annex XIII to the Agreement shall apply,

HAS DECIDED AS FOLLOWS:

### Article 1

Annex XIII, Transport, to the Agreement shall be amended as specified below. The text of the new Act is at Appendix.

### Article 2

The following new point shall be inserted in Chapter V after point 56 (Council Regulation 613/91/ECC):

"56.a 394 L ....: Council Directive (../..EC) on safety rules and standards for passenger ships.

The provision of the Directive shall, for the purposes of the present Agreement, be read with the following adaptation:

Article 12.1, shall be replaced by the following:

The Contracting Parties shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive not later than ...../...../.....

**Article 3**

The decision shall enter into force on ..../..../.....

**Article 4**

This Decision shall be published in the EEA Section of, and in the EEA Supplement to, the Official Journal of the European Communities.

Done at Brussels, ..../..../199..

For the EEA Joint Committee  
The President

.....

The Secretaries  
to the EEA Joint Committee

.....

**ANNEX I**

**Safety requirements for  
new and existing passenger ships  
engaged on domestic voyages**

## CHAPTER I GENERAL PROVISIONS

Where expressly provided, the regulations of the present technical Annex I are applicable to new and existing passenger ships of class A, B, C and D, engaged on domestic voyages.

New Class B, C and D ships having a length of less than 24 metres, do not have to comply with the requirements of regulations II-1/B/2 to II-1/B/8 and II-1/B/10 of the present technical annex I, provided that the Administration of a flag State, which flag such ships are entitled to fly, ensures that they comply with the flag State's national rules and that such rules guarantee an equivalent level of safety.

Existing class B ships with a length of less than 24 metres, and existing class C and D ships, do not have to comply with the regulations of Chapters II-1 and II-2 of the present technical annex, provided that the Administration of a flag State, which flag such ships are entitled to fly, ensures that they comply with the flag State's national rules and that such rules guarantee an equivalent level of safety.

Wherever the application of a IMO Resolution is required in this technical annex for existing ships, ships constructed before the date of adoption by IMO of such resolution must not comply with such resolution but with the applicable previous resolution(s), if any.

## CHAPTER II-1 CONSTRUCTION - SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

### PART A) GENERAL

#### 1 Definitions relating to part B (R 2)

##### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .1 .1 **Subdivision load line** is the waterline used in determining the subdivision of the ship.
- .2 **Deepest subdivision load line** is the waterline which corresponds to the greatest draught permitted by the subdivision requirements which are applicable.
- .2 **Length of the ship** is the length measured between perpendiculars taken at the extremities of the deepest subdivision load line .
- .3 **Breadth of the ship** is the extreme width from outside of frame to outside of frame at or below the deepest subdivision load line.
- .4 **Draught** is the vertical distance from the moulded base line amidships to the subdivision load line in question.

- .5 **Deadweight** is the difference in tonnes between the displacement of a ship in water of a specific gravity of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship.
- .6 **Lightweight** is the displacement of a ship in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, and passengers and crew and their effects.
- .7 **Bulkhead deck** is the uppermost deck up to which the transverse watertight bulkheads are carried.
- .8 **Margin line** is a line drawn at least 76 mm below the upper surface of the bulkhead deck at side.
- .9 **Permeability of a space** is the percentage of that space which can be occupied by water. The volume of a space which extends above the margin line shall be measured only to the height of that line.
- .10 **Machinery space** is to be taken as extending from the moulded base line to the margin line and between the extreme main transverse watertight bulkheads, bounding the spaces containing the main and auxiliary propulsion machinery, and boilers serving the needs of propulsion.
- .11 **Passenger spaces** are those spaces which are provided for the accommodation and use of passengers, excluding baggage, store, provision and mail rooms.
- .12 **Watertight** in relation to structure means capable of preventing the passage of water through the structure in any direction under the head of water likely to occur in the intact or damage condition.
- .13 **Weathertight** means that water will not penetrate into the ship in any sea conditions.
- .14 **Ro-Ro passenger ship** means a passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/A/2.

## 2 Definitions relating to parts C, D, and E (R 3)

### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .1 .1 **Steering gear control system** is the equipment by which orders are transmitted from the navigating bridge to the steering gear power units. Steering gear control systems comprise transmitters, receivers, hydraulic control pumps and their associated motors, motor controllers, piping and cables.
- .2 **Main steering gear** is the machinery, rudder actuators, steering gear power units, if any, and ancillary equipment and the means of applying torque to the rudder stock (e.g. tiller or quadrant) necessary for effecting movement of the rudder for the purpose of steering the ship under normal service conditions.



- .2 **Steering gear power unit is:**
- .1 in the case of electric steering gear, an electric motor and its associated electrical equipment;
  - .2 in the case of electrohydraulic steering gear, an electric motor and its associated electrical equipment and connected pump;
  - .3 in the case of other hydraulic steering gear, a driving engine and connected pump.
- .3 **Auxiliary steering gear** is the equipment other than any part of the main steering gear necessary to steer the ship in the event of failure of the main steering gear but not including the tiller, quadrant or components serving the same purpose.
- .4 **Normal operational and habitable condition** is a condition under which the ship as a whole, the machinery, services, means and aids ensuring propulsion, ability to steer, safe navigation, fire and flooding safety, internal and external communications and signals, means of escape, and emergency boat winches, as well as the designed comfortable conditions of habitability are in working order and functioning normally.
- .5 **Emergency condition** is a condition under which any services needed for normal operational and habitable conditions are not in working order due to failure of the main source of electrical power.
- .6 **Main source of electrical power** is a source intended to supply electrical power to the main switchboard for distribution to all services necessary for maintaining the ship in normal operational and habitable condition.
- .7 **Dead ship condition** is the condition under which the main propulsion plant, boilers and auxiliaries are not in operation due to the absence of power.
- .8 **Main generating station** is the space in which the main source of electrical power is situated.
- .9 **Main switchboard** is a switchboard which is directly supplied by the main source of electrical power and is intended to distribute electrical energy to the ship's services.
- .10 **Emergency switchboard** is a switchboard which in the event of failure of the main electrical power supply system is directly supplied by the emergency source of electrical power or the transitional source of emergency power and is intended to distribute electrical energy to the emergency services.
- .11 **Emergency source of electrical power** is a source of electrical power, intended to supply the emergency switchboard in the event of failure of the supply from the main source of electrical power.
- .12 **Maximum ahead service speed** is the greatest speed which the ship is designed to maintain in service at sea at the deepest seagoing draught.
- .13 **Maximum astern speed** is the speed which it is estimated the ship can attain at the designed maximum astern power at the deepest seagoing draught.

- .14 **Machinery spaces** are all spaces containing propelling machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and air conditioning machinery, and similar spaces, and trunks to such spaces.
- .15 **Power actuating system** is the hydraulic equipment provided for supplying power to turn the rudderstock, comprising a steering gear power unit or units, together with the associated pipes and fittings, and a rudder actuator . The power actuating systems may share common mechanical components, i.e. tiller, quadrant and rudder stock, or components serving the same purpose.
- .16 **Control stations** are those spaces in which the ship's radio or main navigating equipment or the emergency source of power is located or where the fire recording or fire control equipment is centralized.

**PART B)**  
**INTACT STABILITY, SUBDIVISION AND DAMAGE STABILITY<sup>2</sup>**

**1 Intact stability**  
**(Resolution A.167 as amended by A.206 and resolution A.749)**

**NEW CLASS A, B, C and D SHIPS :**

All classes of new ships shall comply with the relevant provisions for passenger ships of the Code on Intact Stability as adopted on 4 November 1993 by the International Maritime Organization at the 18th session of its Assembly through resolution A.749(18)

**EXISTING CLASS A and B SHIPS :**

All existing class A and B ships shall, in all loading conditions, satisfy the following stability criteria after due correction for the effect of free surface of liquids in tanks in accordance with the assumptions of Res. 167 Appendix I or equivalent.

- (a) The area under the curve of righting lever (GZ curve) shall not be less than:
  - (i) .055 metre-radians up to an angle of heel of 30 degrees;
  - (ii) .09 metre-radians up to an angle of heel of either 40 degrees or the angle of flooding, i.e. the angle of heel at which the lower edges of any openings in the hull, superstructures or deckhouses, being openings that can not be closed weathertight, are immersed, if that angle be less than 40 degrees;

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<sup>2</sup> Instead of the regulations 2 to 22 of this part B, the Regulations on Subdivision and Stability of Passenger Ships as an Equivalent to Part B of Chapter II of the International SOLAS 1960 Convention, adopted by the IMO by Resolution A.265(VII), may be used, if applied in their entirety.

- (iii) .03 metre-radians between the angles of heel of 30 degrees and 40 degrees or between 30 degrees and the angle of flooding if this angle is less than 40 degrees;
- (b) The righting lever GZ shall be at least .20 metre at an angle of heel equal to or greater than 30 degrees.
- (c) The maximum righting lever GZ shall occur at an angle of heel preferably exceeding 30 degrees but not less than 25 degrees.
- (d) The initial transverse metacentric height shall not be less than .15 metre.

The loading conditions to be considered in order to verify the compliance with the above stability conditions shall include at least those listed in Appendix II of IMO Res. A.167(IV).

All existing ships of classes A and B having a length of 24 metres and over shall also comply with the additional criteria as given in IMO Res. A.167(IV), Annex, art. 5.2 and with the Severe Wind and Rolling Criterion as provided in IMO Resolution A.562 (14).

## **2 Watertight subdivision**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

Every ship shall be subdivided by bulkheads, which shall be watertight up to the bulkhead deck, into watertight compartments the maximum length of which shall be calculated according to the specific requirements given below.

Every other portion of the internal structure which affects the efficiency of the subdivision of the ship shall be watertight.

## **3 Floodable length (R 4)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 The floodable length at a given point is the maximum portion of the length of the ship, having its center at the point in question, which can be flooded, under the assumption for permeability given below, without the ship being submerged beyond the margin line.
- .2 In case of a ship not having a continuous bulkhead deck, the floodable length at any point may be determined to an assumed continuous margin line which at no point is less than 76 mm below the top of the deck at side to which the bulkheads concerned and the shell are carried watertight.
- .3 Where a portion of an assumed margin line is appreciably below the deck to which bulkheads are carried, the Administration of the flag State may permit a limited relaxation in the watertightness of those portions of the bulkheads which are above the margin line and immediately under the higher deck.

#### 4 Permissible length of compartments (R 6)

##### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

The maximum permissible length of a compartment having its center at any point in the ship's length is obtained from the floodable length by multiplying the latter by an appropriate factor called factor of subdivision.

#### 5 Permeability (R 5)

##### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

The definite assumptions referred to in regulation 3 relate to the permeability of the spaces below the margin line.

In determining the floodable length, the assumed average permeability of the spaces below the margin line shall be as indicated the table of regulation 8.3.

#### 6 Factor of subdivision

The factor of subdivision F shall be as follows:

for NEW CLASS B, C and D SHIPS and EXISTING CLASS B SHIPS :

Class	N	F
B, C, D	$N < 400$	$\leq 1.0$
B, C, D	$N \geq 400$	$\leq 0.5$

where : N = the number of persons the ship is certified to carry; and

existing class B ships have to comply with this requirement not later than the date of compliance of regulation II-1/B/8-1, paragraph 2.

## **7 Special requirements concerning ship subdivision (R 7)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1** Where in a portion or portions of a ship the watertight bulkheads are carried to a higher deck than in the remainder of the ship and it is desired to take advantage of this higher extension of the bulkheads in calculating the floodable length, separate margin lines may be used for each such portion of the ship provided that:
  - .1** the sides of the ship are extended throughout the ship's length to the deck corresponding to the upper margin line and all openings in the shell plating below this deck throughout the length of the ship are treated as being below a margin line, for the purpose of regulation 15; and
  - .2** the two compartments adjacent to the "step" in the bulkhead deck are each within the permissible length corresponding to their respective margin lines, and, in addition, their combined length does not exceed twice the permissible length based on the lower margin line.
- .2** A compartment may exceed the permissible length determined by the rules of regulation 4 provided the combined length of each pair of adjacent compartments to which the compartment in question is common does not exceed either the floodable length or twice the permissible length, whichever is the less.
- .3** A main transverse bulkhead may be recessed provided that all parts of the recess lie inboard of vertical surfaces on both sides of the ship, situated at a distance from the shell plating equal to one-fifth the breadth of the ship, and measured at right angles to the centreline at the level of the deepest subdivision load line. Any part of a recess which lies outside these limits shall be dealt with as a step in accordance with paragraph 6.
- .4** Where a main transverse bulkhead is recessed or stepped, an equivalent plane bulkhead shall be used in determining the subdivision.

- .5 Where a main transverse watertight compartment contains local subdivision and the Administration of the Flag State is satisfied that, after any assumed side damage extending over a length of 3.0 m plus 3 % of the length of the ship or 11 m., or 10% of the length of the ship whichever is the less, the whole volume of the main compartment will not be flooded, a proportionate allowance may be made in the permissible length otherwise required for such compartment. In such a case the volume of the effective buoyancy assumed on the undamaged side shall not be greater than that assumed on the damaged side.
- Allowance under this sub-paragraph will only be made if such allowance is not likely to prevent compliance with regulation 8.

**NEW CLASS B, C and D SHIPS :**

- .6 A main transverse bulkhead may be stepped provided that it meets one of the following conditions :
- .1 the combined length of the two compartments, separated by the bulkhead in question, does not exceed either 90% of the floodable length or twice the permissible length, except that, in ships having a factor of subdivision equal to 1, the combined length of the two compartments in question shall not exceed the permissible length.
  - .2 additional subdivision is provided in way of the step to maintain the same level of safety as that secured by a plane bulkhead.
  - .3 the compartment over which the step extends does not exceed the permissible length corresponding to a margin line taken 76 mm below the step.
- .7 In ships of 100 metres in length and upwards, one of the main transverse bulkheads abaft the forepeak shall be fitted at a distance from the forward perpendicular which is not greater than the permissible length.
- .8 If the distance between two adjacent main transverse bulkheads, or their equivalent plane bulkheads, or the distance between the transverse planes passing through the nearest stepped portions of the bulkheads, is less than 3.0 m plus 3% of the length of the ship, or 11.0 m, or 10% of the length of the ship, whichever is less, only one of these bulkheads shall be regarded as forming part of the subdivision of the ship
- .9 Where the required factor of subdivision is 0.50, the combined length of any two adjacent compartments shall not exceed the floodable length.

## 8 Stability in damaged conditions (R 8)

### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .1.1 Sufficient intact stability shall be provided in all service conditions so as to enable the ship to withstand the final stage of flooding of any one main compartment which is required to be within the floodable length.
- .1.2 Where two adjacent main compartments are separated by a bulkhead which is stepped under the conditions of regulation 7.6.1, the intact stability shall be adequate to withstand the flooding of those two adjacent compartments.
- .1.3 Where the required factor of subdivision is 0.50, the intact stability shall be adequate to withstand the flooding of any two adjacent compartments.
- .2.1 The requirements of subparagraph .1 shall be determined by calculations which are in accordance with paragraphs .3, .4 and .6 and which take into consideration the proportions and design characteristics of the ship and the arrangement and configuration of the damaged compartments. In making these calculations the ship is to be assumed in the worst anticipated service condition as regards stability.
- .2.2 Where it is proposed to fit decks, inner skins or longitudinal bulkheads of sufficient tightness to seriously restrict the flow of water, proper consideration is to be given to such restrictions in the calculations.
- .2.3 The stability required in the final condition after damage, and after equalization where provided, shall be determined as follows:
  - .2.3.1 The positive residual righting lever curve shall have a minimum range of 15° beyond the angle of equilibrium. This range may be reduced to a minimum of 10 degrees, in the case where the area under the righting lever curve is that specified in sub-paragraph .2.3.2 multiplied by the ratio 15/range, where range is expressed in degrees.
  - .2.3.2 The area under the righting lever curve shall be at least 0.015 m-rad for CLASS B and C, and 0.009 m-rad for CLASS D ships, measured from the angle of equilibrium to the lesser of:
    - .1 the angle at which progressive flooding occurs;
    - .2 22° (measured from upright) in the case of one-compartment flooding, or  
27° (measured from the upright) in the case of the simultaneous flooding of two adjacent compartments.
  - .2.3.3 A residual righting lever is to be obtained within the range of positive stability, taking into account the greatest of the following heeling moments:
    - .1 the crowding of all passengers towards one side;
    - .2 the launching of all fully loaded davit-launched survival craft on one side;
    - .3 due to wind pressure;  
as calculated for new CLASS B ships by the formula:

$$GZ(\text{metres}) = \frac{\text{heeling moment}}{\text{displacement}} + 0.04$$

However, in no case is the righting lever to be less than 0.10 m.

and for new CLASSES C and D ships and existing class B ships by the formula:

$$GZ(\text{metres}) = \frac{\text{heeling moment}}{\text{displacement}} + 0.02$$

However, in no case is the righting lever to be less than 0.08 m.

.2.3.4 For the purpose of calculating the heeling moments in paragraph

.2.3.3 the following assumptions shall be made:

.1 Moment due to crowding of passengers:

.1.1 4 persons per square metre;

.1.2 a mass of 75 kg for each passenger;

.1.3 passengers shall be distributed on available deck areas towards one side of the ship on the decks where muster stations are located and in such a way that they produce the most adverse heeling moment.

.2 Moment due to launching of all fully loaded davit-launched survival craft on one side:

.2.1 all lifeboats and rescue boats fitted on the side to which the ship has heeled after having sustained damage shall be assumed to be swung out fully loaded and ready for lowering;

.2.2 for lifeboats which are arranged to be launched fully loaded from the stowed position, the maximum heeling moment during launching shall be taken;

.2.3 a fully loaded davit-launched liferaft attached to each davit on the side to which the ship has heeled after having sustained damage shall be assumed to be swung out ready for lowering;

.2.4 persons not in the life-saving appliances which are swung out shall not provide either additional heeling or righting moment;

.2.5 life-saving appliances on the side of the ship opposite to the side to which the ship has heeled shall be assumed to be in a stowed position.

.3 Moments due to wind pressure:

.3.1 CLASS B: a wind pressure of 120 N/m<sup>2</sup> to be applied; CLASSES C and D: a wind pressure of 80 N/m<sup>2</sup> to be applied;

.3.2 the area applicable shall be the projected lateral area of the ship above the waterline corresponding to the intact condition;

.3.3 the moment arm shall be the vertical distance from a point at one half of the mean draught corresponding to the intact condition to the centre of gravity of the lateral area.

.2.4 When major progressive flooding occurs, that is when it causes a rapid reduction in the righting lever of 0.04 m. or more, the righting lever curve is to be considered as terminated at the angle the progressive flooding occurs and the range and the area referred to in .2.3.1 and .2.3.2 should be measure to that angle.



- .2.5 In cases where the progressive flooding is of limited nature that does not continue unabated and causes an acceptably slow reduction in righting lever of less than 0.04 m, the remainder of the curve shall be partially truncated by assuming that the progressively flooded space is so flooded from the beginning.
- .2.6 In intermediate stages of flooding, the maximum righting lever shall be at least 0.05 m, and the range of positive righting levers shall be at least 7°. In all cases, only one breach in the hull and only one free surface need be assumed.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .3 For the purpose of making damaged stability calculations the volume and surface permeabilities shall be as follows:

Spaces	Permeability
Ro-ro and vehicular cargo spaces	90%
Special category spaces	90%
Appropriated to cargo or stores	60%
Occupied by accommodations	95%
Occupied by machineries	85%
Intended for liquids	0 or 95% *

(\* Whichever results in more severe requirements)

Higher surface permeabilities are to be assumed in respect of spaces which, in the vicinity of the damaged waterplane, contain no substantial quantity of accommodation or machinery and spaces which are not generally occupied by any substantial quantity of cargo or stores.

- .4 Assumed extent of damage shall be as follows:
  - .1 longitudinal extent: 3.0 m plus 3 per cent of the length of the ship, or 11.0 m or 10% of the length of the ship, whichever is the less;
  - .2 transverse extent (measured inboard from the ship's side, at right angles to the centreline at the level of the deepest subdivision load line): a distance of one fifth of the breadth of the ship, and
  - .3 vertical extent: from the base line upwards without limit;
  - .4 if any damage of lesser extent than that indicated in .4.1,.4.2,.4.3 would result in a more severe condition regarding heel or loss of metacentric height, such damage shall be assumed in the calculations.
- .5 Unsymmetrical flooding is to be kept to a minimum consistent with efficient arrangements. Where it is necessary to correct large angles of heel, the means adopted shall, where practicable, be self-acting, but in any case where controls to cross-flooding fittings are provided they shall be operable from above the bulkhead deck. For new class B, C and D ships the maximum angle of heel after flooding but before equalization shall not exceed 15°. Where cross-flooding fittings are required the time for equalization shall not exceed 15 min. Suitable information concerning the use of cross-flooding fittings shall be supplied to the master of the ship.
- .6 The final conditions of the ship after damage and, in the case of unsymmetrical flooding, after equalization measures have been taken shall be as follows:

- .1 in the case of symmetrical flooding there shall be a positive residual metacentric height of at least 50 mm as calculated by the constant displacement method;
- .2 in the case of unsymmetrical flooding the angle of heel for one-compartment flooding shall not exceed 7° for CLASS B ships (new and existing) and 12° for CLASSES C and D ships (new).  
For the simultaneous flooding of two adjacent compartments, a heel of 12° may be permitted for existing and new Class B ships, provided that the factor of subdivision is nowhere greater than 0.50 in that part of the ship that is flooded .
- .3 in no case shall the margin line be submerged in the final stage of flooding. If it is considered that the margin line may become submerged during an intermediate stage of flooding, the Administration of the flag State may require such investigations and arrangements as it considers necessary for the safety of the ship.
- .7 The master of the ship shall be supplied with the data necessary to maintain sufficient intact stability under service conditions to enable the ship to withstand the critical damage. In the case of ships requiring cross-flooding the master of the ship shall be informed of the conditions of stability on which the calculations of heel are based and be warned that excessive heeling might result should the ship sustain damage when in a less favourable condition.

**NEW CLASS B, C and D SHIPS + EXISTING CLASS B SHIPS WITH RO-RO CARGO SPACES OR SPECIAL CATEGORY SPACES :**

- .8 The data referred to in paragraph .7 to enable the master to maintain sufficient intact stability shall include information which indicates the maximum permissible height of the ship's centre of gravity above keel (KG), or alternatively the minimum permissible metacentric height (GM), for a range of draughts or displacements sufficient to include all service conditions. The information shall show the influence of various trims taking into account the operational limits.
- .9 Each ship shall have scales of draughts marked clearly at the bow and stern. In the case where the draught marks are not located where they are easily readable, or operational constraints for a particular trade make it difficult to read the draught marks, then the ship shall also be fitted with a reliable draught indicating system by which the bow and stern draughts can be determined.
- .10 On completion of loading of the ship and prior to its departure, the master shall determine the ship's trim and stability and also ascertain and record that the ship is in compliance with stability criteria in the relevant regulations. The determination of the ship's stability shall always be made by calculation. An electronic loading and stability computer or equivalent means may be used for this purpose.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .11. No relaxation from the requirements for damage stability may be considered by the Administration of the flag State unless it is shown that the intact metacentric height in any service condition necessary to meet these requirements is excessive for the service intended.

- .12 Relaxations from the requirements for damage stability shall be permitted only in exceptional cases and subject to the condition that the Administration of the Flag State is to be satisfied that the proportions, arrangements and other characteristics of the ship are the most favourable to stability after damage which can practically and reasonably be adopted in the particular circumstances.

### **8-1 Stability of ro-ro passenger ships in damaged conditions (R 8-1)**

#### **EXISTING CLASS B RO-RO PASSENGER SHIPS :**

- .1 Existing class B ro-ro passenger ships shall comply with regulation 8, not later than the date of the first periodical survey after the date of compliance prescribed below, according to the value of  $A/A_{max}$  as defined in the Annex of the Calculation Procedure to Assess the Survivability Characteristics of Existing Ro-Ro Passenger Ships When Using a Simplified Method Based Upon Resolution A.265(VIII), developed by the Maritime Safety Committee at its fifty-ninth session in June 1991 (MSC/Circ.574) :

<u>Value of <math>A/A_{max}</math> :</u>	<u>Date of Compliance:</u>
less than 85 %	1 October 1998
85% or more but less than 90%	1 October 2000
90% or more but less than 95%	1 October 2002
95% or more but less than 97.5%	1 October 2004
97.5% or more	1 October 2005

**8-2 Special requirements for ro-ro passenger ships carrying 400 persons or more (R 8-2)**

**NEW CLASS B, C AND D AND EXISTING CLASS B RO-RO PASSENGER SHIPS :**

Notwithstanding the provisions of regulation II-1/B/8 and II-1/B/8-1:

- .1 New ro-ro passenger ships certified to carry 400 persons or more shall comply with the provisions of paragraph .2.3 of regulation II-1/B/8, assuming the damage applied anywhere within the ship's length L; and
- .2 Existing ro-ro passenger ships certified to carry 400 persons or more shall comply with the requirements of paragraph 1 not later than the date of the first periodical survey after the date of compliance prescribed in sub-paragraph .2.1, .2.2 or .2.3 which occurs the latest :

	<b>Date of compliance</b>
<b>.2.1 Value of A/Amax</b>	
less than 85%	1 October 1998
85% or more but less than 90%	1 October 2000
90% or more but less than 95%	1 October 2002
95% or more but less than 97.5%	1 October 2004
97.5% or more	1 October 2010
<b>.2.2 Number of persons permitted to be carried</b>	
1500 or more	1 October 2002
1000 or more but less than 1500	1 October 2006
600 or more but less than 1000	1 October 2008
400 or more but less than 600	1 October 2010
<b>.2.3 Age of the ship equal or greater than</b>	<b>20 years,</b>
where the age of the ship means the time counted from the date on which the keel was laid or the date on which it was at a similar stage of construction or from the date on which the ship was converted to a ro-ro passenger ship.	

**9 Peak and machinery space bulkheads (R 10)**

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 A forepeak or collision bulkhead shall be fitted which shall be watertight up to the bulkhead deck. This bulkhead shall be located at a distance from the forward perpendicular of not less than 5 % of the length of the ship and not more than 3 m plus 5 % of the length of the ship.
- .2 Where any part of the ship below the waterline extends forward of the forward perpendicular, e.g. a bulbous bow, the distances stipulated in paragraph 1 shall be measured from a point either :

- .1 at the mid-length of such extension; or
  - .2 at a distance 1.5 % of the length of the ship forward of the forward perpendicular; or
  - .3 at a distance 3 m. forward of the forward perpendicular.
- whichever gives the smallest measurement.
- .3 Where a long forward superstructure is fitted, the forepeak or collision bulkhead shall be extended weathertight to the next full deck above the bulkhead deck. The extension shall be so arranged as to preclude the possibility of the bow door causing damage to it in the case of damage to, or detachment of, a bow door.
  - .4 The extension required in paragraph 3 need not be fitted directly above the bulkhead below provided all parts of the extension are not located forward of the forward limit specified in paragraph 1 or in paragraph 2.  
However in existing CLASS B ships :
    - .1 where a sloping loading ramp forms part of the extension of the collision bulkhead above the bulkhead deck, the part of the ramp which is more than 2.3 m. above the bulkhead deck may extend no more than 1.0 m forward of the forward limits specified in paragraphs 1 and 2.
    - .2 where the existing ramp does not comply with the requirements for acceptance as an extension to the collision bulkhead and the position of the ramp prevents the siting of such extension within the limits specified in paragraph .1 or paragraph .2, the extension may be sited within a limited distance aft of the aft limit specified in paragraph .1 or paragraph .2. The limited distance aft should be no more than is necessary to ensure non interference with the ramp. The extension to the collision bulkhead shall open forward and comply with the requirements of paragraph .3 and shall be so arranged as to preclude the possibility of the ramp causing damage to it in the case of damage to, or detachment of, the ramp.
  - .5 Ramps not meeting the above requirements shall be disregarded as an extension to the collision bulkhead.
  - .6 In existing Class B ships, the requirements of paragraph .3 and .4 shall apply not later than the date of the first periodical survey after the date referred to in § 1 of article 13 of this Directive.
  - .7 An afterpeak bulkhead, and bulkheads dividing the machinery space, from the cargo and passenger spaces forward and aft, shall also be fitted and made watertight up to the bulkhead deck. The afterpeak bulkhead may, however, be stepped below the bulkhead deck, provided the degree of safety of the ship as regards subdivision is not thereby diminished.
  - .8 In all cases stern tubes shall be enclosed in watertight spaces. The stern gland shall be situated in a watertight shaft tunnel or other watertight space separate from the stern tube compartment and of such volume that, if flooded by leakage through the stern gland, the margin line will not be submerged.

## **10 Double bottoms (R 12)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1** A double bottom shall be fitted extending from the forepeak bulkhead to the afterpeak bulkhead as far as this is practicable and compatible with the design and proper working of the ship.
  - .1** In ships of 50 m. and upwards but less than 61 m. in length a double bottom shall be fitted at least from the machinery space to the forepeak bulkhead, or as near thereto as practicable.
  - .2** In ships of 61 m. and upwards but less than 76 m. in length a double bottom shall be fitted at least outside the machinery space, and shall extend to the fore and after peak bulkheads, or as near thereto as practicable.
  - .3** In ships of 76 m. in length and upwards, a double bottom shall be fitted amidships, and shall extend to the fore and after peak bulkheads, or as near thereto as practicable.
- .2** Where a double bottom is required to be fitted its depth shall comply with the rules of a recognized organization and the inner bottom shall be continued out to the ship's sides in such a manner as to protect the bottom to the turn of the bilge. Such protection will be deemed satisfactory if the line of intersection of the outer edge of the margin plate with the bilge plating is not lower at any part than a horizontal plane passing through the point of intersection with the frame line amidships of a transverse diagonal line inclined at 25° to the base line and cutting it at a point one-half the ship's moulded breadth from the middle line.
- .3** Small wells constructed in the double bottom in connection with drainage arrangements of holds, etc., shall not extend downwards more than necessary. The depth of the well shall in no case be more than the depth less 460 mm. of the double bottom at the centreline, nor shall the well extend below the horizontal plane referred to in paragraph .2. A well extending to the outer bottom is, however, permitted at the after end of the shaft tunnel. Other wells (e.g. for lubricating oil under main engines) may be permitted by the Administration of the flag State if satisfied that the arrangements give protection equivalent to that afforded by a double bottom complying with this regulation.
- .4** A double bottom need not be fitted in way of watertight compartments of moderate size used exclusively for the carriage of liquids, provided the safety of the ship, in the event of bottom or side damage, is not, in the opinion of the Administration of the flag State, thereby impaired.
- .5** The Administration of the flag State may permit a double bottom to be dispensed with in any part of the ship which is subdivided by a factor not exceeding 0.5, if satisfied that the fitting of a double bottom in that part would not be compatible with the design and proper working of the ship.

## **11 Assigning, marking and recording of subdivision load lines (R 13)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 In order that the required degree of subdivision shall be maintained, a load line corresponding to the approved subdivision draught shall be assigned and marked on the ship's sides amidships. A ship having spaces which are specially adapted for the accommodation of passengers and the carriage of cargo alternatively may, if owners desire, have one or more additional load lines assigned and marked to correspond with the subdivision draughts which the Administration of the flag State may approve for alternative service conditions.
- .2 The subdivision load lines assigned and marked shall be recorded in the Document of Compliance, and shall be identified by the notation C.1 if there is only one subdivision loadline.  
If there are more than one subdivision load line, the alternative conditions shall be identified by the notations C.2, C.3, C.4 etc.
- .3 The freeboard corresponding to each of these load lines shall be measured at the same position and from the same deck line as the freeboards determined in accordance with the International Convention on Load Lines in force.
- .4 The freeboard corresponding to each approved subdivision load line and the conditions of service for which it is approved, shall be clearly indicated on the Document of Compliance.
- .5 In no case shall any subdivision load line mark be placed above the deepest load line in salt water as determined by the strength of the ship or the International Convention on Load Lines in force.
- .6 Whatever may be the position of the subdivision load line marks, a ship shall in no case be loaded so as to submerge the load line mark appropriate to the season and locality as determined in accordance with the International Convention on Load Lines in force.
- .7 A ship shall in no case be so loaded that when it is in salt water the subdivision load line mark appropriate to the particular voyage and condition of service is submerged.

## **12 Construction and initial testing of watertight bulkheads, etc. (R 14)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Each watertight subdivision bulkhead, whether transverse or longitudinal, shall be constructed in such a manner that it shall be capable of supporting, with a proper margin of resistance, the pressure due to the maximum head of water which it might have to sustain in the event of damage to the ship but at least the pressure due to a head of water up to the margin line. The construction of these bulkheads shall be in accordance with the regulations of a recognized organization.
- .2.1 Steps and recesses in bulkheads shall be watertight and as strong as the bulkhead at the place where each occurs.

- .2.2 Where frames or beams pass through a watertight deck or bulkhead, such deck or bulkhead shall be made structurally watertight without the use of wood or cement.
- .3 Testing main compartments by filling them with water is not compulsory. When testing by filling with water is not carried out, a hose test is compulsory; this test shall be carried out in the most advanced stage of the fitting out of the ship. In any case, a thorough inspection of the watertight bulkheads shall be carried out.
- .4 The forepeak, double bottoms (including duct keels) and inner skins shall be tested with water to a head corresponding to the requirements of paragraph .1.
- .5 Tanks which are intended to hold liquids, and which form part of the subdivision of the ship, shall be tested for tightness with water to a head up to the deepest subdivision load line or to a head corresponding to two-thirds of the depth from the top of keel to the margin line in way of the tanks, whichever is the greater, provided that in no case shall the test head be less than 0.9 m above the top of the tank; if testing by water is impracticable, air leak testing while the tanks are subjected to an air pressure of not more than 0.14 bar may be accepted.
- .6 The tests referred to in paragraphs .4 and .5 are for the purpose of ensuring that the subdivision structural arrangements are watertight and are not to be regarded as a test of the fitness of any compartment for the storage of oil fuel or for other special purposes for which a test of a superior character may be required depending on the height to which the liquid has access in the tank or its connections.

### **13 Openings in watertight bulkheads (R 15)**

#### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 The number of openings in watertight bulkheads shall be reduced to the minimum compatible with the design and proper working of the ship; satisfactory means shall be provided for closing these openings.
  - .2.1 Where pipes, scuppers, electrical cables etc., are carried through watertight subdivision bulkheads, arrangements shall be made to ensure the watertight integrity of the bulkheads.
  - .2.2 Valves not forming part of a piping system shall not be permitted in watertight subdivision bulkheads.
  - .2.3 Lead or other heat sensitive materials shall not be used in systems which penetrate watertight subdivision bulkheads, where deterioration of such systems in the event of fire would impair the watertight integrity of the bulkheads.
  - .3.1 No doors, manholes, or access openings are permitted:
    - .1 in the collision bulkhead below the margin line
    - .2 in watertight transverse bulkheads dividing a cargo space from an adjoining cargo space, except as provided for in paragraph 10.1 and in regulation 14.



- 3.2 Except as provided in paragraph 3.3 the collision bulkhead may be pierced below the margin line by no more than one pipe for dealing with fluid in the fore peak tank, provided that the pipe is fitted with a screw-down valve capable of being operated from above the bulkhead deck, the valve chest being secured inside the fore peak to the collision bulkhead. However the fitting of this valve on the afterside of the collision bulkhead may be accepted provided that the valve is readily accessible under all service conditions and the space in which it is located is not a cargo space.
- 3.3 If the fore peak is divided to hold two different kinds of liquids the collision bulkhead may be pierced below the margin line by two pipes each of which is fitted as required by paragraph 3.1, provided there is no practical alternative to the fitting of such a second pipe and that, having regard to the additional subdivision provided in the forepeak, the safety of the ship is maintained.
- 4 Within spaces containing the main and auxiliary propulsion machinery including boilers serving the needs of propulsion not more than one door apart from the doors to shaft tunnels may be fitted in each main transverse bulkhead. Where two or more shafts are fitted the tunnels shall be connected by an intercommunicating passage. There shall be only one door between the machinery space and the tunnel spaces where two shafts are fitted and only two doors where there are more than two shafts. All these doors shall be of the sliding type and shall be so located as to have their sills as high as practicable. The hand gear for operating these doors from above the bulkhead deck shall be situated outside the spaces containing the machinery.
- 5.1 EXISTING CLASS B SHIPS AND NEW CLASS B, C AND D SHIPS OF LESS THAN 24 METRES IN LENGTH : Watertight doors shall be sliding doors or hinged doors or doors of an equivalent type. Plate doors secured only by bolts and doors required to be closed by dropping or by the action of a dropping weight are not permitted.  
NEW CLASS B, C and D SHIPS OF 24 METRES IN LENGTH AND OVER: Watertight doors, except as provided in paragraph 10.1 or regulation 14, shall be power-operated sliding doors complying with the requirements of paragraph 7 capable of being closed simultaneously from the central operating console at the navigating bridge in not more than 60 seconds with the ship in upright position.
- 5.2 EXISTING CLASS B SHIPS AND NEW CLASS B, C AND D SHIPS OF LESS THAN 24 METRES IN LENGTH :  
 Sliding doors may be either:  
 hand-operated only, or  
 power-operated as well as hand-operated.  
NEW CLASS B, C and D SHIPS OF 24 METRES IN LENGTH AND OVER:  
 In ships where the total number of watertight doors is not more than two and these doors are situated in the machinery space or in the bulkheads bounding such space, the Administration of the Flag State may allow these two doors to be hand-operated only. Where hand-operated sliding doors are fitted, such doors are to be closed before the vessel leaves its berth on a passenger carrying voyage and shall be kept closed during navigation.

**NEW CLASS B, C and D SHIPS OF LESS THAN 24 METRES IN LENGTH + EXISTING CLASS B SHIPS :**

- .5.3 The means of operation whether by power or by hand of any sliding watertight door whether power-operated or not shall be capable of closing the door with the ship listed to 15° either way. Consideration shall also be given to the forces which may act on either side of the doors as may be experienced when water is flowing through the opening applying a static head equivalent to a water height of at least 1 m above the sill on the centreline of the door.

**NEW CLASS B, C and D SHIPS OF 24 METRES IN LENGTH AND OVER :**

- .5.4 Watertight door controls, including hydraulic piping and electric cables, shall be kept as close as practicable to the bulkhead in which the doors are fitted, in order to minimize the likelihood of them being involved in any damage which the ship may sustain. The positioning of watertight doors and their controls shall be such that if the ship sustains damage within one fifth of the breadth of the ship, such distance being measured at right angles to the centreline at the level of the deepest subdivision load line, the operation of the watertight doors clear of the damaged portion of the ship is not impaired.
- .5.5 All power-operated and hand-operated sliding watertight doors shall be provided with means of indication which will show at all remote operating positions whether the doors are open or closed. Remote operating positions shall only be at the navigating bridge as required by paragraph 7.1.5 and the location where hand operation above the bulkhead deck is required by paragraph 7.1.4.

**EXISTING CLASS B SHIPS AND NEW CLASS B, C AND D SHIPS OF LESS THAN 24 METRES IN LENGTH :**

- .5.6 Watertight doors which do not comply with paragraphs .5.1 to .5.5 shall be closed before the voyage commences, and shall be kept closed during navigation; the time of opening such doors in port and of closing them before the ship leaves port shall be entered in the log-book.

**NEW CLASS B, C and D SHIPS OF LESS THAN 24 METRES IN LENGTH + EXISTING CLASS B SHIPS :**

- .6 Hand-operated sliding doors may have a horizontal or vertical motion. It shall be possible to operate the mechanism at the door itself from either side, and from an accessible position above the bulkhead deck, with an all round crank motion, or some other movement providing the same guarantee of safety and of an approved type. When operating a hand gear the time necessary for the complete closure of the door with the vessel upright, shall not exceed 90 seconds.
- .7 **EXISTING CLASS B SHIPS** : Power-operated sliding doors may have a vertical or horizontal motion. If a door is power-operated from a central control, the gearing shall be so arranged that the door can be operated by power also at the door itself from both sides. Local control handles in connection with the power gear shall be provided on each side of the bulkhead and shall be so arranged as to enable persons passing through the doorway to hold both handles in the open position without being able to set the closing mechanism in operation accidentally. Power-operated sliding doors shall be provided with hand gear workable at the door itself

on either side and from an accessible position above the bulkhead deck, with an all round crank motion or some other movement providing the same guarantee of safety and of an approved type. Provision shall be made to give warnings by sound signal that the door has begun to close and will continue to sound until it is completely closed. Additionally, in areas of high ambient noise an audible alarm be required to be supplemented by an intermittent visual signal at the door.

**NEW CLASS B, C and D SHIPS OF 24 METRES IN LENGTH AND OVER :**

- .7.1 Each power-operated sliding watertight door :**
- .1 shall have a vertical or horizontal motion**
  - .2 shall, subject to paragraph 11 , be normally limited to a maximum clear width of 1.2 m. The Administration of the Flag State may permit larger doors only to the extent considered necessary for the effective operation of the ship provided that other safety measures, including the following, are taken into consideration :**
    - .2.1 special consideration shall be given to the strength of the door and its closing appliances in order to prevent leakages.**
    - .2.2 the door shall be located outside the damage zone B/5;**
    - .2.3. the door shall be kept closed when the ship is at sea, except for limited periods when absolutely necessary as determined by the Administration of the Flag State.**
  - .3 shall be fitted with the necessary equipment to open and close the door using electric power, hydraulic power, or any other form of power that is acceptable to the Administration of the Flag State;**
  - .4 shall be provided with an individual hand-operated mechanism. It shall be possible to open and close the door by hand at the door itself from either side, and in addition, close the door from an accessible position above the bulkhead deck with an all round crank motion or some other movement providing the same degree of safety acceptable to the Administration of the Flag State. Direction of rotation or other movement is to be clearly indicated on all operating positions. The time necessary for the complete closure of the door, when operated by hand gear, shall not exceed 90 seconds with the ship in upright position;**
  - .5 shall be provided with controls for opening and closing the door by power from both sides of the door and also for closing the door by power from the central operating console at the navigating bridge;**
  - .6 shall be provided with an audible alarm, distinct from any other alarm in the area, which will sound whenever the door is closed remotely by power and which shall sound for at least 5 seconds but no more than 10 seconds before the door begins to move and shall continue sounding until the door is completely closed. In the case of remote hand operation it is sufficient for the audible alarm to sound only when the door is moving. Additionally, in passenger areas and areas of high ambient noise, the Administration of the Flag state may require the audible alarm to be supplemented by an intermittent visual signal at the door; and**

- .7 shall have an approximately uniform rate of closure under power. The closure time, from the time the door begins to move to the time it reaches the completely closed position, shall in no case be less than 20 seconds and no more than 40 seconds with the ship in upright position.
- .7.2 The electrical power required for power-operated sliding watertight doors shall be supplied from the emergency switchboard either directly or by a dedicated distribution board situated above the bulkhead deck; the associated control, indication and alarm circuits shall be supplied from the emergency switchboard either directly or by a dedicated distribution board situated above the bulkhead deck and be capable of being automatically supplied by the transitional source of emergency electrical power in the event of failure of either the main or emergency source of electrical power.
- .7.3 Power-operated sliding watertight doors shall have either:
  - .1 a centralized hydraulic system with two independent power sources each consisting of a motor and pump capable of simultaneously closing all doors. In addition, there shall be for the whole installation hydraulic accumulators of sufficient capacity to operate all the doors at least three times, i.e. closed-open-closed, against an adverse list of 15°. This operating cycle shall be capable of being carried out when the accumulator is at the pump cut-in pressure. The fluid used shall be chosen considering the temperature liable to be encountered by the installation during its service. The power operating system shall be designed to minimize the possibility of having a single failure in the hydraulic piping adversely affect the operation of more than one door. The hydraulic system shall be provided with a low-level alarm for hydraulic fluid reservoirs serving the power-operated system and a low gas pressure alarm or other effective means of monitoring loss of stored energy in hydraulic accumulators. These alarms are to be audible and visual and shall be situated on the central operating console at the navigating bridge; or
  - .2 an independent hydraulic system for each door with each power source consisting of a motor and pump capable of opening and closing the door. In addition, there shall be a hydraulic accumulator of sufficient capacity to operate the door at least three times, i.e. closed-open-closed, against an adverse list of 15°. This operating cycle shall be capable of being carried out when the accumulators are at the pump cut-in pressure. The fluid used shall be chosen considering the temperatures liable to be encountered by the installation during its service. A low gas pressure group alarm or other effective means of monitoring loss of stored energy in hydraulic accumulators shall be provided at the central operating console on the navigating bridge. Loss of stored energy indication at each local operating position shall also be provided; or

- .3 An independent electrical system and motor for each door with each power source consisting of a motor capable of opening and closing the door. The power source shall be capable of being automatically supplied by the transitional source of emergency electrical power in the event of failure of either the main or emergency source of electrical power and with sufficient capacity to operate the door at least three times, i.e. closed-open-closed, against an adverse list of 15°.

For the systems specified in 7.3.1, 7.3.2 and 7.3.3, provision should be made as follows:

Power systems for power-operated watertight sliding doors shall be separate from any other power system. A single failure in the electric or hydraulic power-operated systems excluding the hydraulic actuator shall not prevent the hand operation of any door.

- .7.4 Control handles shall be provided at each side of the bulkhead at a minimum height of 1.6 m above the floor and shall be so arranged as to enable persons passing through the doorway to hold both handles in the open position without being able to set the power closing mechanism in operation accidentally. The direction of movement of the handles in opening and closing the door shall be in the direction of door movement and shall be clearly indicated.
- .7.5 As far as practicable, electrical equipment and components for watertight doors shall be situated above the bulkhead deck and outside hazardous areas and spaces.
- .7.6 The enclosures of electrical components necessarily situated below the bulkhead deck shall provide suitable protection against the ingress of water.
- .7.7 Electric power, control, indication and alarm circuits shall be protected against fault in such a way that a failure in one door circuit will not cause a failure in any other door circuit. Short circuits or other faults in the alarm or indicator circuits of a door shall not result in a loss of power operation of that door. Arrangements shall be such that leakage of water into the electrical equipment located below the bulkhead deck will not cause the door to open.
- .7.8 A single electrical failure in the power operating or control system of a power-operated sliding watertight door shall not result in a closed door opening. Availability of the power supply should be continuously monitored at a point in the electrical circuit as near as practicable to each of the motors required by paragraph .7.3. Loss of any such power supply should activate an audible and visual alarm at the central operating console at the navigating bridge.
- .8.1 The central operating console at navigating bridge shall have a "master mode" switch with two modes of control: a "local control" mode which shall allow any door to be locally opened and locally closed after use without automatic closure, and a "doors closed" mode which shall automatically close any doors that are open. The "doors closed" mode shall permit doors to be opened locally and shall automatically re-close the door upon release of the local control mechanism. The "master mode" switch shall normally be in the "local control" mode. The "door closed" mode shall only be used in an emergency or for testing purposes.

- .8.2 The central operating console at the navigating bridge shall be provided with a diagram showing the location of each door, with visual indicators to show whether each door is open or closed. A red light shall indicate a door is fully open and a green light shall indicate a door is fully closed. When the door is closed remotely the red light shall indicate the intermediate position by flashing. The indicating circuit shall be independent of the control circuit for each door.
- .8.3 It shall not be possible to remotely open any door from the central control position.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .9.1 All watertight doors shall be kept closed during navigation except that they may be opened during navigation as specified in paragraphs 9.2, 9.3 and 9.4. Watertight doors of width of more than 1.2 m permitted by paragraph 11 may only be opened in the circumstances detailed in that paragraph. Any door which is opened in accordance with this paragraph shall be ready to be immediately closed.
- .9.2 A watertight door may be opened during navigation to permit the passage of passengers or crew, or when work in the immediate vicinity of the door necessitates it being opened. The door must be immediately closed when transit through the door is complete or when the task which necessitated it being open is finished.
- .9.3 Certain watertight doors may be permitted to remain open during navigation only if considered absolutely necessary; that is, being open is determined essential to the safe and effective operation of the ship's machinery or to permit passengers normally unrestricted access throughout the passenger area. Such determination shall be made by the Administration of the Flag State only after careful consideration of the impact on ship operations and survivability. A watertight door permitted to remain thus open shall be clearly indicated in the ship's stability information and shall always be ready to be immediately closed.

**NEW CLASS B, C and D SHIPS :**

- .10.1 If the Administration of the Flag State is satisfied that such doors are essential, watertight doors of satisfactory construction may be fitted in watertight bulkheads dividing cargo between deck spaces. Such doors may be hinged, rolling or sliding doors but shall not be remotely controlled. They shall be fitted at the highest level and as far from the shell plating as practicable, but in no case shall the outboard vertical edges be situated at a distance from the shell plating which is less than one fifth of the breadth of the ship, such distance being measured at right angles to the centreline at the level of the deepest subdivision load line.
- .10.2 Such doors shall be closed before the voyage commences and shall be kept closed during navigation; the time of opening such doors in port and of closing them before the ship leaves port shall be entered in the log-book. Should any of the doors be accessible during the voyage, they shall be fitted with a device which prevents unauthorized opening. When it is proposed to fit such doors, the number and the arrangements shall receive the special consideration of the Administration of the Flag State.

.11 Portable plates on bulkheads shall not be permitted except in machinery spaces. Such plates shall always be in place before the ship leaves port, and shall not be removed during navigation except in case of urgent necessity at the discretion of the master. The Administration of the Flag State may permit not more than one power-operated sliding watertight door in each main transverse bulkhead larger than those specified in .7.1.2. to be substituted for these portable plates, provided these doors are closed before the ship leaves the port and remain closed during navigation except in case of urgent necessity at the discretion of the master. These doors need not meet the requirements of paragraph 7.1.4 regarding complete closure by hand-operated gear in 90 seconds. The time of opening and closing these doors, whether the ship is at sea or in port, shall be recorded in the log-book.

#### **14. Ships carrying goods vehicles and accompanying personnel (R 16)**

##### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 This regulation applies to passenger ships designed or adapted for the carriage of goods vehicles and accompanying personnel.
- .2 If in such a ship the total number of passengers which include personnel accompanying vehicles does not exceed  $N = 12 + A/25$ , where A = total deck area (square metres) of enclosed spaces available for the stowage of goods vehicles and where the clear height at the stowage position and at the entrance to such spaces is not less than 4 m., the provisions of regulation 13 paragraph .10 in respect of watertight doors apply except that the doors may be fitted at any level in watertight bulkheads dividing cargo spaces. Additionally, indicators are required on the navigating bridge to show automatically when each door is closed and all door fastenings are secured.
- .3 When applying the provisions of this chapter to such a ship, N shall be taken as the maximum number of passengers for which the ship may be certified in accordance with this regulation.

#### **15 Openings in the shell plating below the margin line (R 17)**

##### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 The number of openings in the shell plating shall be reduced to the minimum compatible with the design and proper working of the ship.
- .2.1 The arrangement and efficiency of the means for closing any opening in the shell plating shall be consistent with its intended purpose and the position in which it is fitted.
- .2.2 Subject to the requirements of the International Convention of the Load Line in force, no side scuttles shall be fitted in such a position that its sill is below a line drawn parallel to the bulkhead deck at side and having its lowest point 2.5% of the breadth of the ship above the deepest subdivision load line, or 500 mm., whichever is the greater.
- .2.3 All side scuttles the sills of which are below the margin line shall be of such construction as will effectively prevent any person opening them without the consent of the master of the ship.
- .2.4. Where in a between-decks, the sills of any of the sidescuttles referred to in paragraph .2.3. are below a line drawn parallel to the bulkhead deck at side and having its lowest point 1.4 m plus 2.5 % of the breadth of the ship above the water when the ship departs from any port, all the sidescuttles in that between-decks shall be closed watertight and locked before the ship leaves port, and they shall not be opened before the ship arrives at the next port. In the application of this paragraph the appropriate allowance for fresh water may be made when applicable.
- .2.5 Sidescuttles and their deadlights which will not be accessible during navigation shall be closed and secured before the ship leaves port.



- .3 The number of scuppers, sanitary discharges and other similar openings in the shell plating shall be reduced to the minimum either by making each discharge serve for as many as possible of the sanitary and other pipes, or in any other satisfactory manner.
- .4 All inlets and discharges in the shell plating shall be fitted with efficient and accessible arrangements for preventing the accidental admission of water into the ship.
  - .4.1 Subject to the requirements of the International Convention on Load Lines in force, and except as provided in paragraph .5, each separate discharge led through the shell plating from spaces below the margin line shall be provided with either one automatic nonreturn valve fitted with a positive means of closing it from above the bulkhead deck or with two automatic nonreturn valves without positive means of closing, provided that the inboard valve is situated above the deepest subdivision load line and is always accessible for examination under service conditions. Where a valve with positive means of closing is fitted, the operating position above the bulkhead deck shall always be readily accessible and means shall be provided for indicating whether the valve is open or closed.
  - .4.2 The requirements of the International Convention on Load Lines in force shall apply to discharges led through the shell plating from spaces above the margin line.
- .5 Machinery space main and auxiliary sea inlets and discharges in connection with the operation of machinery shall be fitted with readily accessible valves between the pipes and the shell plating or between the pipes and fabricated boxes attached to the shell plating. The valves may be controlled locally and shall be provided with indicators showing whether they are open or closed.
- .6 All shell fittings and valves required by this regulation shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this regulation refers shall be of steel or other equivalent material to the satisfaction of the Administration of the flag State.
- .7 Gangway, and cargo ports fitted below the margin line shall be of sufficient strength. They shall be effectively closed and secured watertight before the ship leaves port, and shall be kept closed during navigation.
- .8 Such ports shall in no case be so fitted as to have their lowest point below the deepest subdivision load line.

**16 Watertight integrity of passenger ships above the margin line  
(R 20)**

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 All reasonable and practicable measures shall be taken to limit the entry and spread of water above the bulkhead deck. Such measures may include partial bulkheads or webs. When partial watertight bulkheads and webs are fitted on the bulkhead deck, above or in the immediate vicinity of main subdivision bulkheads, they shall have watertight shell and bulkhead deck connections so as to restrict the flow of water along the deck when the ship is in a heeled damaged condition. Where the partial watertight bulkhead does not line up with the bulkhead below, the bulkhead deck between shall be made effectively watertight.**
- .2 The bulkhead deck or a deck above it shall be weathertight. All openings in the exposed weather deck shall have coamings of ample height and strength and shall be provided with efficient means for expeditiously closing them weathertight. Freeing ports, open rails and scuppers shall be fitted as necessary for rapidly clearing the weather deck of water under all weather conditions.**
- .3 In existing CLASS B ships, the open end of air pipes terminating within a superstructure shall be at least 1 m above the waterline when the ship heels to an angle of 15°, or the maximum angle of heel during intermediate stages of flooding, as determined by direct calculation, whichever is the greater. Alternatively, air pipes from tanks other than oil tanks may discharge through the side of the superstructure. The provisions of this paragraph are without prejudice to the provisions of the International Convention on Load Lines in force.**
- .4 Sidescuttles, gangway, cargo ports and the other means for closing openings in the shell plating above the margin line shall be of efficient design and construction and of sufficient strength having regard to the spaces in which they are fitted and their positions relative to the deepest subdivision load line.**
- .5 Efficient inside deadlights, so arranged that they can be easily and effectively closed and secured watertight, shall be provided for all sidescuttles to spaces below the first deck above the bulkhead deck.**

## **17 Closure of cargo loading doors (R 20-1)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1** The following doors, located above the margin line, shall be closed and locked before the ship proceeds on any voyage, and shall remain closed and locked until the ship is at its next berth:
  - .1** cargo loading doors in the shell or the boundaries of enclosed superstructures;
  - .2** bow visors fitted in positions, as indicated in paragraph 1.1;
  - .3** cargo loading doors in the collision bulkhead;
  - .4** weathertight ramps forming an alternative closure to those defined in paragraphs .1.1 to .1.3 inclusive.

Provided that where a door cannot be opened or closed while the ship is at the berth, such a door may be opened or left open while the ship approaches or draws away from the berth, but only so far as may be necessary to enable the door to be immediately operated. In any case, the inner bow door must be kept closed.

- .2** Notwithstanding the requirements of paragraph .1.1 and .1.4, the Administration of the Flag State may authorize that particular doors can be opened at the discretion of the master, if necessary for the operation of the ship or the embarking and disembarking of passengers, when the ship is at safe anchorage and provided that the safety of the ship is not impaired.
- .3** The master shall ensure that an effective system of supervision and reporting of the closing and opening of the doors referred to in paragraph 1 is implemented.
- .4** The master shall ensure, before the ship proceeds on any voyage, that an entry in the log-book, as required in regulation 22, is made of the time of the last closing of the doors specified in paragraph 1 and the time of any opening of particular doors in accordance with paragraph 2.

## **17-1 Watertight integrity from the ro-ro deck (bulkhead deck) to spaces below (R 20-2)**

### **NEW CLASS B, C and D RO-RO PASSENGER SHIPS :**

- .1.1** Subject to the provisions of sub-paragraphs .1.2 and .1.3, all accesses that lead to spaces below the bulkhead deck shall have a lowest point which is not less than 2.5 metres above the bulkhead deck;
- .1.2** where vehicle ramps are installed to give access to spaces below the bulkhead deck, their openings shall be able to be closed weathertight to prevent ingress of water below, alarmed and indicated to the navigation bridge;
- .1.3** the Administration of the flag State may permit the fitting of particular accesses to spaces below the bulkhead deck provided they are necessary for the essential working of the ship, e.g. movement of machinery and stores, subject to such accesses being made watertight, alarmed and indicated to the navigation bridge;

- .1.4 the accesses referred to in sub-paragraphs .1.2 and .1.3 shall be closed before the ship leaves the berth on any voyage and shall remain closed until the ship is at its next berth;
- .1.5 the master shall ensure that an effective system of supervision and reporting of the closing and opening of such accesses referred to in sub-paragraphs .1.2 and .1.3 is implemented; and
- .1.6 the master shall ensure, before the ship leaves the berth on any voyage, that an entry in the log-book, as required by regulation II-1/B/22, is made of the time of the last closing of the accesses referred to in sub-paragraphs .1.2 and .1.3.

**EXISTING CLASS B RO-RO PASSENGER SHIPS :**

- .2.1 all accesses from the ro-ro deck that lead to spaces below the bulkhead deck shall be made weathertight and means shall be provided on the navigation bridge, indicating whether the access is open or closed;
- .2.2 all such accesses shall be closed before the ship leaves the berth on any voyage and shall remain closed until the ship is at its next berth;
- .2.3 notwithstanding the requirements of sub-paragraph .2.2, the Administration of the flag State may permit some accesses to be opened during the voyage but only for a period sufficient to permit through passage and, if required, for the essential working of the ship; and
- .2.4 the requirements of subparagraph .2.1 shall apply not later than the date of the first periodical survey after the date referred to in paragraph 1 of Article 13 of this Directive.

**17-2 Access to ro-ro decks (R 20-3)**

**ALL RO-RO PASSENGER SHIPS :**

The master, or the designated officer shall ensure that, without the expressed consent of the master or the designated officer, no passengers are allowed access to an enclosed ro-ro deck when the ship is underway.

**17-3 Closure of bulkheads on the ro-ro deck (R 20-4)**

**NEW CLASS B, C & D and EXISTING CLASS B RO-RO PASSENGER SHIPS:**

- .1 All transverse and longitudinal bulkheads which are taken into account as effective to confine the seawater accumulated on the ro-ro deck shall be in place and secured before the ship leaves the berth and remain in place and secured until the ship is at its next berth.
- .2 Notwithstanding the requirements of paragraph .1, the Administration of the flag State may permit some accesses within such bulkheads to be opened during the voyage but only for sufficient time to permit through passage and, if required, for the essential working of the ship.

## **18 Stability information (R 22)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Every passenger ship, shall be inclined upon its completion and the elements of its stability determined. The master shall be supplied with such information, approved by the Administration of the flag State, as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service.
- .2 Where any alterations are made to a ship so as to materially affect the stability information supplied to the master, amended stability information shall be provided. If necessary the ship shall be re-inclined.
- .3 At periodical intervals not exceeding five years, a lightweight survey shall be carried out to verify any changes in the light ship displacement and longitudinal centre of gravity. The ship shall be re-inclined whenever, in comparison with the approved stability information, a deviation from the lightship displacement exceeding 2% or a deviation of the longitudinal center of gravity exceeding 1% of the length of the ship is found or anticipated.
- .4 The Administration of the flag State may allow the inclining test of an individual ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration of the flag State that reliable stability information for the exempted ship can be obtained from such basic data.

## **19 Damage control plans (R 23)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

There shall be permanently exhibited, for the guidance of the officer in charge of the ship, plans showing clearly for each deck and hold the boundaries of the watertight compartments, the openings therein with the means of closure and position of any controls thereof, and the arrangements for the correction of any list due to flooding. In addition, booklets containing the aforementioned information shall be made available to the officers of the ship.

**20 Integrity of the hull and superstructure, damage prevention and control (R 23-2)**

*This regulation applies to all ro-ro passenger ships, except that for existing ships paragraph .2 shall apply not later than the date of the first periodical survey after the date referred to in article 13, paragraph 1 of this Directive.*

- .1 Indicators shall be provided on the navigating bridge for all shell doors, loading doors and other closing appliances which, if left open or not properly secured, could lead to flooding of a special category space or ro-ro cargo space. The indicator system shall be designed on the fail-safe principle and shall show by visual alarms if the door is not fully closed or if any of the securing arrangements are not in place and fully locked and by audible alarms if such door or closing appliances become open or the securing arrangements become unsecured. The indicator panel on the navigating bridge shall be equipped with a mode selection function "harbour/sea voyage" so arranged that an audible alarm is given on the navigation bridge if the ship leaves harbour with the bow doors, inner doors, stern ramp or any other shell doors not closed or any closing device not in correct position. The power supply for the indicator system shall be independent of the power supply for operating and securing the doors. Indicator systems, approved by the Administration of the flag State, which were installed on board existing ships, need not be changed.
- .2 Television surveillance and a water leakage detection system shall be arranged to provide an indication to the navigation bridge and to the engine control station of any leakage through inner and outer bow doors, stern doors or any other shell doors which could lead to flooding of special category spaces or ro-ro cargo spaces.
- .3 Special category spaces and ro-ro cargo spaces shall be continuously patrolled or monitored by effective means, such as television surveillance, so that any movement of vehicles in adverse weather conditions and unauthorized access by passengers thereto can be detected whilst the ship is underway.
- .4 Documented operating procedures for closing and securing all shell doors, loading doors and other closing appliances which, if left open or not properly secured, could lead to flooding of a special category space or ro-ro cargo space, shall be kept on board and posted at an appropriate place.

**21 Marking, periodical operation and inspection of watertight doors, etc. (R-24)**

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Drills for the operating of the watertight doors, sidescuttles, valves and closing mechanisms of scuppers shall take place weekly.
- .2 All watertight doors in main transverse bulkheads, in use at sea, shall be operated daily.
- .3 The watertight doors and all mechanisms and indicators connected herewith, all valves, the closing of which is necessary to make a compartment watertight, and all valves the operation of which is necessary for damage control cross-connections shall be periodically inspected at sea at least once a week.
- .4 Such valves, doors and mechanisms shall be suitably marked to ensure that they may be properly used to provide maximum safety.

**22 Entries in log. (R 25)**

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Hinged doors, portable plates, sidescuttles, gangway and cargo ports and other openings, which are required by these regulations to be kept closed during navigation, shall be closed before the ship leaves the port. The time of closing and the time of opening (if permissible under these regulations) shall be recorded in the log-book .
- .2 A record of all drills and inspections required by regulation 21 shall be entered in the log-book with an explicit record of any defects which may be disclosed.

## PART C) MACHINERY

### 1 General (R 26)

#### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .1 The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards.
- .2 Means shall be provided whereby normal operation of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative.
- .3 Means shall be provided to ensure that the machinery can be brought into operation from the dead ship condition without external aid.

#### NEW CLASS B and C. SHIPS :

- .4 Main propulsion machinery and all auxiliary machinery essential to the propulsion and the safety of the ship shall, as fitted in the ship, be designed to operate when the ship is upright and when inclined at any angle of list up to and including 15° either way under static conditions and 22.5° under dynamic conditions (rolling) either way and simultaneously inclined dynamically (pitching) 7.5° by bow or stern.

### 2 Internal combustion engines (R 27)

#### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .1 Internal combustion engines of a cylinder diameter of 200 mm. or a crankcase volume of 0.6 m<sup>3</sup> and above shall be provided with crankcase explosion relief valves of a suitable type with sufficient relief area. The relief valves shall be arranged or provided with means to ensure that discharge from them is so directed as to minimize the possibility of injury to personnel.

### 3 Bilge pumping arrangement (R 21)

#### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .1.1 An efficient bilge pumping system shall be provided, capable of pumping from and draining any watertight compartment other than a space permanently appropriated for the carriage of fresh water, water ballast, oil fuel or liquid cargo and for which other efficient means of pumping are provided, under all practical conditions. Efficient means shall be provided for draining water from insulated holds.
- .1.2 Sanitary, ballast and general service pumps may be accepted as independent power bilge pumps if fitted with the necessary connections to the bilge pumping system.



- .1.3 All bilge pipes used in or under fuel storage tanks or in boiler or machinery spaces, including spaces in which oil-settling tanks or oil fuel pumping units are situated, shall be of steel or other suitable material.
- .1.4 The arrangement of the bilge and ballast pumping system shall be such as to prevent the possibility of water passing from the sea and from water ballast spaces into the cargo and machinery spaces, or from one compartment to another. Provision shall be made to prevent any deep tank having bilge and ballast connections being inadvertently flooded from the sea when containing cargo, or being discharged through a bilge pump when containing water ballast.
- .1.5 All distribution boxes and manually operated valves in connection with the bilge pumping arrangements shall be in positions which are accessible under ordinary circumstances.

**NEW CLASS B, C and D SHIPS :**

- .1.6 Provision shall be made for the drainage of enclosed cargo spaces situated on the bulkhead deck.
  - .1.6.1 Where the freeboard to the bulkhead deck is such that the deckedge is immersed when the ship heels more than 5°, the drainage shall be by means of a sufficient number of scuppers of suitable size discharging directly overboard, fitted in accordance with the requirements of Regulation 15
  - .1.6.2 Where the freeboard is such that the edge of the bulkhead deck is immersed when the ship heels 5° or less, the drainage of the enclosed cargo spaces on the bulkhead deck shall be led to a suitable space, or spaces, of adequate capacity, having high water level alarm and provided with suitable arrangements for discharge overboard. In addition it will be ensured that :
    - .1 the number, size and disposition of the scuppers are such as to prevent unreasonable accumulation of free water;
    - .2 the pumping arrangements required by this regulation take account of the requirements for any fixed pressure waterspraying fire-extinguishing system;
    - .3 water contaminated with petrol or other dangerous substances is not drained to machinery spaces or other spaces where sources of ignition may be present; and
    - .4 where the enclosed cargo space is protected by a carbon dioxide fire-extinguishing system the deck scuppers are fitted with means to prevent the escape of the smothering gas.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .2.1 The bilge pumping system required by subparagraph .1.1 shall be capable of operation under all practicable conditions after a casualty whether the ship is upright or listed. For this purpose wing suctions shall generally be fitted except in narrow compartments at the end of the ship where one suction may be sufficient. In compartments of unusual form, additional suctions may be required. Arrangements shall be made whereby water in the compartment may find its way to the suction pipes.

- .2.2 Where practicable, the power bilge pumps shall be placed in separate watertight compartments and so arranged or situated that these compartments will not be flooded by the same damage. If the main propulsion machinery, auxiliary machinery and boilers are in two or more watertight compartments, the pumps available for bilge service shall be distributed as far as is possible throughout these compartments.
- .2.3 With the exception of additional pumps which may be provided for peak compartments only, each required bilge pump shall be so arranged as to draw water from any space required to be drained by paragraph .1.1.
- .2.4 Each power bilge pump shall be capable of pumping water through the required main bilge pipe at a speed of not less than 2 m/sec. Independent power bilge pumps situated in machinery spaces shall have direct suctions from these spaces, except that not more than two such suctions shall be required in any one space. Where two or more such suctions are provided there shall be at least one on each side of the ship. Direct suctions shall be suitably arranged and those in a machinery space shall be of a diameter not less than that required for the bilge main.
- .2.5 In addition to the direct bilge suction or suctions required by subparagraph .2.4 a direct emergency bilge suction fitted with a nonreturn valve shall be led from the largest available independent power driven pump to the drainage level of the machinery space ; the suction shall be of the same diameter as the main inlet of the pump used.
- .2.6 The spindles of the sea inlet and direct suction valves shall extend well above the engine-room platform.
- .2.7 All bilge suction piping up to the connection to the pumps shall be independent of other piping.
- .2.8 The diameter "d" of the main and branch bilge suction pipes shall be calculated according to the following formula. However, the actual internal diameter may be rounded off to the nearest standard size acceptable to the Administration of the flag State:

$$d=25+1.68\sqrt{L(B+D)}$$

where :

- d is the internal diameter of the bilge main (millimetres);
- L and B are the length and the breadth of the ship (metres) and;
- D is the moulded depth of the ship to bulkhead deck (metres) provided that, in a ship having an enclosed cargo space on the bulkhead deck which is internally drained in accordance with the requirements of paragraph 1.6.2 and which extends for the full length of the ship, D shall be measured to the next deck above the bulkhead deck. Where the enclosed cargo spaces cover a lesser length, D shall be taken as the moulded depth to the bulkhead deck plus  $lh/L$  where l and h are the aggregate length and height respectively of the enclosed cargo spaces.

- .2.9 Provision shall be made to prevent the compartment served by any bilge suction pipe being flooded in the event of the pipe being severed or otherwise damaged by collision or grounding in any other compartment. For this purpose, where the pipe is at any part situated nearer the side of the ship than one fifth of the breadth of the ship (measured at right angles to the centreline at the level of the deepest subdivision load line), or is in a duct keel, a non-return valve shall be fitted to the pipe in the compartment containing the open end.
- .2.10 Distribution boxes, cocks and valves in connection with the bilge pumping system shall be so arranged that, in the event of flooding, one of the bilge pumps may be operative on any compartment; in addition, damage to a pump or its pipe connecting to the bilge main outboard of a line drawn at one fifth of the breadth of the ship shall not put the bilge system out of action. If there is only one system of pipes common to all the pumps, the necessary valves for controlling the bilge suction must be capable of being operated from above the bulkheads deck. Where in addition to the main bilge pumping system an emergency bilge pumping system is provided, it shall be independent of the main system and so arranged that a pump is capable of operating on any compartment under flooding condition as specified in paragraph 2.1; in the case only the valves necessary for the operation of the emergency system need be capable of being operated from above the bulkhead deck.
- .2.11 All cocks and valves referred to in subparagraph .2.10 which can be operated from above the bulkhead deck shall have their controls at their place of operation clearly marked and shall be provided with means to indicate whether they are open or closed.

#### **4 Number and type of bilge pumps (R 21)**

##### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- up to 250 passengers : 1 main engine pump and 1 independent power pump, located and powered outside the engine room
- over 250 passengers : 1 main engine pump and 2 independent power pumps, one of which has to be located and powered outside the engine room.

The main engine pump may be replaced by one independent power pump.  
The drainage of very small compartments may be dealt with movable hand pumps.

## **5 Means of going astern (R 28)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Sufficient power for going astern shall be provided to secure proper control of the ship in all normal circumstances.
- .2 The ability of the machinery to reverse the direction of thrust of the propeller in sufficient time, and so to bring the ship to rest within a reasonable distance from maximum ahead service speed, shall be demonstrated and recorded.
- .3 The stopping times, ship headings and distances recorded on trials, together with the results of trials to determine the ability of ships having multiple propellers to navigate and manoeuvre with one or more propellers inoperative, shall be available on board for use of the master or designated personnel.

## **6 Steering gear (R 29)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Every ship shall be provided with an efficient main and auxiliary steering system. The main steering system and the auxiliary steering system shall be so arranged that the failure of one of them will not render the other one inoperative.
- .2 The main steering gear and rudder stock where fitted shall be:
  - .2.1 of adequate strength, and capable to steer the ship at maximum service speed ahead, and so designed that they will not be damaged at maximum speed astern;
  - .2.2 capable of putting the rudder over from 35° on one side to 35° on the other side with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed and, under the same conditions from 35° on either side to 30° on the other side in not more than 28 seconds;
  - .2.3 operated by power where necessary to meet the requirements of paragraph .2.2.2 and in any case when a rudder stock over 120 mm. in diameter in way of the tiller, excluding strengthening for navigation in ice, is required in order to comply with paragraph .2.2.1.
- .3 If fitted, the auxiliary steering gear shall be:
  - .1 of adequate strength and capable of steering the ship at navigable speed and of being brought speedily into action in an emergency;
  - .2 capable of putting the rudder over from 15° on one side to 15° on the other side in not more than 60 s. with the ship at its deepest seagoing draught and running ahead at one half of the maximum ahead service speed or 7 knots, whichever is the greater; and
  - .3 operated by power where necessary to meet the requirements of sub-paragraph .3.2 and in any case where a rudder stock is more than 230 mm diameter in way of the tiller, excluding strengthening for navigation in ice.

NEW CLASS B, C and D SHIPS :

- .4 Steering power units shall be :
  - .1 arranged to restart automatically when power is restored after a power failure; and
  - .2 capable of being brought into operation from a position on the navigating bridge. In the event of a power failure to any of the steering power units, an audible and visual alarm shall be given on the navigating bridge.

NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .5 Where the main steering gear comprises two or more identical power units, an auxiliary steering gear need not be fitted, provided that:
  - .1 the main steering gear is capable of operating the rudder as required by sub-paragraph .2.2 while any one of the power unit is out of operation;
  - .2 the main steering gear is so arranged that after a single failure in its piping system or in one of the power units the defect can be isolated so that the steering capability can be maintained or speedily regained.

NEW CLASS B, C and D SHIPS :

- .6 Steering gear control shall be provided:
  - .1 for the main steering gear, both on the navigating bridge and in the steering compartment;
  - .2 when the main steering gear is arranged in accordance with paragraph.4, by two independent control systems, both operable from the navigating bridge. This does not require duplication of the steering wheel or steering lever. Where the control system consists of an hydraulic telemotor, a second independent system need not be fitted;
  - .3 for the auxiliary steering gear, in the steering gear compartment and, if power operated, it shall also be operable from the navigating bridge and shall be independent of the control system for the main steering gear.
- .7 Any main and auxiliary steering gear control system operable from the navigating bridge shall comply with the following:
  - .1 if electric, it shall be served by its own separate circuit supplied from a steering gear power circuit from a point within the steering gear compartment, or directly from switchboard busbars supplying that steering gear power circuit at a point on the switchboard adjacent to the supply to the steering gear power circuit;
  - .2 means shall be provided in the steering gear compartment for disconnecting any control system operable from the navigating bridge from the steering gear it serves;
  - .3 the system shall be capable of being brought into operation from a position on the navigating bridge;
  - .4 in the event of a failure in the electrical power supply to the control system, an audible and visual alarm shall be given in the navigating bridge; and
  - .5 short circuit protection only shall be provided for steering gear control supply circuits.

- .8 The electrical power circuits and the steering gear control systems with their associated components, cables and pipes required by this regulation and by regulation 7 shall be separated as far as is practicable throughout their length.
- .9 A means of communication shall be provided between the navigating bridge and the steering gear compartment.
- .10 The angular position of the rudder(s) shall :
  - .1 if the main steering gear is poweroperated, be indicated on the navigating bridge. The rudder angle indication shall be independent of the steering gear control system;
  - .2 be recognizable in the steering gear compartment.
- .11 Hydraulic power-operated steering gear shall be provided with the following:
  - .1 arrangements to maintain the cleanliness of the hydraulic fluid taking into consideration the type and design of the hydraulic system;
  - .2 a low-level alarm for each hydraulic fluid reservoir to give the earliest practical indication of hydraulic fluid leakage. Audible and visual alarms shall be given on the navigating bridge and in the machinery space where they can be readily observed; and
  - .3 a fixed storage tank having sufficient capacity to recharge at least one power actuating system including the reservoir, where the main steering gear is required to be power-operated. The storage tank shall be permanently connected by piping in such manner that the hydraulic systems can be readily recharged from a position within the steering gear compartment and shall be provided with a contents gauge.
- .12 The steering gear compartments shall be :
  - .1 readily accessible and, as far as practicable, separated from machinery spaces; and
  - .2 provided with suitable arrangements to ensure working access to steering gear machinery and controls. These arrangements shall include handrails and gratings or other nonslip surfaces to ensure suitable working conditions in the event of hydraulic fluid leakage.

**7 Additional requirements for electric and electrohydraulic steering gear (R 30)**

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Means for indicating that the motors of electric and electrohydraulic steering gears are running shall be installed on the navigating bridge and at a suitable main machinery control position.

**NEW CLASS B, C and D SHIPS :**

- .2 Each electric or electrohydraulic steering system comprising one or more power units shall be served by at least two exclusive circuits fed directly from the main switchboard; however, one of the circuits may be supplied through the emergency switchboard .

An auxiliary electric or electrohydraulic steering system associated with a main electric or electrohydraulic steering system may be connected to one of the circuits supplying this main steering system. The circuits supplying an electric or electrohydraulic steering system shall have adequate rating for supplying all motors which can be simultaneously connected to them and may be required to operate simultaneously.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .3 Short circuit protection and an overload alarm shall be provided for steering gear electric and electrohydraulic circuits and motors. Protection against excess current, including starting current, if provided, shall be for not less than twice the full load current of the motor or circuit so protected, and shall be arranged to permit the passage of the appropriate starting currents.

**NEW CLASS B, C and D SHIPS :**

The alarms required in this paragraph shall be both audible and visual and shall be situated in a conspicuous position in the main machinery space or control room from which the main machinery is normally controlled and as may be required by regulation 6 of part E of this chapter.

- .4 When an auxiliary steering gear is required by Reg 6 §.3.3 to be operated by power is not electrically powered or is powered by an electric motor primarily intended for other services, the main steering system may be fed by one circuit from the main switchboard. Where such an electric motor primarily intended for other services is arranged to power such an auxiliary steering system, the requirement of § 3 may be waived by the Administration of the Flag State, if satisfied with the protection arrangement together with the requirements of regulation 6 § .4.1 and .4.2 applicable to auxiliary steering system.

## **8 Ventilating systems in machinery spaces (R 35)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

Machinery spaces shall be adequately ventilated so as to ensure that when machinery or boilers therein are operating at full power in all weather conditions including heavy weather, an adequate supply of air is maintained to the spaces for the safety and comfort of personnel and the operation of the machinery.

## **9 Communication between the navigating bridge and machinery space (R 37)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

At least two independent means of communication shall be provided for communicating orders from the navigating bridge to the position in the machinery space or in the control room from which the speed and direction of thrust of the propellers are normally controlled: one of these shall be an engine-room telegraph which provides visual indication of the orders and responses both in the machinery space and on the navigating bridge. Appropriate means of communication shall be provided to any other position from which the speed or direction of thrust of the propellers may be controlled.

## **10 Engineers' alarm (R.38)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

An engineers' alarm shall be provided to be operated from the engine control room or at a manoeuvring platform as appropriate, and shall be clearly audible in the engineers' accommodation, and/or navigating bridge as appropriate.

## **11 Location of emergency installations (R 39)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

Emergency sources of electrical power, fire pumps, bilge pumps except those specifically serving the spaces forward of the collision bulkhead, any fixed fire-extinguishing system required by chapter II-2 and other emergency installations which are essential for the safety of the ship, except anchor windlasses, shall not be installed forward of the collision bulkhead.



## PART D) ELECTRICAL INSTALLATIONS

### 1 General (R 40)

#### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .1 Electrical installations shall be such that:
  - .1 all electrical auxiliary services necessary for maintaining the ship in normal operational and habitable conditions will be ensured without recourse to the emergency source of electrical power;
  - .2 electrical services essential for safety will be ensured under various emergency conditions; and
  - .3 the safety of passengers, crew and ship from electrical hazards will be ensured.
- .2 The Administration of the Flag State shall take appropriate steps to ensure uniformity of implementation and application of the provision of this part in respect of electrical installations.<sup>3</sup>

### 2 Main source of electrical power and lighting (R 41)

#### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .1 New ships of CLASS D and existing ships of CLASS B in which the electrical power is the only power for maintaining the auxiliary services essential for the safety of the ship, and new ships of CLASS B and C in which the electrical power is the only power for maintaining the auxiliary services essential for the safety and the propulsion of the ship, shall be provided with two or more main generating sets of such power that the aforesaid services can be operated when any one sets is out of service.
  - .2.1 A main electric lighting system which shall provide illumination throughout those parts of the ship normally accessible to and used by passengers or crew shall be supplied from the main source of electrical power.
  - .2.2 The arrangement of the main electric lighting system shall be such that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment, if any, the main switchboard and the main lighting switchboard, will not render the emergency lighting system, required by regulation 3 , inoperative.
  - .2.3 The arrangement of the emergency electric lighting system shall be such that a fire or other casualty in spaces containing the emergency source of electrical power, associated transforming equipment, if any, the emergency switchboard and the emergency lighting switchboard will not render the main electric lighting system required by this regulation inoperative.

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<sup>3</sup> Reference is made to the Recommendations published by the International Electrotechnical Commission and, in particular, Publication 92 - *Electrical Installations in Ships*.

- .3 The main switchboard shall be so placed relative to one main generating station that, as far as is practicable, the integrity of the normal electrical supply may be affected only by a fire or other casualty in the space where the generating set and the switchboard are installed.

### **3 Emergency source of electrical power (R 42)**

#### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Every ship shall be provided with a self-contained emergency source of electrical power with emergency switchboard located above the bulkhead deck, in a readily accessible space which shall not be contiguous to the boundaries of machinery spaces or of those spaces containing the main source of electrical power or main switchboard.
- .2 The emergency source of electric power may be either an accumulator battery capable of complying with the requirements of subparagraph .5, without being recharged or suffering an excessive voltage drop, or a generator, capable of complying with the requirements of sub-paragraph .5, driven by internal combustion type of machinery with an independent supply of fuel having a flashpoint of not less than 43° C, with automatic starting arrangements for new ships and approved starting arrangements for existing ships, and provided with a transitional source of emergency electrical power according to paragraph .6.
- .3 The emergency source of electric power shall be so arranged that it will operate efficiently when the ship is listed to 22.5° and when the trim of the ship is 10° from an even keel. Emergency generators set(s) shall be capable of being readily started in any cold condition likely to be encountered and, in new ships, capable of being started automatically.
- .4 The emergency switchboard shall be situated as near as practicable to the emergency source of power.
- .5 The emergency source of power required by paragraph .1 shall :
  - .1 be capable of operating in general for a period of:
    - 12 hours for class B ships (new and existing)
    - 6 hours for class C ships (new)
    - 3 hours for class D ships (new)
  - .2 in particular, be capable to operate simultaneously the following services for the times indicated above:
    - (a) the ship's emergency bilge pump and one of the fire pumps;
    - (b) emergency lighting :
      1. at every muster or embarkation station and over the sides,
      2. in all alleyways, stairways and exits giving access to the muster or embarkation stations,
      3. in the machinery spaces, and in the place where the emergency generator is situated.
      4. in the control stations where radio and main navigating equipment are situated,

5. as required in Regulations II-2/B/16.1.3.7 and II-2/B/6.1.7;
  6. at all stowage positions for firemen's outfits,
  7. at the emergency bilge pump and one of the fire pumps, referred to in sub-paragraph (a) and at the starting position of their motors.
- (c) the ship's navigation lights;
  - (d)
    1. all communication equipment,
    2. the general alarm system,
    3. the fire detecting system and
    4. all signals which may be required in an emergency, if they are electrically operated from the ship's main generating sets;
  - (e) the ship's sprinkler pump, if any and if it is electrically operated; and
  - (f) the ship's daylight signalling lamp, if it is operated by the ship's main source of electric power.
- .3 be capable to operate, for a period of half an hour, the poweroperated watertight doors together with the associated control, indication and alarm circuits.
- .6 The transitional source of emergency electrical power required by paragraph .2 shall consist of an accumulator battery suitably located for the use in an emergency which shall operate without recharging or suffering an excessive voltage drop for half an hour :
- a) the lighting required by § .2.(b).1 of this regulation,
  - b) the watertight doors, as required by paragraph .7.2 and .7.3 of Regulation II-1/B/13, but not necessarily all of them simultaneously, unless an independent temporary source of stored energy is provided, and
  - c) the control, indication and alarm circuits as required by paragraph .7.2 of Regulation II-1/B/13 .

#### **4 Supplementary emergency lighting for ro-ro ships (R 42-1)**

##### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

In addition to the emergency lighting required in regulation II-1/D/3.5.2(b), on every ship with ro-ro cargo spaces or special category spaces:

- .1 all passenger public spaces and alleyways shall be provided with supplementary electric lighting that can operate for at least three hours when all other sources of electrical power have failed and under any condition of heel. The illumination provided shall be such that the approach to the means of escape can be readily seen. The source of power for the supplementary lighting shall consist of accumulator batteries located within the lighting units that are continuously charged, where practicable, from the emergency switchboard. Alternatively, any other means of lighting which is at least as effective may be accepted

by the Administration of the flag State. The supplementary lighting shall be such that any failure of the lamp will be immediately apparent. Any accumulator battery provided shall be replaced at intervals having regards to the specific service life in the ambient conditions that they are subject to in service; and

- .2 a portable rechargeable battery operated lamp shall be provided in every crew space alleyway, recreational space and every working space which is normally occupied unless supplementary emergency lighting, as required by sub-paragraph .1 is provided.

## **5 Precautions against shock, fire and other hazards of electrical origin (R 45)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Exposed metal parts of electrical machines or equipment which are not intended to be live but which are liable under fault conditions to become live shall be earthed unless the machines or equipment are:
  - .1 supplied at a voltage not exceeding 50 V direct current or 50 V, root mean square between conductors; auto-transformers shall not be used for the purpose of achieving this voltage; or
  - .2 supplied at a voltage not exceeding 250 V by safety isolating transformers supplying only one consuming device; or
  - .3 constructed in accordance with the principle of double insulation.
- .2 All electrical apparatus shall be so constructed and so installed as not to cause injury when handled or touched in the normal manner.
- .3 The sides and the rear and, where necessary, the front of switchboards shall be suitably guarded. Exposed live parts having voltages to earth exceeding the voltage specified under 1.1 shall not be installed on the front of such switchboards. Where necessary, nonconducting mats or gratings shall be provided at the front and rear of the switchboard.
- .4 In distribution systems with no connection to earth, a device capable of monitoring the insulation level to earth and giving an audible or visual indication of abnormally low insulation values shall be provided.
- .5.1 All metal sheaths and armor of cables shall be electrically continuous and shall be earthed.
- .5.2 All electrical cables and wiring external to equipment shall be at least of a flame-retarding type and shall be so installed as not to impair their original flame-retarding properties. Where necessary for particular application the Administration of the flag State may permit the use of special type of cables such as radio frequency cables, which do not comply with the foregoing.

### **NEW CLASS B, C and D SHIPS :**

- .5.3 Cables and wiring serving essential or emergency power, lighting, internal communications or signals shall so far as practicable be routed clear of galleys, laundries, machinery spaces and their casings and other high fire risk areas. In new and existing ro-ro passenger ships, cabling for

emergency alarms and public address systems installed on or after the date referred to in §1 of article 13 of this Directive shall be approved by the Administration of the flag State having regard to the recommendations developed by the International Maritime Organization. Cables connecting fire pumps to the emergency switchboard shall be of a fire-resistant type where they pass through high fire risk areas. Where practicable all such cables should be run in such a manner as to preclude their being rendered unserviceable by heating of the bulkheads that may be caused by a fire in an adjacent space.

- .6 Cables and wiring shall be installed and supported in such a manner as to avoid chafing or other damage. Terminations and joints in all conductors shall be so made as to retain the original electrical, mechanical flame-retarding and, where necessary, fire ret
- .7.1 Each separate circuit shall be protected against short circuit and against overload, except as permitted in regulations II-1/C/6 and II-1/C/7.
- .7.2 Lighting fittings shall be so arranged as to prevent temperature rises which could damage the cables and wiring, and to prevent surrounding material from becoming excessively hot.
- .8.1 Accumulator batteries shall be suitably housed, and compartments used primarily for their accommodation shall be properly constructed and efficiently ventilated.
- .8.2 Electrical or other equipment which may constitute a source of ignition of flammable vapours shall not be permitted in these compartments.
- .9 Distribution systems shall be so arranged that fire in any main vertical zone, as is defined in Regulation II-2/A/2.9, will not interfere with services essential for safety in any other such zone. This requirement will be met if main and emergency feeders passing through any such zone are separated both vertically and horizontally as wide as is practicable.

## **PART E) ADDITIONAL REQUIREMENTS**

### **FOR PERIODICALLY UNATTENDED MACHINERY SPACES**

#### **Special consideration (R 54)**

##### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

All new ships of CLASS B, C and D and existing CLASS B ships shall be specially considered by the Administration of the Flag State as to whether or not their machinery spaces may be periodically unattended and if so whether additional requirements to those stipulated in these regulations are necessary to achieve equivalent safety to that of normally attended machinery spaces.

#### **1 General (R 46)**

##### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 The arrangements provided shall be such as to ensure that the safety of the ship in all sailing conditions, including manoeuvring, is equivalent to that of a ship having the machinery spaces manned.
- .2 Measures shall be taken to ensure that the equipment is functioning in a reliable manner and that satisfactory arrangements are made for regular inspections and routine tests to ensure continuous reliable operation.
- .3 Every ship shall be provided with documentary evidence of its fitness to operate with periodically unattended machinery spaces.

#### **2 Fire precautions (R 47)**

##### **NEW CLASS B, C and D SHIPS :**

- .1 - Means shall be provided to detect and give alarms at an early stage in case of fires:
  - .1 in boiler air supply casings and exhausts (uptakes); and
  - .2 in scavenging air belts of propulsion machinery, unless it is considered to be unnecessary in a particular case.
- .2 Internal combustion engines of 2250 kW and above or having cylinders of more than 300 mm. bore shall be provided with crankcase oil mist detectors or engine bearing temperature monitors or equivalent devices.

#### **3 Protection against flooding (R 48)**

##### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Bilge wells in periodically unattended machinery spaces shall be located and monitored in such a way that the accumulation of liquids is detected at normal angles of trim and heel, and shall be large enough to accommodate easily the normal drainage during the unattended period.

- .2 Where the bilge pumps are capable of being started automatically, means shall be provided to indicate when the influx of liquid is greater than the pump capacity or when the pump is operating more frequently than would normally be expected. In these cases, smaller bilge wells to cover a reasonable period of time may be permitted. Where automatically controlled bilge pumps are provided, special attention shall be given to oil pollution prevention requirements.
- .3 The location of the controls of any valve serving a sea inlet, a discharge below the waterline or a bilge injection system shall be so sited as to allow adequate time for operation in case of influx of water to the space, having regard to the time likely to be required in order to reach and operate such controls. If the level to which the space could become flooded with the ship in the fully loaded condition so requires, arrangements shall be made to operate the controls from a position above such level.

#### **4 Control of propulsion machinery from the navigating bridge (R 49)**

##### **NEW CLASS B, C and D SHIPS :**

- .1 Under all sailing conditions, including manoeuvring, the speed, direction of thrust and, if applicable, the pitch of the propeller shall be fully controllable from the navigating bridge.
  - .1 Such remote control shall be performed by a separate control device for each independent propeller, with automatic performance of all associated services, including, where necessary, means of preventing overload of the propulsion machinery.
  - .2 The main propulsion machinery shall be provided with an emergency stopping device on the navigating bridge which shall be independent of the navigating bridge control system.
- .2 Propulsion machinery orders from the navigating bridge shall be indicated in the main machinery control room or at the propulsion machinery control position as appropriate.
- .3 Remote control of the propulsion machinery shall be possible only from one location at a time; at such locations interconnected control positions are permitted. At each location there shall be an indicator showing which location is in control of the propulsion machinery. The transfer of control between the navigating bridge and machinery spaces shall be possible only in the main machinery space or in the main machinery control room. The system shall include means to prevent the propelling thrust from altering significantly when transferring control from one location to another.
- .4 It shall be possible for all machinery essential for the safe operation of the ship to be controlled from a local position, even in the case of failure in any part of the automatic or remote control systems.
- .5 The design of the remote automatic control system shall be such that in case of its failure an alarm will be given. Unless it is considered impracticable, the preset speed and direction of thrust of the propeller shall be maintained until local control is in operation.

- .6 Indicators shall be fitted on the navigating bridge for:
  - .1 propeller speed and direction of rotation in the case of fixed pitch propellers; or
  - .2 propeller speed and pitch position in the case of controllable pitch propellers.
- .7 The number of consecutive automatic attempts which fail to produce a start shall be limited to safeguard sufficient starting air pressure. An alarm shall be provided to indicate low starting air pressure set at a level which still permits starting operations of the propulsion machinery.

## **5 Communication (R 50)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

A reliable means of vocal communication shall be provided between the main machinery control room or the propulsion machinery control position as appropriate, the navigating bridge and the engineer officers' accommodation.

## **6 Alarm system (R 51)**

### **NEW CLASS B, C and D SHIPS :**

- .1 An alarm system shall be provided indicating any fault requiring attention and shall:
  - .1 be capable of sounding an audible alarm in the main machinery control room or at the propulsion machinery control position, and indicate visually each separate alarm function at a suitable position;
  - .2 have a connection to the engineers' public rooms and to each of the engineers' cabins through a selector switch, to ensure connection to at least one of those cabins. Alternative arrangements may be permitted if they are considered to be equivalents;
  - .3 activate an audible and visual alarm on the navigating bridge for any situation which requires action by or attention of the officer on watch;
  - .4 as far as is practicable be designed on the fail-to-safety principle; and
  - .5 activate the engineers' alarm required by regulation II-1/C/9, if an alarm function has not received attention locally within a limited time.
- .2.1 The alarm system shall be continuously powered and shall have an automatic change-over to a stand-by power supply in case of loss of normal power supply.
- .2.2 Failure of the normal power supply of the alarm system shall be indicated by an alarm.
- .3.1 The alarm system shall be able to indicate at the same time more than one fault and the acceptance of any alarm shall not inhibit another alarm.
- .3.2 Acceptance at the position referred to in paragraph 1 of any alarm condition shall be indicated at the positions where it was shown. Alarms shall be maintained until they are accepted and the visual indications of individual alarms shall remain until the fault has been corrected, when the alarm system shall automatically reset to the normal operating condition.



## **7 Safety systems (R 52)**

### **NEW CLASS B, C and D SHIPS :**

A safety system shall be provided to ensure that serious malfunction in machinery or boiler operations, which presents an immediate danger, shall initiate the automatic shutdown of that part of the plant and that an alarm shall be given. Shutdown of the propulsion system shall not be automatically activated except in cases which could lead to serious damage, complete breakdown, or explosion. Where arrangements for overriding the shutdown of the main propelling machinery are fitted, these shall be such as to preclude inadvertent operation. Visual means shall be provided to indicate when the override has been activated.

Automatic machinery safety shut down and slow down controls should be separated from the alarm installation .

## **8 Special requirements for machinery, boiler and electrical installations (R 53)**

### **NEW CLASS B, C and D SHIPS :**

- .1 The main source of electrical power shall comply with the following:
  - .1 Where the electrical power can normally be supplied by one generator, suitable load-shedding arrangements shall be provided to ensure the integrity of supplies to services required for propulsion and steering as well as the safety of the ship. In the case of loss of the generator in operation, adequate provision shall be made for automatic starting and connecting to the main switchboard of a stand-by generator of sufficient capacity to permit propulsion and steering and to ensure the safety of the ship with automatic restarting of the essential auxiliaries including, where necessary, sequential operations.
  - .2 If the electrical power is normally supplied by more than one generator simultaneously in parallel operation, provision shall be made, for instance by load shedding, to ensure that, in case of loss of one of these generating sets, the remaining ones are kept in operation without overload to permit propulsion and steering, and to ensure the safety of the ship.
- .2 Where stand-by machines are required for other auxiliary machinery essential to propulsion, automatic change-over devices shall be provided.

**9 Automatic control and alarm system (R 53.4)**

**NEW CLASS B, C and D SHIPS :**

- .1 The control system shall be such that the services needed for the operation of the main propulsion machinery and its auxiliaries are ensured through the necessary automatic arrangements.**
- .2 An alarm shall be given on the automatic change-over.**
- .3 An alarm system complying with regulation 6 shall be provided for all important pressures, temperatures and fluid levels and other essential parameters.**
- .4 A centralized control position shall be arranged with the necessary alarm panels and instrumentation indicating any alarm.**
- .5 Means shall be provided to keep the starting air pressure at the required level where internal combustion engines essential for main propulsion are started by compressed air.**

**CHAPTER II-2 :  
FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION**

**PART A) GENERAL**

**1 Basic principles (R 2)**

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 The purpose of this chapter is to require the fullest practicable degree of fire protection, fire detection and fire extinction in ships.<sup>4</sup>
- .2 The following basic principles underlie the regulations in this chapter and are embodied in the regulations as appropriate, having regard to the type of ships and the potential fire hazard involved:
  - .1 division of ship into main vertical zones by thermal and structural boundaries;
  - .2 separation of accommodation spaces from the remainder of the ship by thermal and structural boundaries;
  - .3 restricted use of combustible materials;
  - .4 detection of any fire in the zone of origin;
  - .5 containment and extinction of any fire in the space of origin;
  - .6 protection of means of escape or access for fire fighting;
  - .7 ready availability of fire-extinguishing appliances;
  - .8 minimization of possible ignition of flammable cargo vapour.

**EXISTING CLASS B SHIPS :**

- .3 Existing CLASS B ships carrying more than 36 passengers when undergoing repairs, alterations, modifications and outfitting related thereto shall comply with the following :
  - .1 all materials introduced to these ships shall comply with the requirements with regard to material applicable to new CLASS B ships; and
  - .2 all repairs, alterations, modifications and outfitting related thereto involving the replacement of material of 50 tons or above, other than that required by regulation II-2/B/16, shall comply with the requirements applicable to new CLASS B ships.

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<sup>4</sup> For ships constructed in other materials than steel, such as aluminium alloys and fibre-reinforced plastics, instead of the regulations of this chapter, the regulations of Chapter 7 of the HSC Code may be used as an equivalent fire safety standard, if applied in their entirety.

## 2 Definitions (R 3)

### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .1 **Non-combustible material** is a material which neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to approximately 750° C, this being determined by a fire test in accordance with the draft Assembly Resolution "Revised recommendation on test methods for qualifying marine construction materials as non-combustible", as approved by MSC 63 (MSC 63/23/Add.1 Annex 8). Any other material is a combustible material.
- .2 **A standard fire test** is one in accordance with IMO Resolution A.754(18) in which specimens of the relevant bulkheads or decks are exposed in a test furnace to temperatures corresponding approximately to the standard time-temperature curve. The specimen shall have an exposed surface of not less than 4.65 m<sup>2</sup> and height (or length of deck) of 2.44 m, resembling as closely as possible the intended construction and including where appropriate at least one joint. The standard time-temperature curve is defined by a smooth curve drawn through the following internal furnace temperature points :

initial internal furnace temperature	20°C
at the end of the first 5 minutes	576°C
at the end of 10 minutes	679°C
at the end of 15 minutes	738°C
at the end of 30 minutes	841°C
at the end of 60 minutes	945°C
- .3 **"A" class divisions** are those divisions formed by bulkheads and decks which comply with the following:
  - .1 they shall be constructed of steel or other equivalent material;
  - .2 they shall be suitably stiffened;
  - .3 they shall be so constructed as to be capable of preventing the passage of smoke and flame to the end of the one-hour standard fire test;
  - .4 they shall be insulated with approved non-combustible materials such that the average temperature of the unexposed side will not rise more than 139 °C above the original temperature, nor will the temperature, at any one point, including any joint, rise more than 180 °C above the original temperature, within the time listed below:

class "A-60"	60 minutes
class "A-30"	30 minutes
class "A-15"	15 minutes
class "A-0"	0 minutes
  - .5 The Administration of the flag State shall require a test of a prototype bulkhead or deck to ensure that it meets the above requirements for integrity and temperature rise in accordance with the IMO-Resolution A.754 (18).

- .4 **"B" class divisions** are those divisions formed by bulkheads, decks, ceilings or linings which comply with the following:
- .1 they shall be so constructed as to be capable of preventing the passage of flame to the end of the first half hour of the standard fire test;
  - .2 they shall have an insulation value such that the average temperature of the unexposed side will not rise more than 139 °C above the original temperature, nor will the temperature at any one point, including any joint, rise more than 225 °C above the original temperature within the time listed below:
 

class "B-15"	15 min
class "B-0"	0 min
  - .3 they shall be constructed of approved non-combustible materials and all materials entering into the construction and erection of "B" class divisions shall be non-combustible, with the exception that combustible veneers may be permitted provided they meet other requirements of this chapter;
  - .4 the Administration of the flag State shall require a test of a prototype division to ensure that it meets the above requirements for integrity and temperature rise in accordance with IMO Resolution A.754 (18).
- .5 **"C" class divisions** are divisions constructed of approved non-combustible materials. They need meet neither requirements relative to the passage of smoke and flame nor limitations relative to the temperature rise. Combustible veneers are permitted provided they meet other requirements of this chapter.
- .6 **Continuous "B" class ceilings or linings** are those "B" class ceilings or linings which terminate only at an "A" or "B" class division.
- .7 **Steel or other equivalent material.** Where the words "steel or other equivalent material" occur, "equivalent material" means any non-combustible material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test (e.g. aluminum alloy with appropriate insulation).
- .8 **Low flame spread** means that the surface thus described will adequately restrict the spread of flame, this being determined by a fire test according to IMO Resolution A. 653(16), for bulkhead, ceiling and deck finish materials.
- .9 **Main vertical zones** are those sections into which the hull, superstructure, and deckhouses are divided by "A" class divisions, the mean length and width of which on any deck does not in general exceed 40 m.
- .10 **Accommodation spaces** are those spaces used for public spaces, corridors, lavatories, cabins, offices, hospitals, cinemas, games and hobbies rooms, barber shops, pantries containing no cooking appliances and similar spaces.
- .11 **Public spaces** are those portions of the accommodation which are used for halls, dining rooms, lounges and similar permanently enclosed spaces.

- .12 **Service spaces** are those spaces used for galleys, pantries containing cooking appliances, lockers, mail and specie rooms, store-rooms, workshops other than those forming part of the machinery spaces, and similar spaces and trunks to such spaces.
- .13 **Cargo spaces** are all spaces used for cargo (including cargo oil tanks) and trunks to such spaces.
- .14 **Ro-ro cargo spaces** are spaces not normally subdivided in any way and extending to either a substantial length or the entire length of the ship in which goods (packaged or in bulk, in or on rail or road cars, vehicles (including road and rail tankers), trailers, containers, pallets, demountable tanks or in or on similar stowage units or other receptacles) can be loaded and unloaded normally in a horizontal direction.
- .15 **Open ro-ro cargo spaces** are ro-ro cargo spaces either open at both ends, or open at one end and provided with adequate natural ventilation effective over the entire length through permanent openings in the side plating or deckhead.
- .16 **Closed ro-ro cargo spaces** are ro-ro cargo spaces which are neither open ro-ro cargo spaces nor weather decks.
- .17 **Weather deck** is a deck which is completely exposed to the weather from above and from at least two sides.
- .18 **Special category spaces** are those enclosed spaces above or below the bulkhead deck intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion, into and from which such vehicles can be driven and to which passengers have access.
- .19 **Machinery spaces** are those spaces and trunks to such spaces which contain:
  - .1 internal combustion machinery used for main propulsion; or
  - .2 internal combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total power output of not less than 375 Kw; or
  - .3 any oil-fired boiler or oil fuel unit.
- .20 **Oil fuel unit** is the equipment used for the preparation of oil fuel for delivery to an oil-fired boiler, or equipment used for the preparation for delivery of heated oil to an internal combustion engine, and includes any oil pressure pumps, filters and heaters dealing with oil at a pressure of more than 0.18 N/mm<sup>2</sup>.
- .21 **Control stations** are those spaces in which the ship's radio or main navigating equipment or the emergency source of power is located or where the fire recording or fire control equipment is centralized.
- .21-1 **Central control station** is a control station in which the following control and indicator functions are centralized :
  - .1 fixed fire detection and alarm system;
  - .2 automatic sprinklers, fire detection and alarm system;
  - .3 fire door indicator panel;
  - .4 fire doors closure;
  - .5 watertight door indicator panel;

- .6 watertight door closing;
- .7 ventilation fans;
- .8 general/fire alarm;
- .9 communication systems including telephones; and
- .10 microphone to public address system.

**.21-2 Continuously manned central control station** is a central control station which is continuously manned by a responsible member of the crew.

**.22 Rooms containing furniture and furnishings of restricted fire risk** are, for the purpose of regulation II-2/B/2, those rooms containing furniture and furnishings of restricted fire risk (whether cabins, public spaces, offices and other types of accommodation) in which :

- .1 all case furniture such as desks, wardrobes, dressing tables, bureaux, dressers, is constructed entirely of approved non-combustible materials, except that a combustible veneer not exceeding 2 mm may be used on the working surface of such articles;
- .2 all free-standing furniture such as chairs, sofas, tables, is constructed with frames of non-combustible materials;
- .3 all draperies, curtains and other suspended textile materials have qualities of resistance to the propagation of flame not inferior to those of wool of mass 0.8 kg/m<sup>2</sup>, in accordance with IMO Resolution A.471(XII) and its amendments adopted by Resolution A.563(14).
- .4 all floor coverings have qualities of resistance to the propagation of flame not inferior to those of an equivalent woollen material used for the same purpose;
- .5 all exposed surfaces of bulkheads, linings and ceilings have low flame-spread characteristics; and
- .6 all upholstered furniture has qualities of resistance to the ignition and propagation of flame in accordance with the Fire Test Procedures of Upholstered Furniture of IMO Resolution A.652(16).

**.23 Ro-Ro passenger ship** means a passenger ship with ro-ro cargo spaces or special category spaces as defined in this regulation.

### **3 Fire pumps, fire mains, hydrants, hoses and nozzles (R 4)**

#### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

.1.1 Every ship shall be provided with fire pumps, fire mains, hydrants, hoses and nozzles complying as applicable with the requirements of this regulation.

#### **NEW CLASS B, C and D SHIPS :**

.1.2. Isolating valves to separate the section of the fire main within the machinery space containing the main fire pump or pumps from the rest of the fire main shall be fitted in an easily accessible and tenable position outside this machinery space. The fire main shall be so arranged that when the isolating valves are shut all the hydrants on the ship, except those in the machinery space referred above, can be supplied with water by a fire

pump not located in this machinery space through pipes which do not enter this space. Exceptionally, short lengths of the emergency fire pump suction and discharge piping may penetrate the machinery space if it is impracticable to route it externally provided that the integrity of the fire main is maintained by the enclosure of the piping in a substantial steel casing.

## **NEW AND EXISTING CLASS B SHIPS :**

### **.2 Capacity of fire pumps**

- .1 The required fire pumps shall be capable of delivering for fire-fighting purposes a quantity of water, at the pressure specified in paragraph .4.2 not less than two thirds of the quantity required to be dealt with by the bilge pumps when employed for bilge pumping.
- .2 In every ship which is required by this regulation to be provided with more than one power fire pump, each of the required fire pumps shall have a capacity not less than 80 per cent of the total required capacity divided by the minimum number of required fire pumps but in any case not less than 25 m<sup>3</sup>/h and each such pump shall in any event be capable of delivering at least the two required jets of water. These fire pumps shall be capable of supplying the fire main system under the required conditions.

### **.3 Arrangements of fire pumps, fire mains and ready availability of water supply**

- .1 Ships shall be provided with power driven fire pumps as follows:
  - .1 Ships certified to carry more than 500 passengers: at least three, one of which may be a main engine driven pump
  - .2 Ships certified to carry up to 500 passengers or less : at least two, one of which may be a main engine driven pump.
- .2 Sanitary, ballast, bilge or general service pumps may be accepted as fire pumps, provided that they are not normally used for pumping oil and that if they are subject to occasional duty for the transfer or pumping of oil fuel, suitable change-over arrangements are fitted.
- .3 The arrangement of sea connections, fire pumps and their sources of power shall be such as to ensure that in ship certified to carry more than 250 passengers, in the event of a fire in any one compartment all the fire pumps will not be put out of action.  
In new CLASS B ships certified to carry up to 250 passengers or less, if a fire in any one compartment could put all the pumps out of action, the alternative means of providing water for firefighting purposes shall be an independently driven, power-operated emergency fire pump and with its source of power and sea connection located outside the machinery space.
- .4 In new CLASS B ships certified to carry more than 250 passengers, the arrangements for the ready availability of water supply shall be such that at least one effective jet of water is immediately available from any hydrant in an interior location and so as to ensure the continuation of the output of water by the automatic starting of a required fire pump.



- .5 In ships with a periodically unattended machinery space or when only one person is required on watch, there shall be immediate water delivery from the fire main system at a suitable pressure, either by remote starting of one of the main fire pumps with remote starting from the navigating bridge and fire control station, if any, or permanent pressurization of the fire main system by one of the main fire pumps.

**.4 Diameter of and pressure in the fire mains**

- .1 The diameter of the fire main and water service pipes shall be sufficient for the effective distribution of the maximum required discharge from two fire pumps operating simultaneously.
- .2 With two pumps simultaneously delivering through nozzles specified in paragraph .8 and sufficient hydrants to provide for the quantity of water specified in paragraph .4.1, the following minimum pressures shall be maintained at all hydrants :

CLASS B ships certified to carry :	NEW	EXISTING
more than 500 passengers	0.4 N/mm <sup>2</sup>	0.3 N/mm <sup>2</sup>
up to 500 passengers or less	0.3 N/mm <sup>2</sup>	0.2 N/mm <sup>2</sup>

- .3 The maximum pressure at any hydrant shall not exceed that at which the effective control of a fire hose can be demonstrated.

**.5 Number and position of hydrants**

- .1 The number and position of hydrants shall be such that at least two jets of water not emanating from the same hydrant, one of which shall be from a single length of hose, may reach any part of the ship normally accessible to the passengers or crew while the ship is being navigated and any part of any cargo space when empty, any ro-ro cargo space or any special category space in which latter case the two jets shall reach any part of such space, each from a single length of hose. Furthermore, such hydrants shall be positioned near the accesses to the protected spaces.
- .2 In the accommodation, service and machinery spaces the number and position of the hydrants shall be such that the requirements of paragraph .5.1 may be complied with when all watertight doors and all doors in main vertical zone bulkheads are closed.
- .3 Where access is provided to a machinery space at a low level from an adjacent shaft tunnel, two hydrants shall be provided external to, but near the entrance to that machinery space. Where such access is provided from other spaces, in one of those spaces two hydrants shall be provided near the entrance of the machinery space. Such provision need not be made where the tunnel or adjacent spaces are not part of the escape route.

**.6 Pipes and hydrants**

- .1 Materials readily rendered ineffective by heat shall not be used for fire mains and hydrants unless adequately protected. The pipes and hydrants shall be so placed that the fire hoses may be easily coupled to them. The arrangement of pipes and hydrants shall be such as to avoid the possibility of freezing. In ships where deck cargo may be carried, the positions of the hydrants shall be such that they are always readily accessible and the pipes shall be arranged as far as practicable to avoid risk of damage by such cargo. Unless one hose and nozzle is provided for each hydrant in the ship, there shall be complete interchangeability of hose couplings and nozzles.
- .2 A valve shall be fitted to serve each fire-hose so that any fire-hose may be removed while the fire-pumps are at work.

**.7 Fire hoses**

- .1 Fire hoses shall be of non-perishable material, approved by the Administration of the flag State, and shall be sufficient in length to project a jet of water to any of the spaces in which they may be required to be used. Each hose shall be provided with a nozzle and the necessary couplings. Hoses specified in this chapter as "fire hoses" shall together with any necessary fittings and tools be kept ready for use in conspicuous positions near the water service hydrants or connections. Additionally, in interior locations in ships carrying more than 36 passengers fire hoses shall be permanently connected to the hydrants.
- .2 There shall be at least one fire hose for each of the hydrants required by paragraph .5. The length of a fire hose should be restricted to not more than 20 m. on deck and in superstructures and to 15 m. in machinery spaces and on smaller ships respectively to 15 m. and 10 m.

**.8 Nozzles**

- .1.1 For the purposes of this chapter, standard nozzle sizes shall be 12 mm, 16 mm and 19 mm or as near thereto as possible. Larger diameter nozzles may be permitted.
- .1.2 All nozzles shall be of an approved dual-purpose type (i.e., spray/jet type), and shall have a shutoff facility.
- .2 For accommodation and service spaces, a nozzle size greater than 12 mm need not be used,
- .3 For machinery spaces and exterior locations, the nozzle size shall be such as to obtain the maximum discharge possible from two jets at the pressure mentioned in paragraph .4 from the smallest pump, provided that a nozzle size greater than 19 mm need not be used.

**NEW CLASS C AND D SHIPS :**

**.9 Fire pumps, fire mains, hydrants, hoses, nozzles and ready availability of water supply**

- .1** One independent fire pump is required, which shall be capable of delivering for fire-fighting purposes at least one jet of water from any fire hydrant, at the pressure specified below. The quantity of water so delivered is not to be less than two thirds of the quantity required to be dealt with by the bilge pumps when employed for bilge pumping. Such fire pump shall be capable, when discharging the maximum amount referred to above through fire hydrants with nozzles of 12 or 16 or 19 mm of maintaining at any hydrant minimum pressures as required in Class B ships.
- .2** Every ship carrying over 250 passengers, shall be provided with an additional fire pump which shall be permanently connected to the fire main. Such pump shall be operated by power. Such pump and its source of power shall not be situated in the same compartment as the pump required by sub-paragraph .9.1 above and shall be provided with a permanent sea connection situated outside the machinery space. Such pump shall be capable of delivering at least one jet of water from any fire hydrants provided in the ship maintaining a pressure of at least 0.3 N/mm<sup>2</sup>.
- .3** Sanitary, ballast, bilge or general service pumps may be accepted as fire pumps.
- .4** Every ship shall be provided with a fire main having a diameter sufficient for the effective distribution of the maximum discharge given above. The number and position of the hydrants shall be such that at least two jets of water may reach any part of the ship each using a single max. length of hose as given for Class B ships in paragraph .7.2 above.
- .5** Every ship shall be fitted with at least one fire hose for every hydrant fitted.
- .6** In ships with a periodically unattended machinery space or when only one person is required on watch, there shall be immediate water delivery from the fire main system at a suitable pressure, either by remote starting of one of the main fire pumps with remote starting from the navigating bridge and fire control station, if any, or permanent pressurization of the fire main system by one of the main fire pumps.

#### **4 Fixed fire-extinguishing systems (R 5 + 8 + 9 + 10)**

##### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

##### **.1 Fixed gas fire-extinguishing systems: General (R 5.1)**

- .1 The necessary pipes for conveying fire-extinguishing medium into protected spaces shall be provided with control valves so marked as to indicate clearly the spaces to which the pipes are led. Suitable provision shall be made to prevent inadvertent admission of the medium to any space.**
- .2 The piping for the distribution of fire-extinguishing medium shall be arranged and discharge nozzles so positioned that a uniform distribution of medium is obtained.**
- .3 Means shall be provided to close from outside the protected spaces all openings which may admit air to or allow gas to escape from the protected space.**
- .4 Means shall be provided for automatically giving audible warning of the release of fire-extinguishing medium into any space in which personnel normally work or to which they have access. The alarm shall operate for a suitable period before the medium is released.**
- .5 The means of control of any fixed gas fire-extinguishing system shall be readily accessible and simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in a protected space. At each location there shall be clear instructions relating to the operation of the system having regard to the safety of personnel.**
- .6 Automatic release of fire-extinguishing medium shall not be permitted.**
- .7 Where the quantity of extinguishing medium is required to protect more than one space, the quantity of medium available need not be more than the largest quantity required for any one space so protected.**
- .8 Pressure containers required for the storage of fire-extinguishing medium, shall be located outside protected spaces in accordance with paragraph .1.11 below.**
- .9 Means shall be provided for the crew or shore personnel to safely check the quantity of medium in the containers.**
- .10 Containers for the storage of fire-extinguishing medium and associated pressure components shall be designed to appropriate codes of practice having regard to their locations and maximum ambient temperatures expected in service.**
- .11 When the fire-extinguishing medium is stored outside a protected space, it shall be stored in a room which shall be situated in a safe and readily accessible position and shall be effectively ventilated. Any entrance to such a storage room shall preferably be from the open deck and in any case shall be independent of the protected space. Access doors shall open outwards, and bulkheads and decks**

including doors and other means of closing any opening therein, which form the boundaries between such rooms and adjoining enclosed spaces shall be gastight. For the purpose of application of the tables for fire integrity of bulkheads and decks in regulation II-2/B/2, such storage rooms shall be treated as control stations.

- .12 The use of halons in fire-extinguishing systems on board new ships and in such new installations on board existing ships is not permitted

## **.2 Carbon dioxide systems in machinery spaces (R 5.2)**

- .1 The quantity of carbon dioxide carried shall be sufficient to give a minimum volume of free gas equal to the larger of the following volumes, either:

- .1 40 % of the gross volume of the largest machinery space so protected, the volume to exclude that part of the casing above the level at which the horizontal area of the casing is 40 % or less of the horizontal area of the space concerned taken midway between the tank top and the lowest part of the casing; or
- .2 35 % of the gross volume of the largest machinery space protected, including the casing;

provided that if two or more machinery spaces are not entirely separated they shall be considered as forming one space.

- .2 For the purpose of this paragraph the volume of free carbon dioxide shall be calculated at 0.56 m<sup>3</sup>/kg.
- .3 The fixed piping system shall be such that 85 % of the gas can be discharged into the space within 2 min.
- .4 Release mechanism of :
  - .1 Two separate controls shall be provided for releasing carbon dioxide into a protected space and to ensure the activities of the alarm. One control shall be used to discharge the gas from its storage containers. A second control shall be used for opening the valve of the piping which conveys the gas into the protected space.
  - .2 The two controls shall be located inside a release box clearly identified for the particular space. If the box containing the controls is to be locked, a key to the box shall be in a break-glass type enclosure conspicuously located adjacent to the box.

## **.3 Fixed low-expansion foam fire-extinguishing systems in machinery spaces (R 8)**

- .1 Where in any machinery space a fixed low-expansion foam fire extinguishing system is fitted in addition to the requirements of regulation 6, such system shall be capable of discharging through fixed discharge outlets in not more than five minutes a quantity of foam sufficient to cover to a depth of 150 mm the largest single area over which oil fuel is liable to spread. The system shall be capable of

generating foam suitable for extinguishing oil fires. Means shall be provided for effective distribution of the foam through a permanent system of piping and control valves or cocks to suitable discharge outlets and for the foam to be effectively directed by fixed sprayers on other main fire hazards in the protected space. The expansion ratio of the foam shall not exceed 12 to 1.

- .2 The means of control of any such systems shall be readily accessible and simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in the protected space.

**.4 Fixed high-expansion foam fire-extinguishing systems in machinery spaces (R 9)**

- .1 Any required fixed high-expansion foam system in machinery spaces shall be capable of rapidly discharging through fixed discharge outlets a quantity of foam sufficient to fill the greatest space to be protected at a rate of at least 1 m in depth per minute. The quantity of foam-forming liquid available shall be sufficient to produce a volume of foam equal to five times the volume of the largest space to be protected. The expansion ratio of the foam shall not exceed 1,000 to 1.
- .2 Supply ducts for delivering foam, air intakes to the foam generator and the number of foam-producing units shall be such as will provide effective foam production and distribution.
- .3 The arrangement of the foam generator delivery ducting shall be such that a fire in the protected space will not affect the foam generating equipment.
- .4 The foam generator, its sources of power supply, foamforming liquid and means of controlling the system shall be readily accessible and simple to operate and shall be grouped in as few locations as possible at positions not likely to be cut off by a fire in the protected space.

**.5 Fixed pressure water-spraying fire-extinguishing systems in machinery spaces (R 10)**

- .1 Any required fixed pressure water-spraying fire-extinguishing system in machinery spaces shall be provided with spraying nozzles of an approved type.
- .2 The number and arrangement of the nozzles shall be such as to ensure an effective average distribution of water of at least 5 l/m<sup>2</sup> per minute in the spaces to be protected. Nozzles shall be fitted above bilges, tank tops and other areas over which oil fuel is liable to spread and also above other specific fire hazards in the machinery spaces.
- .3 The system may be divided into sections, the distribution valves of which shall be operated from easily accessible positions outside the spaces to be protected and will not be readily cut off by a fire in the protected space.

- .4 The system shall be kept charged at the necessary pressure and the pump supplying the water for the system shall be put automatically into action by a pressure drop in the system.
- .5 The pump shall be capable of simultaneously supplying at the necessary pressure all sections of the system in any one compartment to be protected. The pump and its controls shall be installed outside the space or spaces to be protected. It shall not be possible for a fire in the space or spaces protected by the water-spraying system to put the system out of action.
- .6 **NEW CLASS B, C and D SHIPS :**  
The pump may be driven by an independent internal combustion machinery but, if it is dependent upon power being supplied from the emergency generator fitted in compliance with the provisions of Part D of Chapter II-1, that generator shall be so arranged as to start automatically in case of main power failure so that power for the pump required by sub-paragraph .5 is immediately available. When the pump is driven by independent internal combustion machinery it shall be so situated that a fire in the protected space will not affect the air supply to the machinery.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .7 Precautions shall be taken to prevent the nozzles from becoming clogged by impurities in the water or corrosion of piping, nozzles, valves and pump.

**5 Fire extinguishers (R 6)**

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 All fire extinguishers shall be of approved types and designs.
- .2 The capacity of required portable fluid extinguishers shall be not more than 13.5 litres. and not less than 9 litres. Other extinguishers shall be at least as portable as the 13.5 litres fluid extinguisher and shall have a fire-extinguishing capability at least equivalent to that of a 9 litres fluid extinguisher.
- .3 A spare extinguisher shall be carried for every extinguisher which cannot be readily recharged on board.  
In addition to the above requirement spare charges shall be carried for 50% of the total of each type of rechargeable extinguisher installed on board.
- .4 Fire extinguishers containing an extinguishing medium which either by itself or under expected conditions of use gives off toxic gases in such quantities as to endanger persons shall not be permitted.

- .5 The minimum number of fire-extinguishers shall be as follows:
- .1 in accommodation and service spaces:  
one fluid or foam-type extinguisher for each group of adjacent spaces easily accessible from each other having a total deck area of 200 m<sup>2</sup> or a fraction thereof, with a minimum of 4 for ships certified to carry more than 250 passengers and a minimum of 2 for ships certified to carry up to 250 passengers or less. One of the extinguishers should be located in the vicinity of the entrance to such spaces.
  - .2 in the proximity of any electric panel or sub-panel having a power of 20 kW and upwards:  
at least one carbon dioxide or power-type extinguisher.
  - .3 in any galley:  
at least one foam or powder-type extinguisher
  - .4 in the proximity of any locker containing paints or other easily flammable products for ship's use:  
at least one foam or carbon dioxide or power type extinguisher
  - .5 on the navigating bridge and in each control station :  
at least one foam or carbon dioxide type extinguisher
  - .6 in each radiotelegraph or radiotelephone station:  
two carbon dioxide type extinguishers.

## 6 Fire-extinguishing arrangements in machinery spaces (R 7)

Machinery spaces shall be provided with:

in NEW CLASS B, C and D SHIPS OF 24 METRES IN LENGTH AND OVER

- .1 any one of the following fixed fire-extinguishing systems:
  - .1 a gas system complying with the provisions of paragraphs .1 and .2 of regulation 4, or an equivalent water-based system as an alternative arrangement for halon systems, complying with the provisions of MSC/Circ.668 of 30-December 1994;
  - .2 a high-expansion foam system complying with the provisions of paragraph .4 of regulation 4;
  - .3 a pressure water-spraying system complying with the provisions of paragraph .5 of regulation 4.
- .2 at least one set of portable air-foam equipment consisting of an air-foam nozzle of an inductor type capable of being connected to the fire main by a fire hose, together with a portable tank containing at least 20 l. of foam-making liquid and one spare tank. The nozzle shall be capable of producing effective foam suitable for extinguishing an oil fire, at a rate of at least 1.5 m<sup>3</sup> per min.
- .3 In each such space, approved foam-type fire extinguishers, each of at least 45 litre capacity, or equivalent, sufficient in number to enable foam or its equivalent to be directed on to any part of the fuel and lubricating oil pressure systems, gearing and other fire hazards. In addition, there shall



be provided a sufficient number of portable foam extinguishers or equivalent which shall be so located that no point in the space is more than 10 m walking distance from an extinguisher and that there are at least two such extinguishers in each such space.

**in NEW CLASS B, C AND D SHIPS OF LESS THAN 24 METRES IN LENGTH + EXISTING CLASS B SHIPS:**

- .4 one of the fixed fire-extinguishing systems specified in paragraph .1 above, and in addition in any space containing internal combustion engines, or oil fuel settling tanks or oil-fuel units, one foam fire-extinguisher of at least 45 litres capacity or one carbon dioxide extinguisher of at least 16 kg. capacity shall be provided, and
- .5 one portable fire extinguisher suitable for extinguishing oil fires for each 736 kw or part thereof of such machinery; provided that not less than two nor more than six such extinguishers shall be required in any such space. The use of low expansion foam fixed system in lieu of some of the six portable fire extinguishers required by this regulation is permitted.

**in NEW CLASS B, C AND D + EXISTING CLASS B SHIPS CARRYING MORE THAN 36 PASSENGERS :**

- .6 Each machinery space shall be provided with two suitable water fog applicators, consisting of a metal L-shaped pipe, the long limb being about 2 m in length capable of being fitted to a fire hose and the short limb being about 250 mm in length fitted with a fixed water fog nozzle or capable of being fitted with a water spray nozzle.

**7 Special arrangements in machinery spaces (R 11)**

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 The number of skylights, doors, ventilators, openings in funnels to permit exhaust ventilation and other openings to machinery spaces shall be reduced to a minimum consistent with the needs of ventilation and the proper and safe working of the ship.
- .2 Skylights shall be of steel and shall not contain glass panels. Suitable arrangements shall be made to permit the release of smoke in the event of fire, from the space to be protected.

**NEW CLASS B, C and D SHIPS :**

- .3 Doors other than power-operated watertight doors, shall be so arranged that positive closure is assured in case of fire in the space, by power-operated closing arrangements or by the provision of self-closing doors capable of closing against an inclination of 3.5° opposing closure and having a fail-safe hook-back facility, provided with a remotely operated release device.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .4 Windows shall not be fitted in machinery space boundaries. This does not preclude the use of glass in control rooms within the machinery spaces.

- 5 Means of control shall be provided for:
  - .1 opening and closure of skylights, closure of openings in funnels which normally allow exhaust ventilation, and closure of ventilator dampers;
  - .2 permitting the release of smoke;
  - .3 closing power-operated doors or actuating release mechanism on doors other than power-operated watertight doors;
  - .4 stopping ventilating fans; and
  - .5 stopping forced and induced draught fans, oil fuel transfer pumps, oil fuel unit pumps and other similar fuel pumps.
- 6 The controls required in paragraph .5 and regulation II-2/A/10.2.5 shall be located outside the space concerned, where they will not be cut off in the event of fire in the space they serve. Such controls and the controls for any required fire-extinguishing system shall be situated at one control position or grouped in as few positions as possible. Such positions shall have a safe access from the open deck.
- 7 When access to any machinery space is provided at a low level from an adjacent shaft tunnel, there shall be provided in the shaft tunnel, near the watertight door, a light steel fire-screen door operable from each side.

## **8 Automatic sprinkler, fire detection and fire alarm systems (R 12)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Any required automatic sprinkler, fire detection and fire alarm system shall be capable of immediate operation at all times and no action by the crew shall be necessary to set it in operation. It shall be of the wet pipe type but small exposed sections may be of the dry pipe type where this is a necessary precaution. Any parts of the system which may be subjected to freezing temperatures in service shall be suitably protected against freezing. It shall be kept charged at the necessary pressure and shall have provision for a continuous supply of water as required in this Regulation.
- .2 Each section of sprinklers shall include means for giving a visual and audible alarm signal automatically at one or more indicating units whenever any sprinkler comes into operation. Such units shall indicate in which section served by the system fire has occurred and shall be centralized on the navigation bridge and in addition, visible and audible alarms from the unit shall be placed in a position other than on the navigating bridge so as to ensure that the indication of fire is immediately received by the crew. The alarm system shall be such as to indicate if any fault occurs in the system.
- .3 Sprinklers shall be grouped into separate sections, each of which shall contain not more than 200 sprinklers. Any section of sprinklers shall not serve more than two decks and shall not be situated in more than one main vertical zone, unless it can be demonstrated that arrangements with a section of sprinklers serving more than two decks or situated in more than one main vertical zone will not reduce the protection of the ship against fire.

- .4 Each section of sprinklers shall be capable of being isolated by one stop valve only. The stop valve in each section shall be readily accessible and its location shall be clearly and permanently indicated. Means shall be provided to prevent the operation of the stop valves by any unauthorized person.
- .5 A gauge indicating the pressure in the system shall be provided at each section stop valve and at a central station.
- .6 The sprinklers shall be resistant to corrosion by marine atmosphere. In accommodation and service spaces the sprinklers shall come into operation within the temperature range from 68° to 79° C, except that in locations such as drying rooms, where high ambient temperatures might be expected, the operating temperature may be increased by not more than 30° C above the maximum deckhead temperature.
- .7 A list or plan shall be displayed at each indicating unit showing the spaces covered and the location of the zone in respect of each section. Suitable instructions for testing and maintenance shall be available.
- .8 Sprinklers shall be placed in an overhead position and spaced in a suitable pattern to maintain an average application rate of not less than 5 l/m<sup>2</sup> per minute over the nominal area covered by the sprinklers.
- .9 A pressure tank having a volume equal to at least twice that of the charge of water specified in this subparagraph shall be provided. The tank shall contain a standing charge of fresh water, equivalent to the amount of water which would be discharged in one minute by the pump referred to in paragraph 12, and the arrangements shall provide for maintaining an air pressure in the tank such as to ensure that where the standing charge of fresh water in the tank has been used the pressure will be not less than the working pressure of the sprinkler, plus the pressure exerted by a head of water measured from the bottom of the tank to the highest sprinkler in the system. Suitable means of replenishing the air under pressure and of replenishing the fresh water charge in the tank shall be provided. A glass gauge shall be provided to indicate the correct level of the water in the tank.
- .10 Means shall be provided to prevent the passage of seawater into the tank.
- .11 An independent power pump shall be provided solely for the purpose of continuing automatically the discharge of water from the sprinklers. The pump shall be brought into action automatically by the pressure drop in the system before the standing fresh water charge in the pressure tank is completely exhausted.
- .12 The pump and the piping system shall be capable of maintaining the necessary pressure at the level of the highest sprinkler to ensure a continuous output of water sufficient for the simultaneous coverage of a minimum area of 280 m<sup>2</sup> at the application rate specified in paragraph .8 above.
- .13 The pump shall have fitted on the delivery side a test valve with a short open-ended discharge pipe. The effective area through the valve and the pipe shall be adequate to permit the release of the required pump output while maintaining the pressure in the system specified in paragraph .9.

- .14 The sea inlet to the pump shall wherever possible be in the space containing the pump and shall be so arranged that when the ship is afloat it will not be necessary to shut off the supply of seawater to the pump for any purpose other than the inspection or repair of the pump.
- .15 The sprinkler pump and tank shall be situated in a position reasonably remote from any machinery space and shall not be situated in any space required to be protected by the sprinkler system.
- .16 There shall be not less than two sources of power supply for the seawater pump and automatic alarm and detection system. Where the sources of power for the pump are electrical, these shall be a main generator and an emergency source of power. One supply for the pump shall be taken from the main switchboard, and one from the emergency switchboard by separate feeders reserved solely for that purpose. The feeders shall be so arranged as to avoid galleys, machinery spaces and other enclosed spaces of high fire risk except in so far as it is necessary to reach the appropriate switchboards, and shall be run to an automatic change-over switch situated near the sprinkler pump. This switch shall permit the supply of power from the main switchboard so long as a supply is available therefrom, and to be so designed that upon failure of that supply it will automatically change over to the supply from the emergency switchboard. The switches on the main switchboard and the emergency switchboard shall be clearly labelled and normally kept closed. No other switch shall be permitted in the feeders concerned. One of the sources of power supply for the alarm and detection system shall be an emergency source. Where one of the sources of power for the pump is an internal combustion engine it shall, in addition to complying with the provisions of paragraph .15, be so situated that a fire in any protected space will not affect the air supply to the machinery.
- .17 The sprinkler system shall have a connection from the ship's fire main by way of a lockable screw-down nonreturn valve at the connection which will prevent a backflow from the sprinkler system to the fire main.
- .18 A test valve shall be provided for testing the automatic alarm for each section of sprinklers by a discharge of water equivalent to the operation of one sprinkler. The test valve for each section shall be situated near the stop valve for that section.
- .19 Means shall be provided for testing the automatic operation of the pump on reduction of pressure in the system.
- .20 Switches shall be provided at one of the indicating positions referred to in paragraph .2 which will enable the alarm and the indicators for each section of sprinklers to be tested.
- .21 At least 6 spare sprinkler heads shall be provided for each section.

## **9 Fixed fire detection and fire alarm systems: (R 13)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

#### **.1 General**

- .1** Any required fixed fire detection and fire alarm system with manually operated call points shall be capable of immediate operation at all times.
- .2** Power supplies and electric circuits necessary for the operation of the system shall be monitored for loss of power or fault conditions as appropriate. Occurrence of a fault condition shall initiate a visual and audible fault signal at the control panel which shall be distinct from a fire signal.
- .3** There shall be not less than two sources of power supply for the electrical equipment used in the operation of the fire detection and fire alarm system, one of which shall be an emergency source. The supply shall be provided by separate feeders reserved solely for that purpose. Such feeders shall run to an automatic change-over switch situated in or adjacent to the control panel for the fire detection system.
- .4** Detectors and manually operated call points shall be grouped into sections. The activation of any detector or manually operated call point shall initiate a visual and audible fire signal at the control panel and indicating units. If the signals have not received attention within 2 min. an audible alarm shall be automatically sounded throughout the crew accommodation and service spaces, control stations and machinery spaces. This alarm sounder system need not be an integral part of the detection system.
- .5** The control panel shall be located on the navigating bridge or in the main fire control station.
- .6** Indicating units shall, as a minimum, denote the section in which a detector or manually operated call point has operated. At least one unit shall be so located that it is easily accessible to responsible members of the crew at all times, when at sea or in port, except when the ship is out of service. One indicating unit shall be located on the navigating bridge if the control panel is located in the main fire control station.
- .7** Clear information shall be displayed on or adjacent to each indicating unit about the spaces covered and the location of the sections.
- .8** Where the fire detection system does not include means of remotely identifying each detector individually, no section covering more than one deck within accommodation, service and control stations shall normally be permitted except a section which covers an enclosed stairway. In order to avoid delay in identifying the source of fire, the number of enclosed spaces included in each section shall be limited as determined by the Administration of the flag State. In no case shall more than fifty enclosed spaces be permitted in any section. If the detection system is fitted with remotely and individually identifiable fire detectors, the sections may cover several decks and serve any number of enclosed spaces.

- 9 If there is no fire detection system capable of remotely and individually identifying each detector, a section of detectors shall not serve spaces on both sides of the ship nor on more than one deck and neither shall it be situated in more than one main vertical zone except that the Administration of the Flag State, if it is satisfied that the protection of the ship against fire will not thereby be reduced, may permit such a section of detectors to serve both sides of the ship and more than one deck. In ships fitted with individually identifiable fire detectors, a section may serve spaces on both sides of the ship and on several decks but may not be situated in more than one main vertical zone.
- .10 A section of fire detectors which covers a control station, a service space or an accommodation space shall not include a machinery space.
- .11 Detectors shall be operated by heat, smoke or other products of combustion, flame or any combination of these factors. Detectors operated by other factors indicative of incipient fires may be considered by the Administration of the flag State provided that they are not less sensitive than such detectors. Flame detectors shall only be used in addition to smoke or heat detectors.
- .12 Suitable instructions and component spares for testing and maintenance shall be provided.
- .13 The function of the detection system shall be periodically tested to the satisfaction of the Administration of the Flag State by means of equipment producing hot air at the appropriate temperature, or smoke or aerosol particles having the appropriate range of density or particle size, or other phenomena associated with incipient fires to which the detector is designed to respond.  
All detectors shall be of a type such that they can be tested for correct operation and restored to normal surveillance without the renewal of any component.
- .14 The fire detection system shall not be used for any other purpose, except that closing of fire doors and similar functions may be permitted at the control panel.
- .15 Fire detection systems with a zone address identification capability shall be so arranged that:
- a loop cannot be damaged at more than one point by a fire;
  - means are provided to ensure that any fault (e.g. power break, short circuit, earth) occurring in the loop will not render the whole loop ineffective;
  - all arrangements are made to enable the initial configuration of the system to be restored in the event of failure (electrical, electronic, informatic);
  - the first initiated fire alarm will not prevent any other detector to initiate further fire alarms.

## **.2 Installation requirements**

- .1 Manually operated call points shall be installed throughout the accommodation spaces, service spaces and control stations. One manually operated call point shall be located at each exit. Manually operated call points shall be readily accessible in the corridors of each deck such that no part of the corridor is more than 20 m from a manually operated call point.
- .2 Smoke detectors shall be installed in all stairways, corridors and escape routes within accommodation spaces.
- .3 Where a fixed fire detection and fire alarm is required for the protection of spaces other than those specified in paragraph .2.2 above, at least one detector complying with paragraph .1.11 shall be installed in each such space.
- .4 Detectors shall be located for optimum performance. Positions near beams and ventilation ducts or other positions where patterns of air flow could adversely affect performance and positions where impact or physical damage is likely shall be avoided. In general, detectors which are located on the overhead shall be a minimum distance of 0.5 m away from bulkheads.
- .5 The maximum spacing of detectors shall be in accordance with the table below:

Type of detector	Maximum floor area per detector	Maximum distance apart between centres	Maximum distance away from bulkheads
Heat	37 m <sup>2</sup>	9 m	4.5 m
Smoke	74 m <sup>2</sup>	11 m	5.5 m

The Administration of the Flag State may require or permit other spacings based upon test data which demonstrate the characteristics of the detectors.

- .6 Electrical wiring which forms part of the system shall be so arranged as to avoid galleys, machinery spaces, and other enclosed spaces of high fire risk except where it is necessary to provide for fire detection or fire alarm in such spaces or to connect to the appropriate power supply.

## **.3 Design requirements**

- .1 The system and equipment shall be suitably designed to withstand supply voltage variation and transients, ambient temperature changes, vibration, humidity, shock, impact and corrosion normally encountered in ships.
- .2 Smoke detectors to be installed in stairways, corridors and escape routes within accommodation spaces as required by paragraph .2.2 shall be certified to operate before the smoke density exceeds 12.5% obscuration per metre, but not until the smoke density exceeds 2% obscuration per metre.

Smoke detectors to be installed in other spaces shall operate within sensitivity limits to the satisfaction of the Administration of the Flag State having regard to the avoidance of detector insensitivity or oversensitivity.

- .3 Heat detectors shall be certified to operate before the temperature exceeds 78 °C but not until the temperature exceeds 54 °C, when the temperature is raised to those limits at a rate less than 1 °C per minute. At higher rates of temperature rise, the heat detector shall operate within temperature limits to the satisfaction of the Administration of the flag State having regard to the avoidance of detector insensitivity or oversensitivity.
- .4 The permissible temperature of operation of heat detectors may be increased to 30 °C above the maximum deckhead temperature in drying rooms and similar spaces of a normal high ambient temperature.

## **10 Arrangements for oil fuel, lubricating oil and other flammable oils (R 15)**

### **.1 Limitations in the use of oil as fuel**

#### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

The following limitations shall apply to the use of oil as fuel:

- .1 Except as otherwise permitted by this paragraph, no oil fuel with a flashpoint of less than 60 °C shall be used.
- .2 In emergency generators oil fuel with a flashpoint of not less than 43 °C may be used.
- .3 Subject to such additional precautions as it may consider necessary and on condition that the ambient temperature of the space in which such oil fuel is stored or used shall not be allowed to rise to within 10 °C below the flashpoint of the oil fuel, the Administration of the flag State may permit the general use of oil fuel having a flashpoint of less than 60 °C but not less than 43 °C.

The flashpoint of oils shall be determined by an approved closed cup method.

#### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

### **.2 Oil fuel arrangements**

In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board and shall at least comply with the following provisions:

- .1 As far as practicable, parts of the oil fuel system containing heated oil under pressure exceeding 0.18 N/mm<sup>2</sup> shall not be placed in a concealed position such that defects and leakage cannot readily be observed. The machinery spaces in way of such parts of the oil fuel system shall be adequately illuminated.



- 2 The ventilation of machinery spaces shall be sufficient under all normal conditions to prevent accumulation of oil vapour.
- 3 As far as practicable, oil fuel tanks shall be part of the ship's structure and shall be located outside machinery spaces. Where oil fuel tanks, other than double bottom tanks, are necessarily located adjacent to or within machinery spaces, at least one of their vertical sides shall be contiguous to the machinery space boundaries, and shall preferably have a common boundary with the double bottom tanks, and the area of the tank boundary common with the machinery spaces shall be kept to a minimum. Where such tanks are situated within the boundaries of machinery spaces they shall not contain oil fuel having a flashpoint of less than 60 °C. The use of free-standing oil fuel tanks shall be avoided and shall be prohibited in machinery spaces.
- 4 No oil fuel tank shall be situated where spillage or leakage therefrom can constitute a hazard by falling on heated surfaces. Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces.
- 5 Every oil fuel pipe, which, if damaged, would allow oil to escape from a storage, settling or daily service tank situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. In the special case of deep tanks situated in any shaft or pipe tunnel or similar space, valves on the tank shall be fitted but control in the event of fire may be effected by means of an additional valve on the pipe or pipes outside the tunnel or similar space. If such additional valve is fitted in the machinery space it shall be operated from a position outside this space.
- 6 Safe and efficient means of ascertaining the amount of oil fuel contained in any oil fuel tank shall be provided.

**NEW CLASS B, C and D SHIPS :**

- .1 Sounding pipes shall not terminate in any space where the risk of ignition of spillage from the sounding pipe might arise. In particular, they shall not terminate in passenger or crew spaces. As a general rule, sounding pipes shall not terminate in machinery spaces. However, where the Administration of the flag State considers that these latter requirements are impracticable, it may permit termination of sounding pipes in machinery spaces on condition that all the following requirements are met:
  - .1.1 in addition, an oil-level gauge is provided meeting the requirements of sub-paragraph .2.6.2;
  - .1.2 the sounding pipes terminate in locations remote from ignition hazards unless precautions are taken, such as the fitting of effective screens, to prevent the oil fuel in the case of spillage through the terminations of the sounding pipes from coming into contact with a source of ignition;

- .1.3 the termination of sounding pipes are fitted with self-closing blanking devices and with a small-diameter self-closing control cock located below the blanking device for the purpose of ascertaining before the blanking device is opened that oil fuel is not present. Provision shall be made as to ensure that any spillage of oil fuel through the control cock involves no ignition hazard.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .2 Other means of ascertaining the amount of oil fuel contained in any oil fuel tank may be permitted if such means, like the means provided in sub-paragraph .2.6.1.1, do not require penetration below the top of the tank, and providing their failure or overfilling of the tanks will not permit release of fuel.
- .3 Means prescribed in sub-paragraph .2.6.2 shall be maintained in the proper condition to ensure their continued accurate functioning in service.
- .7 Provision shall be made to prevent overpressure in any oil tank or in any part of the oil fuel system, including the filling pipes. Any relief valves and air or overflow pipes shall discharge to a position where there is no risk of fire or explosion from the emergence of oils and vapour.
- .8 Oil fuel pipes and their valves and fittings shall be of steel or other approved material, except that restricted use of flexible pipes may be permitted. Such flexible pipes and end attachments shall be of approved fire-resisting materials of adequate strength.

**NEW CLASS B, C and D SHIPS :**

- .9 All external high pressure fuel delivery lines between the high pressure fuel pumps and fuel injectors shall be protected with a jacketed piping system capable of containing fuel from a highpressure line failure. A jacketed pipe incorporates an outer pipe into which the high pressure fuel pipe is placed forming a permanent assembly. The jacketed piping system shall include a means for collection of leakages and arrangements shall be provided for an alarm to be given of a fuel line failure.
- .10 All surfaces with temperatures above 220°C which may be impinged as a result of a fuel system failure shall be properly insulated.
- .11 Oil fuel lines shall be screened or otherwise suitably protected to avoid as far as practicable oil spray or oil leakages onto hot surfaces, into machinery air intakes, or other sources of ignition. The number of joints in such piping systems shall be kept to a minimum.
- .12 **EXISTING CLASS B SHIPS** shall comply with the requirements of paragraphs .2.9 to .2.11 not later than 1 July 2003, except that a suitable enclosure of engines having an output of 375 kW or less having fuel injection pumps serving more than one injector may be used as an alternative to the jacketed piping system in paragraph .2.9.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

**.3 Lubricating oil arrangements**

The arrangements for the storage, distribution and utilization of oil used in pressure lubrication systems shall be such as to ensure the safety of the ship and persons on board, and such arrangements in machinery spaces shall at least comply with the provisions of subparagraphs .2.1, .2.4, .2.5, .2.6, .2.7, .2.8, .2.10 and .2.11, except that:

- .1 this does not preclude the use of sight-flow glasses in lubricating systems provided that they are shown by test to have a suitable degree of fire resistance. If sight-flow glasses are used, the pipe shall be provided with valves in both ends. The valve at the lower end of the pipe shall be of a self-closing type.
- .2 sounding pipes may be authorized in machinery spaces; the requirements of sub-paragraphs .2.6.1.1 and .2.6.1.3 need not be applied on condition that the sounding pipes are fitted with appropriate means of closure.

**.4 Arrangements for other flammable oils**

The arrangements for the storage, distribution and utilization of other flammable oils employed under pressure in power transmission systems, control and activating systems and heating systems shall be such as to ensure the safety of the ship and persons on board. In locations where means of ignition are present, such arrangements shall at least comply with the provisions of sub-paragraphs .2.4, .2.6, .2.10 and .2.11 and with the provisions of sub-paragraphs .2.7 and .2.8 in respect of strength and construction.

**.5 Periodically unattended machinery spaces**

In addition to the requirements of provisions 1 to 4, the oil fuel and lubricating oil systems shall comply with the following:

- .1 Where daily service oil fuel tanks are filled automatically, or by remote control, means shall be provided to prevent overflow spillages. Other equipment which treats flammable liquids automatically, e.g. oil fuel purifiers, which, whenever practicable, shall be installed in a special space reserved for purifiers and their heaters, shall have arrangements to prevent overflow spillages.
- .2 Where daily service oil fuel tanks or settling tanks are fitted with heating arrangements, a high temperature alarm shall be provided if the flashpoint of the oil fuel can be exceeded.

**.6 Prohibition of carriage of flammable oils in forepeak tanks**

Fuel oil, lubrication oil and other flammable oils shall not be carried in forepeak tanks.

## **11 Fireman's outfit (R 17)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 A fireman's outfit shall consist of :**
    - .1.1 Personal equipment comprising:**
      - .1 Protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam. The outer surface shall be water-resistant.**
      - .2 Boots and gloves of rubber or other electrically non-conducting material.**
      - .3 A rigid helmet providing effective protection against impact.**
      - .4 An electric safety lamp (hand lantern) of an approved type with a minimum burning period of three hours.**
      - .5 A fireman's axe.**
    - .1.2 A breathing apparatus of an approved type which may be either:**
      - .1 a smoke helmet or smoke mask which shall be provided with a suitable air pump and a length of air hose sufficient to reach from the open deck, well clear of hatch or doorway, to any part of the holds or machinery spaces. If, in order to comply with this subparagraph, an air hose exceeding 36 m in length would be necessary, a self-contained breathing apparatus shall be substituted or provided in addition; or**
      - .2 a self-contained compressed-air-operated breathing apparatus (SCBA), the volume of air contained in the cylinders of which shall be at least 1,200 litres, or other self-contained breathing apparatus which shall be capable of functioning for at least 30 minutes. Every SCBA shall be provided with fully charged spare cylinders having a spare storage capacity of at least 2400 litres of free air except that:**
        - (i) If the ship is carrying five or more SCBA, the total spare storage capacity of free air need not to exceed 9600 litres; or**
        - (ii) If the ship is equipped with means for recharging the air cylinders with full pressure with air, free from contamination, the spare storage capacity of the fully charged spare cylinders of each SCBA shall be at least 1200 litres of free air, and the total spare storage capacity of free air provided in the ship shall not be required to exceed 4800 litres of free air.**
- All air cylinders for SCBA's shall be interchangeable.**
- .2 For each breathing apparatus a fireproof lifeline of sufficient length and strength shall be provided capable of being attached by means of a snaphook to the harness of the apparatus or to a separate belt in order to prevent the breathing apparatus becoming detached when the lifeline is operated.**

- .3 All new CLASS B, C and D ships of and all existing CLASS B ships shall carry at least two fireman's outfits.
  - .1 In addition there shall be provided, if the aggregate of the lengths of all passenger spaces and service spaces on the deck which carries such spaces is more than 80 metres, or, if there is more than one such deck, on the deck which has the largest aggregate of such lengths, two fireman's outfits and two sets of personal equipment for every 80 metres, or part thereof, of such aggregate of lengths.  
In ships carrying more than 36 passengers, two additional fireman's outfits shall be provided for each main vertical zone, except for stairway enclosures which constitute individual main vertical zones and for main vertical zones of limited length in the fore and aft end of a ship which do not include accommodation spaces and contain only various stores, control stations, spaces of category (10), sanitary spaces or other spaces where a fire is unlikely to originate.
  - .2 In ships carrying more than 36 passengers, for each pair of breathing apparatus there shall be provided one water fog applicator which shall be stored adjacent to such apparatus.
- .4 The fireman's outfits or sets of personal equipment shall be so stored as to be easily accessible and ready for use and, where more than one fireman's outfit or more than one set of personal equipment is carried, they shall be stored in widely separated positions. At least one fireman's outfit and one set of personal equipment shall be available at any one such position.

## 12 Miscellaneous items (R 18)

### NEW CLASS B, C and D + EXISTING CLASS B SHIPS :

- .1 Where class "A" divisions are penetrated for the passage of electric cables, pipes, trunks, ducts etc., or for girders, beams or other structural members, arrangements shall be made to ensure that the fire resistance is not impaired in so far as is reasonable and practicable.
- .2 Where class "B" divisions are penetrated for the passage of electric cables, pipes, trunks, ducts etc., or for the fitting of ventilation terminals, lighting fixtures and similar devices, arrangements shall be made to ensure that the fire resistance is not impaired in so far as is reasonable and practicable.
- .3 Pipes penetrating "A" or "B" class divisions shall be of approved materials having regard to the temperature such divisions are required to withstand.
- .4 In accommodation spaces, service spaces or control stations, pipes intended to convey oil or other flammable liquids shall be of a suitable material and construction having regard to the fire risk.
- .5 Materials readily rendered ineffective by heat shall not be used for over board scuppers, sanitary discharges, and other outlets which are close to the waterline and where the failure of the material in the event of fire would give rise to danger of flooding.

- .6 Electric radiators, if used, shall be fixed in position and so constructed as to reduce fire risks to a minimum. No such radiators shall be fitted with an element so exposed that clothing, curtains, or other similar materials can be scorched or set on fire by heat from the element.
- .7 All waste receptacles shall be constructed of non-combustible materials with no openings in the sides or bottom.
- .8 In spaces where penetration of oil products is possible, the surface of insulation shall be impervious to oil or oil vapours.
- .9 Paint lockers and flammable liquid lockers shall be protected by an approved fire extinguishing arrangement.

### **13 Fire control plans and fire drills (R 20)**

#### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 In all ships general arrangement plans shall be permanently exhibited for the guidance of the ship's officers, showing clearly for each deck the control stations, the various fire sections enclosed by "A" class divisions, the sections enclosed by "B" class divisions together with particulars of the fire detection and fire alarm systems, the sprinkler installation, the fire-extinguishing appliances, means of access to different compartments, decks, etc. and the ventilating system including particulars of the fan control positions, the position of dampers and identification numbers of the ventilating fans serving each section. Alternatively the aforementioned details may be set out in a booklet, a copy of which shall be supplied to each officer, and one copy shall at all times be available on board in an accessible position. Plans and booklets shall be kept up to date, any alterations being recorded thereon as soon as practicable. Description in such plans and booklets shall be in the official language of the flag State. If the language is neither English nor French, a translation into one of these languages shall be included. In the case the ship is engaged on domestic voyages in another Member State, a translation into the official language of that host State, if this language is neither English nor French, shall be included.  
In addition, instructions concerning the maintenance and operation of all the equipment and installations on board for the fighting and containment of fire shall be kept under one cover, readily available in an accessible position.
- .2 In all ships a duplicate set of fire control plans or a booklet containing such plans shall be permanently stored in a prominently marked weathertight enclosure outside the deckhouse for the assistance of shoreside fire-fighting personnel.
- .3 Fire drills shall be conducted in accordance with the provisions of SOLAS Regulation III/18.

## **14 Ready availability of fire-extinguishing appliances (R 21)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

Fire-extinguishing appliances shall be kept in good order and be available for immediate use at all times.

## **PART B) FIRE SAFETY MEASURES**

### **1 Structure (R 23)**

#### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

.1 The hull, superstructures, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material<sup>5</sup>. For the purpose of applying the definition of steel or other equivalent material as given in regulation II-2/A/2.7, the "applicable fire exposure" shall be according to the integrity and insulation standards given in the tables of regulations 4 and 5. For example, where divisions such as decks or sides and ends of deckhouses are permitted to have "B-0" fire integrity, the "applicable fire exposure" shall be half an hour.

.2 However, in cases where any part of the structure is of aluminium alloy, the following shall apply :

.1 The insulation of aluminium alloy components of "A" or "B" class divisions, except structure which is non-load-bearing, shall be such that the temperature of the structural core does not rise more than 200 °C above the ambient temperature at any time during the applicable fire exposure to the standard fire test.

.2 Special attention shall be given to the insulation of aluminium alloy components of columns, stanchions and other structural members required to support lifeboat and liferaft stowage, launching and embarkation areas, and "A" and "B" class divisions to ensure :

.1 that for such members supporting lifeboat and liferaft areas and "A" class divisions, the temperature rise limitation specified in paragraph .2.1 shall apply at the end of one hour; and

.2 that for such members required to support "B" class divisions, the temperature rise limitation specified in paragraph .2.1 shall apply at the end of half an hour.

.3 Crowns and casings of machinery spaces shall be of steel construction adequately insulated and openings therein, if any, shall be suitably arranged and protected to prevent the spread of fire.

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<sup>5</sup> For ships constructed in other materials than steel, such as aluminium alloys and fibre-reinforced plastics, instead of the regulations of this chapter, the regulations of Chapter 7 of the HSC Code may be used as an equivalent fire safety standard, if applied in their entirety.

## **2 Main vertical zones and horizontal zones (R 24)**

### **NEW CLASS B, C AND D SHIPS :**

.1.1 In ships carrying more than 36 passengers, the hull, superstructure and deckhouses shall be subdivided into main vertical zones by A-60 class divisions.

Steps and recesses shall be kept to a minimum but where they are necessary, they shall also be A-60 class divisions.

Where an open deck space, a sanitary or similar space or a tank including a fuel oil tank, void space or auxiliary machinery space having little or no fire risk, is on one side of the division the standard may be reduced to A-0

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

.1.2 For new CLASS B, C and D ships carrying not more than 36 passengers and for existing CLASS B ships carrying more than 36 passengers, the hull, superstructure and deckhouses in way of accommodation and service spaces shall be subdivided into main vertical zones by "A" class divisions. These divisions shall have insulation values in accordance with tables in regulation 5.

### **NEW CLASS B, C and D SHIPS :**

.2 As far as practicable, the bulkheads forming the boundaries of the main vertical zones above the bulkhead deck shall be in line with watertight subdivision bulkheads situated immediately below the bulkhead deck. The length and width of main vertical zones may be extended to a maximum of 48 m in order to bring the ends of main vertical zones to coincide with subdivision watertight bulkheads or in order to accommodate a large public space extending for the whole length of the main vertical zone provided that the total area of the main vertical zone is not greater than 1.600 m<sup>2</sup> on any deck. The length or width of a main vertical zone is the maximum distance between the furthestmost points of the bulkheads bounding it.

### **NEW CLASS B, C and D SHIPS + EXISTING CLASS B SHIPS CARRYING MORE THAN 36 PASSENGERS :**

.3 Such bulkheads shall extend from deck to deck and to the shell or other boundaries.

.4 Where a main vertical zone is subdivided by horizontal "A" class divisions into horizontal zones for the purpose of providing an appropriate barrier between sprinklered and non-sprinklered zones of the ship, the divisions shall extend between adjacent main vertical zone bulkheads and to the shell or exterior boundaries of the ship and shall be insulated in accordance with the fire insulation and integrity values given in table 5.2.

.5 .1 On ships designed for special purposes, such as automobile or railroad car ferries where the provision of main vertical zone bulkheads would defeat the purpose for which the ship is intended, equivalent protection shall be obtained by dividing space in horizontal zones.

.2 However, in a ship with special category spaces, any such space shall comply with the applicable provisions of regulation II-2/B/14 and in so far as such compliance would be inconsistent with compliance with other requirements of this part, the requirements of regulation II-2/B/14 shall prevail.



### **3 Bulkheads within a main vertical zone (R 25)**

#### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1.1 For ships carrying more than 36 passengers all bulkheads which are not required to be "A" class divisions shall be at least "B" class or "C" class divisions as prescribed in the tables in regulation 4.

#### **NEW CLASS B, C and D SHIPS :**

- .1.2 For ships carrying not more than 36 passengers all bulkheads within accommodation and service spaces which are not required to be "A" class divisions shall be at least "B" class or "C" class divisions as prescribed in the tables in regulation 5.
- .1.3 All such divisions may be faced with combustible materials in accordance with the provisions of regulation 8.

#### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .2 In new CLASS B, C and D ships carrying not more than 36 passengers and in existing CLASS B ships carrying more than 36 passengers all corridor bulkheads where not required to be "A" class shall "B" class divisions which shall extend from deck to deck except :
- .1 when continuous "B" class ceilings or linings are fitted on both sides of the bulkhead, the portion of the bulkhead behind the continuous ceiling or lining shall be of material which, in thickness and composition, is acceptable in the construction of "B" class divisions but which shall be required to meet "B" class integrity standards only in so far as is reasonable and practicable.
  - .2 in the case of a ship protected by an automatic sprinkler system complying with the provisions of regulation II-2/A/8, the corridor bulkheads of "B" class materials may terminate at a ceiling in the corridor provided such ceiling is of material which, in thickness and composition, is acceptable in the construction of "B" class divisions. Notwithstanding the requirements of regulations 4 and 5, such bulkheads and ceilings shall be required to meet "B" class integrity standards only in so far as is reasonable and practicable. All doors and frames in such bulkheads shall be of non-combustible materials and shall be so constructed and erected as to provide substantial fire resistance.
  - .3 All bulkheads required to be "B" class division, except corridor bulkheads prescribed in paragraph .2, shall extend from deck to deck and to the shell or other boundaries unless the continuous "B" class ceilings or linings fitted on both sides of the bulkheads are at least of the same fire resistance as the bulkhead, in which case the bulkhead may terminate at the continuous ceiling or lining.

#### **4 Fire integrity of bulkheads and decks in new ships carrying more than 36 passengers (R 26)**

##### **NEW CLASS B, C and D SHIPS :**

- .1 In addition to complying with the specific provisions for fire integrity of bulkheads and decks mentioned elsewhere in this part, the minimum fire integrity of all bulkheads and decks shall be as prescribed in tables 4.1 and 4.2.
- .2 The following requirements shall govern the application of the tables:
  - .1 Table 4.1 shall apply to bulkheads not bounding either main vertical zones or bounding horizontal zones.  
Table 4.2 shall apply to decks not forming steps in main vertical zones nor bounding horizontal zones.
  - .2 For determining the appropriate fire integrity standards to be applied to boundaries between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (14) below. Where the contents and use of a space are such that there is a doubt as to its classification for the purpose of this regulation, it shall be treated as a space within the relevant category having the most stringent boundary requirements. The title of each category is intended to be typical rather than restrictive. The number in parentheses preceding each category refers to the applicable column or row in the tables.

##### **(1) Control stations**

- . Spaces containing emergency sources of power and lighting.
- . Wheelhouse and chartroom.
- . Spaces containing the ship's radio equipment.
- . Fire-extinguishing rooms, fire control rooms and fire-recording stations.
- . Control room for propulsion machinery when located outside the propulsion machinery space.
- . Spaces containing centralized fire alarm equipment.
- . Spaces containing centralized emergency public address system stations and equipment.

##### **(2) Stairways**

- . Interior stairways, lifts and escalators (other than those wholly contained within the machinery spaces) for passengers and crew and enclosures thereto.
- . In this connection a stairway which is enclosed at only one level shall be regarded as part of the space from which it is not separated by a fire door.

##### **(3) Corridors**

- . Passenger and crew corridors.

- (4) Evacuation stations and external escape routes
  - . Survival craft stowage area
  - . Open deck spaces and enclosed promenades forming lifeboat and liferaft embarkation and lowering stations.
  - . Muster stations, internal and external
  - . External stairs and open decks used for escape routes.
  - . The ship's side to the waterline in the lightest seagoing condition, superstructure and deckhouse sides situated below and adjacent to the liferaft's and evacuation slide's embarkation areas.
- (5) Open deck spaces
  - . Open deck spaces and enclosed promenades clear of lifeboat and liferaft embarkation and lowering stations.
  - . Air spaces (the space outside superstructures and deckhouses).
- (6) Accommodation spaces of minor fire risk
  - . Cabins containing furniture and furnishing of restricted fire risk.
  - . Offices and dispensaries containing furniture and furnishings of restricted fire risk.
  - . Public spaces containing furniture and furnishings of restricted fire risk and having a deck area of less than 50 m<sup>2</sup>.
- (7) Accommodation spaces of moderate fire risk
  - . Spaces as in category (6) above but containing furniture and furnishing of other than restricted fire risk.
  - . Public spaces containing furniture and furnishing of restricted fire risk and having a deck area of 50 m<sup>2</sup> or more.
  - . Isolated lockers and small store-rooms in accommodation spaces having areas less than 4 m<sup>2</sup> (in which flammable liquids are not stowed).
  - . Sale shops.
  - . Motion picture projection and film stowage rooms.
  - . Diet kitchens (containing no open flame).
  - . Cleaning gear lockers (in which flammable liquids are not stowed).
  - . Laboratories (in which flammable liquids are not stowed).
  - . Pharmacies
  - . Small drying rooms (having a deck area of 4 m<sup>2</sup> or less).
  - . Specie rooms.
  - . Operating rooms.
- (8) Accommodation spaces of greater fire risk
  - . Public spaces containing furniture and furnishing of other than restricted fire risk and having a deck area of 50 m<sup>2</sup> or more.
  - . Barber shops and beauty parlours.

- (9) **Sanitary and similar spaces**
- . Communal sanitary facilities, shower, baths, water closets, etc.
  - . Small laundry rooms
  - . Indoor swimming pool area
  - . Isolated pantries containing no cooking appliances in accommodation spaces.
  - . Private sanitary facilities shall be considered a portion of the space in which they are located.
- (10) **Tanks, voids and auxiliary machinery spaces having little or no fire risk**
- . Water tanks forming part of the ship's structure.
  - . Voids and cofferdams.
  - . Auxiliary machinery spaces which do not contain machinery having a pressure lubrication system and where storage of combustibles is prohibited, such as:
    - . ventilation and air-conditioning rooms; windlass room; steering gear room; stabilizer equipment room; electrical propulsion motor room; rooms containing section switchboards and purely electrical equipment other than oil-filled electrical transformers (above 10 kVA); shaft alleys and pipe tunnels; spaces for pumps and refrigeration machinery (not handling or using flammable liquids).
    - . Closed trunks serving the spaces listed above.
    - . Other closed trunks such as pipe and cable trunks.
- (11) **Auxiliary machinery spaces, cargo spaces, cargo and other oil tanks and other similar spaces of moderate fire risk**
- . Cargo oil tanks.
  - . Cargo holds, trunkways and hatchways.
  - . Refrigerated chambers.
  - . Oil fuel tanks( where installed in a separate space with no machinery).
  - . Shaft alleys and pipe tunnels allowing storage of combustibles.
  - . Auxiliary machinery spaces as in category (10) which contain machinery having a pressure lubrication system or where storage of combustibles is permitted.
  - . Oil fuel filling stations.
  - . Spaces containing oil-filled electrical transformers (above 10 kVA).
  - . Spaces containing small internal combustion engines of power output up to 110 kW driving generators, sprinkler, drencher or fire pumps, bilge pumps, etc.
  - . Closed trunks serving the spaces listed above.

- (12) Machinery spaces and main galleys
    - . Main propulsion machinery rooms (other than electric propulsion motor rooms) and boiler rooms.
    - . Auxiliary machinery spaces other than those in categories (10) and (11) which contain internal combustion machinery or other oil-burning, heating or pumping units.
    - . Main galleys and annexes.
    - . Trunks and casings to the spaces listed above.
  - (13) Stores-rooms, workshops, pantries, etc.
    - . Main pantries not annexed to galleys.
    - . Main laundry.
    - . Large drying rooms (having a deck area of more than 4 m<sup>2</sup>).
    - . Miscellaneous stores.
    - . Mail and baggage rooms.
    - . Garbage rooms
    - . Workshops (not part of machinery spaces, galleys, etc.)
    - . Lockers and store-rooms having areas greater than 4 m<sup>2</sup>, other than those spaces that have provisions for the storage of flammable liquids.
  - (14) Other spaces in which flammable liquids are stowed
    - . Lamp rooms.
    - . Paint rooms.
    - . Store-rooms containing flammable liquids (including dyes, medicines, etc.)
    - . Laboratories (in which flammable liquids are stowed)
- .3 Where a single value is shown for the fire integrity of a boundary between two spaces, that value shall apply in all cases.
- .4 There are no special requirements for material or integrity of boundaries where only a dash appears in the tables.
- .5 The Administration of the Flag State shall determine in respect of category (5) spaces whether the insulation values in table 4.1 shall apply to ends of deckhouses and superstructures, and whether the insulation values in table 4.2 shall apply to weather decks. In no case shall the requirements of category (5) of table 4.1 or 4.2 necessitate enclosure of spaces which in the opinion of the Administration of the Flag State need not be enclosed.
- .3 Continuous "B"-class ceiling or linings, in association with the relevant decks or bulkheads, may be accepted as contributing wholly or in part, to the required insulation and integrity of a division.
- .4 In approving structural fire protection details the Administration of the Flag State shall have regard to the risk of heat transmission at intersections and terminal points of required thermal barriers.

## **Notes to be applied to tables 4.1 and 4.2**

- a Where adjacent spaces are in the same numerical category and superscript <sup>a</sup> appears, a bulkhead or deck between such spaces need not to be fitted if deemed unnecessary by the Administration of the Flag State. For example, in category (12) a bulkhead need not be required between a galley and its annexed pantries provided the pantry bulkhead and decks maintain the integrity of the galley boundaries. A bulkhead is, however, required between a galley and a machinery space even though both spaces are in category (12).
- b The ship's side, to the waterline in the lightest seagoing condition, superstructure and deckhouse sides situated below and adjacent to the liferafts and evacuation slides may be reduced to A-30.
- c Where public toilets are installed completely within the stairway enclosure, the public toilet bulkhead within the stairway enclosure can be of "B" class integrity.

Table 4.1 - Bulkheads not bounding either main vertical zones or horizontal zones

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
control stations (1)	B-0 <sup>a</sup>	A-0	A-0	A-0	A-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60
stairways (2)		A-0 <sup>a</sup>	A-0	A-0	A-0	A-0	A-15	A-15	A-0 <sup>c</sup>	A-0	A-15	A-30	A-15	A-30
corridors (3)			B-15	A-60	A-0	B-15	B-15	B-15	B-15	A-0	A-15	A-30	A-0	A-30
evacuation stations and external escape routes (4)					A-0	A-60 <sup>b</sup>	A-60 <sup>b</sup>	A-60 <sup>b</sup>	A-0	A-0	A-60 <sup>b</sup>	A-60 <sup>b</sup>	A-60 <sup>b</sup>	A-60 <sup>b</sup>
open deck spaces (5)					-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
accommodation spaces of minor fire risk (6)						B-0	B-0	B-0	C	A-0	A-0	A-30	A-0	A-30
accommodation spaces of moderate fire risk (7)							B-0	B-0	C	A-0	A-15	A-60	A-15	A-60
accommodation spaces of greater fire risk (8)								B-0	C	A-0	A-30	A-60	A-15	A-60
sanitary and similar spaces (9)									C	A-0	A-0	A-0	A-0	A-0
tanks, voids and auxiliary machinery spaces having little or no fire risk (10)										A-0 <sup>a</sup>	A-0	A-0	A-0	A-0
auxiliary machinery spaces, cargo spaces, cargo and other oil tanks and other similar spaces of moderate fire risk (11)											A-0 <sup>a</sup>	A-0	A-0	A-15
machinery spaces and main galleys (12)												A-0 <sup>a</sup>	A-0	A-60
store-rooms, workshops, pantries, etc. (13)													A-0 <sup>a</sup>	A-0
other spaces in which flammable liquids are stowed (14)														A-30

Table 4.2 - Decks not forming steps in main vertical zones nor bounding horizontal zones

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
control stations (1)	A-30	A-30	A-15	A-0	A-0	A-0	A-15	A-30	A-0	A-0	A-0	A-60	A-0	A-60
stairways (2)	A-0	A-0	-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-30	A-0	A-30
corridors (3)	A-15	A-0	A-0 <sup>a</sup>	A-60	A-0	A-0	A-15	A-15	A-0	A-0	A-0	A-30	A-0	A-30
evacuation stations and external escape routes (4)	A-0	A-0	A-0	A-0	-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
open deck spaces (5)	A-0	A-0	A-0	A-0	-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
accommodation spaces of minor fire risk (6)	A-60	A-15	A-0	A-60	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
accommodation spaces of moderate fire risk (7)	A-60	A-15	A-15	A-60	A-0	A-0	A-15	A-15	A-0	A-0	A-0	A-0	A-0	A-0
accommodation spaces of greater fire risk (8)	A-60	A-15	A-15	A-60	A-0	A-15	A-15	A-30	A-0	A-0	A-0	A-0	A-0	A-0
sanitary and similar spaces (9)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
tanks, voids and auxiliary machinery spaces having little or no fire risk (10)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0 <sup>a</sup>	A-0	A-0	A-0	A-0
auxiliary machinery spaces, cargo spaces, cargo and other oil tanks and other similar spaces of moderate fire risk (11)	A-60	A-60	A-60	A-60	A-0	A-0	A-15	A-30	A-0	A-0	A-0 <sup>a</sup>	A-0	A-0	A-30
machinery spaces and main galleys (12)	A-60	A-60	A-60	A-60	A-0	A-60	A-60	A-60	A-0	A-0	A-30	A-30 <sup>a</sup>	A-0	A-60
store-rooms, workshops, pantries, etc. (13)	A-60	A-30	A-15	A-60	A-0	A-15	A-30	A-30	A-0	A-0	A-0	A-0	A-0	A-0
other spaces in which flammable liquids are stowed (14)	A-60	A-60	A-60	A-60	A-0	A-30	A-60	A-60	A-0	A-0	A-0	A-0	A-0	A-0



**5 Fire integrity of bulkheads and decks in new ships carrying not more than 36 passengers and existing CLASS B ships carrying more than 36 passengers (R 27)**

**NEW CLASS B, C, and D SHIPS CARRYING NOT MORE THAN 36 PASSENGERS + EXISTING CLASS B SHIPS CARRYING MORE THAN 36 PASSENGERS :**

- .1 In addition to complying with the specific provisions for fire integrity of bulkheads and decks mentioned elsewhere in this part, the minimum fire integrity of bulkheads and decks shall be as prescribed in table 5.1 and 5.2.
- .2 The following requirements shall govern application of the tables :
  - .1 Tables 5.1 and 5.2 shall apply respectively to the bulkheads and decks separating adjacent spaces.
  - .2 For determining the appropriate fire integrity standards to be applied to divisions between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (9) below. The title of each category is intended to be typical rather than restrictive. The number in parentheses preceding each category refers to the applicable column or row in the tables.
    - (1) Control stations
      - . Spaces containing emergency sources of power and lighting.
      - . Wheelhouse and chartroom.
      - . Spaces containing the ship's radio equipment.
      - . Fire-extinguishing rooms, fire control rooms and fire-recording stations.
      - . Control room for propulsion machinery when located outside the propulsion machinery space.
      - . Spaces containing centralized fire alarm equipment.
    - (2) Corridors
      - . Passenger and crew corridors and lobbies.
    - (3) Accommodation spaces
      - . Spaces as defined in regulation II-2/A/2.10 excluding corridors.
    - (4) Stairways
      - . Interior stairways, lifts and escalators (other than those wholly contained within the machinery spaces) and enclosures thereto.
      - . In this connection, a stairway which is enclosed only at one level shall be regarded as part of the space from which it is not separated by a fire door.
    - (5) Service spaces (low risk)
      - . Lockers and store-rooms not having provisions for the storage of flammable liquids and having areas less than 4 m<sup>2</sup> and drying rooms and laundries.

- (6) Machinery spaces
  - (7) Service spaces (high risk)
    - . Galleys, pantries containing cooking appliances, paint and lamp rooms, lockers and store-rooms having areas of 4 m<sup>2</sup> or more, spaces for the storage of flammable liquids, and workshops other than those forming part of the machinery spaces.
  - (8) Open decks
    - . Open deck spaces and enclosed promenades having no fire risk. Air spaces (the space outside superstructures and deckhouses).
  - (9) Special category spaces
    - . Spaces as defined in regulation II-2/A/2.18
- .3 In determining the applicable fire integrity standard of a boundary between two spaces within a main vertical zone or horizontal zone which is not protected by an automatic sprinkler system complying with the provisions of regulation II-2/A/8 or between such zones neither of which is so protected, the higher of the two values given in the tables shall apply.
  - .4 In determining the applicable fire integrity standard of a boundary between two spaces within a main vertical zone or horizontal zone which is protected by an automatic sprinkler system complying with the provisions of regulation II-2/A/8 or between such zones both of which are so protected, the lesser of the two values given in the tables shall apply. Where a sprinklered zone and a non-sprinklered zone meet within accommodation and service spaces, the higher of the two values given in the tables shall apply to the division between the zones.
  - .3 Continuous "B" class ceilings or linings, in association with the relevant decks or bulkheads, may be accepted as contributing, wholly or in part, to the required insulation and integrity of a division.
  - .4 External boundaries which are required in regulation 1.1 to be of steel or other equivalent material may be pierced for the fitting of windows and sidescuttles provided that there is no requirement for such boundaries to have "A" class integrity elsewhere in this part. Similarly, in such boundaries which are not required to have "A" class integrity, doors may be of materials to the satisfaction of the Administration of the flag State.

Table 5.1 : Fire integrity of bulkheads separating adjacent spaces

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Control stations (1)	A-0 <sup>c</sup>	A-0	A-60	A-0	A-15	A-60	A-60	*	A-60
Corridors (2)		C <sup>e</sup>	B-0 <sup>e</sup>	A-0 <sup>a</sup> B-0 <sup>e</sup>	B-0 <sup>e</sup>	A-60	A-15 A-0 <sup>d</sup>	*	A-15
Accommodation spaces (3)			C <sup>e</sup>	A-0 <sup>a</sup> B-0 <sup>e</sup>	B-0 <sup>e</sup>	A-60	A-15 A-0 <sup>d</sup>	*	A-30 A-0
Stairways (4)				A-0 <sup>a</sup> B-0 <sup>e</sup>	A-0 <sup>a</sup> B-0 <sup>e</sup>	A-60	A-15 A-0 <sup>d</sup>	*	A-15
Service spaces (low risk) (5)					C <sup>e</sup>	A-60	A-0	*	A-0
Machinery spaces (6)						*	A-60	*	A-60
Service spaces (high risk) (7)							A-0 <sup>b</sup>	*	A-30
Open decks (8)									A-0
Special category spaces (9)									A-0

Table 5.2 : Fire integrity of decks separating adjacent spaces

Space below	Space above	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Control stations (1)	(1)	A-0	A-0	A-0	A-0	A-0	A-60	A-0	*	A-30
Corridors (2)	(2)	A-0	*	*	A-0	*	A-60	A-0	*	A-0
Accommodation spaces (3)	(3)	A-60	A-0	*	A-0	*	A-60	A-0	*	A-30 A-0 <sup>d</sup>
Stairways (4)	(4)	A-0	A-0	A-0	*	A-0	A-60	A-0	*	A-0
Service spaces (low risk) (5)	(5)	A-15	A-0	A-0	A-0	*	A-60	A-0	*	A-0
Machinery spaces (6)	(6)	A-60	A-60	A-60	A-60	A-60	*	A-60	*	A-60
Service spaces (high risk) (7)	(7)	A-60	A-30 A-0 <sup>d</sup>	A-30 A-0 <sup>d</sup>	A-30 A-0 <sup>d</sup>	A-0	A-60	A-0	*	A-30
Open decks (8)	(8)	*	*	*	*	*	*	*	-	A-0
Special category spaces (9)	(9)	A-60	A-15	A-30 A-0 <sup>d</sup>	A-15	A-0	A-30	A-30	A-0	A-0

Notes to be applied to both tables 5.1 and 5.2, as appropriate:

- <sup>a</sup> For clarification as to which applies, see regulations 3 and 7.
- <sup>b</sup> Where spaces are of the same numerical category and superscript <sup>b</sup> appears, a bulkhead or deck of the rating shown in the tables is only required when the adjacent spaces are for a different purpose, e.g. in category (7). A galley next to a galley does not require a bulkhead but a galley next to a paint room requires an "A-0" bulkhead.
- <sup>c</sup> Bulkheads separating the wheelhouse and chartroom from each other may be "B-0" rating.
- <sup>d</sup> See paragraph .2.3 and .2.4 of this regulation.
- <sup>e</sup> For the application of regulation 2.1.2, "B-0" and "C", where appearing in table 5.1, shall be read as "A-0".
- \* Where an asterisk appears in the tables, the division is required to be of steel or other equivalent material but is not required to be of "A" class standard.  
For the application of regulation 2.1.2 an asterisk, where appearing in table 5.2, except for category (8), shall be read as "A-0".

## **6 Means of escape (R 28)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Stairways and ladders shall be arranged to provide ready means of escape to the lifeboat and liferaft embarkation deck from all passenger and crew spaces and from spaces in which the crew is normally employed, other than machinery spaces. In particular, the following provisions shall be complied with :
  - .1 Below the bulkhead deck two means of escape, at least one of which shall be independent of watertight doors, shall be provided from each watertight compartment or similarly restricted space or group of spaces. Exceptionally one of the means of escape may be dispensed with, due regard being paid to the nature and location of spaces and to the number of persons who might be normally employed there.  
In such a case the sole means of escape shall provide safe escape.

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .2 Above the bulkhead deck there shall be at least two means of escape from each main vertical zone or similarly restricted space or group of spaces at least one of which shall give access to a stairway forming a vertical escape.
- .3 If a radiotelegraph station has no direct access to the open deck, two means of escape from or access to such station shall be provided, one of which may be a porthole or window of sufficient size or another means.
- .4 A corridor, lobby or part of a corridor from which there is only one route of escape shall be prohibited.

- .5 At least one of the means of escape required by paragraphs .1.1 and .1.2 shall consist of a readily accessible enclosed stairway, which shall provide continuous fire shelter from the level of its origin to the appropriate lifeboat and liferaft embarkation decks, or to the uppermost deck if the embarkation deck does not extend to the main vertical zone being considered.

**NEW CLASS B, C and D SHIPS** :In the latter case, direct access to the embarkation deck by way of external open stairways and passageways shall be provided and shall have emergency lighting in accordance with regulation III/5.3 and slip-free surfaces under foot. Boundaries facing external open stairways and passageways forming part of an escape route and boundaries in such a position that their failure during a fire would impede escape to the embarkation deck shall have fire integrity, including insulation values, in accordance with the tables in regulation 4.

**NEW CLASS B, C and D SHIPS OF MORE THAN 24 METRES IN LENGTH** :

The widths, number and continuity of escapes shall be as follows :

- .1 Stairways shall not be less than 900 mm in clear width. Stairways shall be fitted with handrails on each side. The minimum clear width of stairways shall be increased by 10 mm for every one person provided for in excess of 90 persons. The maximum clear width between handrails where stairways are wider than 900 mm shall be 1.800 mm. The total number of persons to be evacuated by such stairways shall be assumed to be two thirds of the crew and the total number of passengers in the areas served by such stairways. The width of the stairways shall at least conform to the standard as given in IMO-Res.A.757(18)
- .2 All stairways sized for more than 90 persons shall be aligned fore and aft.
- .3 Doorways and corridors and intermediate landings included in means of escape shall be sized in the same manner as stairways.
- .4 Stairways shall not exceed 3.5 metres in vertical rise without the provision of a landing and shall not have an angle of inclination greater than 45°.
- .5 Landings at each deck level shall not be less than 2 m<sup>2</sup> in area and shall increase by 1 m<sup>2</sup> for every 10 persons provided for in excess of 20 persons but need not exceed 16 m<sup>2</sup>, except for those landings servicing public spaces having direct access onto the stairway enclosure.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS** :

- .6 Satisfactory protection of access from the stairway enclosures to the lifeboat and liferaft embarkation areas shall be provided.

**NEW CLASS B, C and D SHIPS :**

- .7 In addition to the emergency lighting required by regulations II-1/D/3 and III/5.3, the means of escape including stairways and exits, shall be marked by lighting or photoluminescent strip indicators placed not more than 0.3 m above the deck at all points of the escape route including angles and intersections. The marking must enable passengers to identify all the routes of escape and readily identify the escape exits. If electric illumination is used, it shall be supplied by the emergency source of power and it shall be so arranged that the failure of any single light or cut in a lighting strip, will not result in the marking being ineffective. Additionally, all escape route signs and fire equipment location markings shall be of photoluminescent material or marked by lighting. The Administration of the Flag State shall ensure that such lighting or photoluminescent equipment have been evaluated, tested and applied in accordance with the guidelines as given in IMO-Res. A.752(18).

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .2 .1 In special category spaces the number and disposition of the means of escape both below and above the bulkhead deck shall be to the satisfaction of the Administration of the flag State and in general the safety of access to the embarkation deck shall be at least equivalent to that provided under paragraphs .1.1, .1.2, .1.5 and .1.6.
- .2 One of the escape routes from the machinery spaces where the crew is normally employed shall avoid direct access to any special category space.
- .3.1 each machinery space. In particular, the following provisions shall be complied with :
- .1 Where the space is below the bulkhead deck the two means of escape shall consist of either :
- .1 two sets of steel ladders as widely separated as possible, leading to doors in the upper part of the space similarly separated and from which there is access to the appropriate lifeboat and liferaft embarkation decks. One of these ladders shall provide continuous fire shelter from the lower part of the space to a safe position outside the space; or
- .2 one steel ladder leading to a door from which access is provided to the embarkation deck and additionally, in the lower part of the space and in a position well separated from the ladder referred to, a steel door capable of being operated from each side and which provides access to a safe escape route from the lower part of the space to the embarkation deck.
- .2 Where the space is above the bulkhead deck, the two means of escape shall be as widely separated as possible and the doors leading from such means of escape shall be a position from which access is provided to the appropriate lifeboat and liferaft embarkation decks. Where such means of escape require the use of ladders, these shall be of steel.

- .3.2 In a ship of less than 24 metres in length, the Administration of the flag State may dispense with one of the means of escape, due regard being paid to the width and disposition of the upper part of the space; and in a ship of 24 metres in length and above, the Administration of the flag State may dispense with one means of escape from any such place so long as either a door or a steel ladder provides a safe escape route to the embarkation deck, due regard being paid to the nature and location of the space and whether persons are normally employed in that space.
- .3.3 Two means of escape shall be provided from a machinery control room located within a machinery space, at least one of which will provide continuous fire shelter to a safe position outside the machinery space.
- .4 In no case shall lifts be considered as forming one of the required means of escape.

#### **6-1 Escape routes on ro-ro passenger ships (R 28-1)**

##### **1. Requirements applicable to new class B, C and D and existing class B ro-ro passenger ships**

- 1.1 This paragraph applies to new class B, C and D and existing class B ro-ro passenger ships. For existing ships the requirements of the regulation shall apply not later than the date of the first periodical survey after the date referred to in §1 of article 13 of this Directive.
- 1.2 Handrails or other handholds shall be provided in all corridors along the entire escape route, so that a firm handhold is available every step of the way, where possible, to the assembly stations and embarkation stations. Such handrails shall be provided on both sides of longitudinal corridors more than 1.8 metres in width and transverse corridors more than 1 metre in width. Particular attention shall be paid to the need to be able to cross lobbies, atriums and other large open spaces along escape routes. Handrails and other handholds shall be of such strength as to withstand a distributed horizontal load of 750 N/m applied in the direction of the centre of the corridor or space, and a distributed vertical load of 750 N/m applied in the downward direction. The two loads need not be applied simultaneously.
- 1.3 Escape routes shall not be obstructed by furniture or other obstructions. With the exception of tables and chairs which may be cleared to provide open space, cabinets and other heavy furnishings in public spaces and along escape routes shall be secured in place to prevent shifting if the ship rolls or lists. Floor coverings shall also be secured in place. When the ship is underway, escape routes shall be kept clear of obstructions such as cleaning carts, bedding, luggage and boxes of goods.

- 1.4 Escape routes shall be provided from every normally occupied space on the ship to an assembly station. These escape routes shall be arranged so as to provide the most direct route possible to the assembly station, and shall be marked with symbols related to life-saving appliances and arrangements, adopted by IMO by Resolution A.760(18).
  - 1.5 Where enclosed spaces adjoin an open deck, openings from the enclosed space to the open deck shall, where practicable, be capable of being used as an emergency exit.
  - 1.6 Decks shall be sequentially numbered, starting with "1" at the tank top or lowest deck. These numbers shall be prominently displayed at stair landings and lift lobbies. Decks may also be named, but the deck number shall always be displayed with the name.
  - 1.7 Simple "mimic" plans showing the "you are here" position and escape routes marked by arrows, shall be prominently displayed on the inside of each cabin door and in public spaces. The plan shall show the directions of escape, and shall be properly oriented in relation to its position on the ship.
  - 1.8 Cabin and stateroom doors shall not require keys to unlock them from inside the room. Neither shall there be any doors along any designed escape route which require keys to unlock them when moving in the direction of escape.
2. **Requirements applicable to new class B, C and D ro-ro passenger ships and existing class B ro-ro passenger ships constructed on or after 1 July 1997**
    - 2.1 The lowest 0.5 m of bulkheads and other partitions forming vertical divisions along escape routes shall be able to sustain a load of 750 N/m to allow them to be used as walking surfaces from the side of the escape route with the ship at large angles of heel.
    - 2.2 The escape route from cabins to stairway enclosures shall be as direct as possible, with a minimum number of changes in direction. It shall not be necessary to cross from one side of the ship to the other to reach an escape route. It shall not be necessary to climb more than two decks up or down in order to reach an assembly station or open deck from any passenger space.
    - 2.3 External routes shall be provided from open decks, referred to in paragraph 2.2, to the survival craft embarkation stations.



**3. Requirements applicable to new class B, C and D ro-ro passenger ships constructed on or after 1 July 1999**

For new class B, C and D ro-ro passenger ships constructed on or after 1 July 1999, escape routes shall be evaluated by an evacuation analysis early in the design process. The analysis shall be used to identify and eliminate, as far as practicable, congestion which may develop during an abandonment, due to normal movement of passengers and crew along escape routes, including the possibility that crew may need to move along these routes in a direction opposite the movement of the passengers. In addition, the analysis shall be used to demonstrate that escape arrangements are sufficiently flexible to provide for the possibility that certain escape routes, assembly stations, embarkation stations or survival craft may not be available as a result of a casualty.

**7 Penetrations and openings in "A" and "B" class divisions (R 30, 31)**

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 All openings in "A" class divisions shall be provided with permanently attached means of closing which shall be as effective for resisting fires as the divisions in which they are fitted.
- .2 The construction of all doors and door frames in "A" class divisions, with the means of securing them when closed, shall provide resistance to fire as well as to the passage of smoke and flame, as far as practicable, equivalent to that of the bulkheads in which the doors are situated. Such doors and door frames shall be constructed of steel or other equivalent material. Watertight doors need not be insulated.
- .3 It shall be possible for each door to be opened and closed from each side of the bulkhead by one person only.
- .4 Fire doors in main vertical zone bulkheads and stairways enclosures shall satisfy the following requirements:
  - .1 The doors shall be self-closing and be capable of closing with an angle of up to 3.5° opposing closure, and shall have an approximately uniform rate of closure of no more than 40 s and no less than 10 s with the ship in the upright position.

**NEW CLASS B, C and D SHIPS :**

- .2 Remote-controlled sliding or power-operated doors shall be equipped with an alarm that sounds at least 5 s but no more than 10 s before the door begins to move and continue sounding until the door is completely closed. Doors designed to re-open upon contacting an object in its path shall re-open sufficiently to allow a clear passage of at least 0.75 m, but no more than 1 m.

- .3 All doors shall be capable of remote and automatic release from a continuously manned central control station, either simultaneously or in groups, and also individually from a position at both sides of the door. Indication must be provided at the fire control panel in the continuously manned central control station whether each of the remote-controlled doors are closed. The release mechanism shall be so designed that the door will automatically close in the event of disruption of the control system or central power supply. Release switches shall have an on-off function to prevent automatic resetting of the system. Hold-back hooks not subject to central control station release are prohibited.
- .4 Local power accumulators for power-operated doors shall be provided in the immediate vicinity of the doors to enable the doors to be operated at least ten times (fully opened and closed) using the local controls.
- .5 Double-leaf doors equipped with a latch necessary to their fire integrity shall have a latch that is automatically activated by the operation of the doors when released by the system.
- .6 Doors giving direct access to special category spaces which are power-operated and automatically closed need not be equipped with alarms and remote-release mechanisms required in .4.2 and .4.3.

**NEW CLASS B, C and D SHIPS :**

- .5 The requirements for "A" class integrity of the outer boundaries of a ship shall not apply to glass partitions, windows and sidescuttles, provided that there is no requirement for such boundaries to have "A" class integrity in regulation 10. Similarly, the requirements for "A" class integrity shall not apply to exterior doors in superstructures and deckhouses.
- .6 All "A" class doors located in stairways, public spaces and main vertical zone bulkheads in escape routes shall be equipped with a self-closing hose port of material, construction and fire resistance which is equivalent to the door into which it is fitted, and shall be a 150 mm square clear opening with the door closed and shall be inset into the lower edge of the door, opposite to the door hinges, or in the case of sliding doors, nearest the opening.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .7 Doors and door frames in "B" class divisions and means of securing them shall provide a method of closure which shall have resistance to fire equivalent to that of the divisions except that ventilation openings may be permitted in the lower portion of such doors. Where such opening is in or under a door the total net area of any such opening or openings shall not exceed 0.05 m<sup>2</sup>. When such opening is cut in a door it shall be fitted with a grill made of non-combustible material. Doors shall be non-combustible.
- .8 Cabin doors in "B"-class divisions shall be of a self closing type. Hold-backs are not permitted

**8 Protection of stairways and lifts in accommodation and service spaces (R 29)**

**NEW CLASS B, C and D SHIPS :**

- .1 All stairways shall be of steel frame construction and shall be within enclosures formed of "A" class divisions, with positive means of closure of all openings except that:
- .1 a stairway connecting only two decks need not be enclosed, provided the integrity of the deck is maintained by proper bulkheads or doors in one 'tween-deck space. When a stairway is closed in one 'tween-deck space, the stairway enclosure shall be protected in accordance with the tables for decks in regulations 4 and 5;
  - .2 stairways may be fitted in the open in a public space, provided they lie wholly within such public space.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .2 Stairway enclosures shall have direct access with the corridors and be of a sufficient area to prevent congestion, having in view the number of persons likely to use them in an emergency.

**NEW CLASS B, C and D SHIPS :** Within the perimeter of such stairway enclosures only public toilets, lockers of non-combustible material providing storage for safety equipment and open information counters are permitted.

Only public spaces, corridors, public toilets, special category spaces, other escape stairways required by regulation 6.1.5 and external areas are permitted to have direct access to these stairway enclosures.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .3 Lift trunks shall be so fitted as to prevent the passage of smoke and flame from one 'tween-deck to another and shall be provided with means of closing so as to permit the control of draught and smoke.

**9 Ventilation systems (R 32)**

- .1 Ships carrying more than 36 passengers

.1 **NEW CLASS B, C and D SHIPS :** The ventilation system shall, in addition to paragraph .1 of this regulation, also be in compliance with sub-paragraphs .2.2 to .2.6, .2.8 and .2.9 of this regulation.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .2 In general, the ventilation fans shall be so disposed that the ducts reaching the various spaces remain within the main vertical zone.
- .3 Where ventilation systems penetrate decks, precautions shall be taken, in addition to those relating to fire integrity of the deck required by regulation II-2/A/12.1, to reduce the likelihood of smoke and hot gases passing from one 'tween-deck space to another through the

system. In addition to insulation requirements contained in this regulation, vertical ducts shall, if necessary, be insulated as required by the appropriate tables in regulation 4.

- .4 Ventilation ducts shall be constructed of the following materials:
  - .1 ducts not less than 0.075 m<sup>2</sup> in sectional area and all vertical ducts serving more than a single 'tween-deck space shall be constructed of steel or other equivalent material;
  - .2 ducts less than 0.075 m<sup>2</sup> in sectional area other than vertical ducts referred to in sub-par. 1.4.1 above, shall be constructed of non-combustible materials. Where such ducts penetrate "A" or "B" class divisions due regard shall be given to ensuring the fire integrity of the division;
  - .3 short lengths of duct, not in general exceeding 0.02 m<sup>2</sup> in sectional area nor 2 m in length, need not be non-combustible provided that all of the following conditions are met:
    - .1 the duct is constructed of a material of low fire risk to the satisfaction of the Administration of the flag State;
    - .2 the duct is used only at the terminal end of the ventilation system, and
    - .3 the duct is not located closer than 600 mm measured along its length to a penetration of an "A" or "B" class division, including continuous "B" class ceilings.

**NEW CLASS B, C and D SHIPS :**

- .5 Stairway enclosures shall be ventilated and shall be served only by an independent fan and duct system which shall not serve any other spaces in the ventilation system.

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .6 All power ventilation, except machinery space and cargo space ventilation and any alternative system which may be required under sub-paragraph 9.2.6, shall be fitted with controls so grouped that all fans may be stopped from either of two separate positions which shall be situated as far apart as practicable. Controls provided for the power ventilation serving machinery spaces shall also be grouped so as to be operable from two positions, one of which shall be outside such spaces. Fans serving power ventilation systems to cargo spaces shall be capable of being stopped from a safe position outside such spaces.

**NEW CLASS B, C and D SHIPS :**

- .7 Where public spaces span three or more open decks and contain combustibles such as furniture and enclosed spaces such as shops, offices and restaurants, the space shall be equipped with a smoke extraction system. The smoke extraction system shall be activated by the required smoke detection system and be capable of manual control. The fans shall be sized such that the entire volume within the space can be exhausted in 10 minutes or less.
- .8 Ventilation ducts shall be provided with suitably located hatches for inspection and cleaning, where reasonable and practicable.

- .9 Exhaust ducts from galley ranges in which grease or fat is likely to accumulate shall meet requirements of sub-paragraphs 9.2.3.2.1 and 9.2.3.2.2 and shall be fitted with:
  - .1 a grease trap readily removable for cleaning unless an alternative approved grease removal system is fitted;
  - .2 a fire damper located in the lower end of the duct which is automatically and remotely operated, and in addition a remotely operated fire damper located in the upper end of the duct;
  - .3 a fixed means for extinguishing a fire within the duct;
  - .4 remote control arrangements for shutting off the exhaust fans and supply fans, for operating the fire dampers mentioned in .2 and for operating the fire-extinguishing system, which shall be placed in a position close to the entrance to the galley. Where a multi-branch system is installed, means shall be provided to close all branches exhausting through the same main duct before an extinguishing medium is released into the system; and
  - .5 suitably located hatches for inspection and cleaning.

**NEW CLASS B, C and D SHIPS :**

- .2 Ships carrying not more than 36 passengers
  - .1 Ventilation ducts shall be of non-combustible material. Short ducts, however, not generally exceeding 2 metres in length and with a cross-section not exceeding 0.02 m<sup>2</sup> need not be non-combustible, subject to the following conditions :
    - .1 these ducts shall be of a material which, in the opinion of the Administration of the flag State, has a low fire risk ;
    - .2 they may only be used at the end of the ventilation device;
    - .3 they shall not be situated less than 600 mm, measured along the duct, from an opening in an "A" or "B" class division, including continuous "B" class ceilings.
  - .2 Where the ventilation ducts with a free-sectional area exceeding 0.02 m<sup>2</sup> pass through class "A" bulkheads or decks, the openings shall be lined with a steel sheet sleeve unless the ducts passing through the bulkheads or decks are of steel in the vicinity of passage through the deck or bulkhead and the ducts and sleeves shall comply in this part with the following :
    - .1 The sleeves shall have a thickness of at least 3 mm and a length of at least 900 mm. When passing through bulkheads, this length shall be divided preferably into 450 mm on each side of the bulkhead. These ducts, or sleeves lining such ducts, shall be provided with fire insulation. The insulation shall have at least the same fire integrity as the bulkhead or deck through which the duct passes.
    - .2 Ducts with a free cross-sectional area exceeding 0.075 m<sup>2</sup> shall be fitted with fire dampers in addition to the requirements of sub-paragraph 9.2.2.1 above. The fire damper shall operate automatically but shall also be capable of being closed manually

from both sides of the bulkhead or deck. The damper shall be provided with an indicator which shows whether the damper is open or closed. Fire dampers are not required, however, where ducts pass through spaces surrounded by "A" class divisions, without serving those spaces, provided those ducts have the same fire integrity as the divisions which they pierce.

- .3 Ducts provided for the ventilation of machinery spaces, galleys, car deck spaces, ro-ro cargo spaces or special category spaces shall not pass through accommodation spaces, service spaces or control stations unless they comply with the conditions specified in sub-paragraphs 9.2.3.1.1 to 9.2.3.1.4 or 9.2.3.2.1 and 9.2.3.2.2 below :**

- .1.1 the ducts are constructed of steel having a thickness of at least 3 mm and 5 mm for ducts the widths or diameters of which are up to and including 300 mm and 760 mm and over respectively and, in the case of such ducts, the widths or diameters of which are between 300 mm and 760 mm having a thickness to be obtained by interpolation;**
- .1.2 the ducts are suitably supported and stiffened;**
- .1.3 the ducts are fitted with automatic fire dampers close to the boundaries penetrated; and**
- .1.4 the ducts are insulated to "A-60" standard from the machinery spaces, galleys, car deck spaces, ro-ro cargo spaces or special category spaces to a point at least 5 metres beyond each fire damper;**

or

- .2.1 the ducts are constructed of steel in accordance with paragraphs 9.2.3.1.1 and 9.2.3.1.2; and**
- .2.2 the ducts are insulated to "A-60" standard throughout the accommodation spaces, service spaces or control stations; except that penetrations of main zone divisions shall also comply with the requirements of sub-paragraph 9.2.8.**

- .4 Ducts provided for ventilation to accommodation spaces, service spaces or control stations shall not pass through machinery spaces, galleys, car deck spaces, ro-ro cargo spaces or special category spaces unless they comply with the conditions specified in sub-paragraphs 9.2.4.1.1 to 9.2.4.1.3 or 9.2.4.2.1 and 9.2.4.2.2 below :**

- .1.1 the ducts where they pass through a machinery space, galley, car deck space, ro-ro cargo space or special category space are constructed of steel in accordance with sub-paragraphs 9.2.3.1.1 and 9.2.3.1.2;**
- .1.2 automatic fire dampers are fitted close to the boundaries penetrated; and**
- .1.3 the integrity of the machinery space, galley, car deck space, ro-ro cargo space or special category space boundaries is maintained at the penetrations;**

or

- .2.1 the ducts where they pass through a machinery space, galley, car deck space, ro-ro cargo space or special category space are constructed of steel in accordance with sub-paragraphs 9.2.3.1.1 and 9.2.3.1.2; and
  - .2.2 the ducts are insulated to "A-60" standard throughout the machinery space, galley, car deck space, ro-ro cargo space or special category space;
- except that penetrations of main zone divisions shall also comply with the requirements of sub-paragraph 9.2.8.
- .5 Ventilation ducts with a free-sectional area exceeding 0.02 m<sup>2</sup> passing through class "B" bulkheads shall be lined with steel sheet sleeves of 900 mm in length divided preferably into 450 mm on each side of the bulkheads unless the duct is of steel for this length.
- .6 Such measures as are practicable shall be taken in respect of control stations outside machinery spaces in order to ensure that ventilation, visibility and freedom from smoke are maintained, so that in the event of fire the machinery and equipment contained therein may be supervised and continue to function effectively. Alternative and separate means of air supply shall be provided; air inlets of the two sources of supply shall be so disposed that the risk of both inlets drawing in smoke simultaneously is minimized. Such requirements need not apply to control stations situated on, and opening on to, an open deck, or where local closing arrangements would be equally effective.
- .7 Where they pass through accommodation spaces or spaces containing combustible materials, the exhaust ducts from galley ranges shall be constructed of "A" class divisions. Each exhaust duct shall be fitted with :
  - .1 a grease trap readily removable for cleaning;
  - .2 a fire damper located in the lower end of the duct;
  - .3 arrangements, operable from within the galley, for shutting off the exhaust fans; and
  - .4 fixed means for extinguishing a fire within the duct.
- .8 Where it is necessary that a ventilation duct passes through a main vertical zone division, a fail-safe automatic closing fire damper shall be fitted adjacent to the division. The damper shall also be capable of being manually closed from each side of the division. The operating position shall be readily accessible and be marked in red light-reflecting colour. The duct between the division and the damper shall be of steel or other equivalent material and, if necessary, insulated to comply with the requirements of regulation II-2/A/12.1. The damper shall be fitted on at least one side of the division with a visible indicator showing whether the damper is in the open position.
- .9 The main inlets and outlets of all ventilation systems shall be capable of being closed from outside the spaces being ventilated.

- .10 Power ventilation of accommodation spaces, service spaces, cargo spaces, control stations and machinery spaces shall be capable of being stopped from an easily accessible position outside the space being served. This position should not be readily cut off in the event of a fire in the spaces served. The means provided for stopping the power ventilation of the machinery spaces shall be entirely separate from the means provided for stopping ventilation of other spaces.

## **10 Windows and sidescuttles (R 33)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 All windows and sidescuttles in bulkheads within accommodation and service spaces and control stations other than those to which the provisions of regulation 7.5 apply, shall be so constructed as to preserve the integrity requirements of the type of bulkheads in which they are fitted.
- .2 Notwithstanding the requirements of the tables in regulations 4 and 5, all windows and sidescuttles in bulkheads separating accommodation and service spaces and control stations from weather shall be constructed with frames of steel or other suitable material. The glass shall be retained by a metal glazing bed or angle.
- .3 Windows facing life-saving appliances, embarkation and muster areas, external stairs and open decks used for escape routes, and windows situated below liferaft and escape slide embarkation areas shall have the fire integrity as required in the tables of regulation 4. Where automatic dedicated sprinkler heads are provided for windows, A-0 windows may be accepted as equivalent. Windows located in the ship's side below the lifeboat embarkation areas shall have the fire integrity at least equal to "A-0" class.

## **11 Restricted use of combustible material (R 34)**

### **NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

- .1 Except in cargo spaces, mail rooms, baggage rooms, or refrigerated compartments of service spaces, all linings, grounds, draughtstops, ceilings, and insulations shall be of non-combustible materials. Partial bulkheads or decks used to subdivide a space for utility or artistic treatment shall also be of non-combustible material.
- .2 Vapour barriers and adhesives used in conjunction with insulation, as well as insulation of pipe fittings, for cold service systems need not be non-combustible, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have qualities of resistance to the propagation of flame in accordance with the test procedure of IMO Resolution A.653(16).



- .3 The following surfaces shall have low flame-spread characteristics:
  - .1 exposed surfaces in corridors and stairway enclosures, and of bulkheads, wall and ceiling linings in all accommodation and service spaces and control stations;
  - .2 concealed or inaccessible spaces in accommodation, service spaces and control stations.
- .4 The total volume of combustible facings, mouldings, decorations and veneers in any accommodation and service space shall not exceed a volume equivalent to 2.5 mm veneer on the combined area of the walls and ceilings; In the case of ships fitted with an automatic sprinkler system complying with the provisions of regulation II-2/A/8, the above volume may include some combustible material used for erection of "C" class divisions.

**NEW CLASS B, C and D SHIPS :**

- .5 Veneers used on surfaces and linings covered by the requirements of paragraph 3 shall have a calorific value not exceeding 45 MJ/m<sup>2</sup> of the area for the thickness used.
- .6 Furniture in stairway enclosures shall be limited to seating. It shall be fixed, limited to six seats on each deck in each stairway enclosure, be of restricted fire risk, and shall not restrict the passenger escape route. The Administration of the Flag State may permit additional seating in the main reception area within a stairway enclosure if it is fixed, non-combustible and does not restrict the passenger escape route. Furniture shall not be permitted in passenger and crew corridors forming escape routes in cabin areas. In addition to the above, lockers of non-combustible material, providing storage for safety equipment required by regulations, may be permitted.
- .7 Paints, varnishes and other finishes used on exposed interior surfaces shall not be capable of producing excessive quantities of smoke and toxic products.
- .8 Primary deck coverings, if applied within accommodation and service spaces and control stations, shall be of approved material which will not readily ignite, in accordance with the fire test procedures of IMO resolution A.687(17) or give rise to toxic or explosive hazards at elevated temperatures.

**12 Details of construction (R 35)**

**NEW CLASS B, C and D + EXISTING CLASS B SHIPS :**

In accommodation and service spaces, control stations, corridors and stairways:

- .1 air spaces enclosed behind ceilings, panelling or linings shall be suitably divided by close-fitting draught stops not more than 14 m apart;
- .2 in the vertical direction, such enclosed air spaces, including those behind linings of stairways, trunks, etc. shall be closed at each deck.

**13 Fixed fire detection and fire alarm systems and automatic sprinkler, fire detection and fire alarm system (R 14) (R 36)**

**NEW CLASS B, C AND D SHIPS :**

- .1 In ships carrying not more than 36 passengers there shall be installed throughout each separate zone, whether vertical or horizontal, in all accommodation and service spaces and in control stations, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc., either :
- .1 a fixed fire detection and fire alarm system of an approved type and complying with the requirements of regulation II-2/A/9 and so installed and arranged as to detect the presence of fire in such spaces;
  - .2 an automatic sprinkler, fire detection and fire alarm system of an approved type complying with the requirements of regulation II-2/A/8 or with the IMO-guidelines for an approved equivalent sprinkler system as given in IMO-Resolution A.755(18) and so installed and arranged as to protect such spaces and, in addition, a fixed fire detection and fire alarm system of an approved type and complying with the requirements of regulation II-2/A/9 and so installed and arranged as to provide smoke detection in corridors, stairways and escape routes within accommodation spaces.
- .2 Ships carrying more than 36 passengers shall be equipped with an automatic sprinkler, fire detection and fire alarm system of an approved type complying with the requirements of Regulation II-2/A/8 or with the IMO-guidelines for an approved equivalent sprinkler system as given in IMO-Resolution A.755(18), in all service spaces, control stations and accommodation spaces, including corridors and stairways. Alternatively control stations where water may cause damage to essential equipment may be fitted with an approved fixed fire-extinguishing system of another type. A fixed fire detection and fire alarm system of an approved type, complying with the requirements of Regulation II-2/A/9 shall be installed, so installed and arranged as to provide smoke detection in service spaces, control stations and accommodation spaces, including corridors and stairways. Smoke detectors need not be fitted in private bathrooms and galleys. Spaces having little or no fire risk such as voids, public toilets and similar spaces need not be fitted with an automatic sprinkler system or fixed fire detection and alarm system.
- .3 In periodically unattended machinery spaces a fixed fire detection and fire alarm system of an approved type, in accordance with the relevant provisions of Regulation II-2/A/9, shall be installed. This fire detection system shall be so designed and the detectors so positioned as to detect rapidly the onset of fire in any part of those spaces and under any normal conditions of operation of the machinery and variations of ventilation as required by the possible range of ambient

temperatures. Except in spaces of restricted height and where their use is specially appropriate, detection systems using only thermal detectors shall not be permitted. The detection system shall initiate audible and visual alarms distinct in both respects from the alarms of any other system not indicating fire, in sufficient places to ensure that the alarms are heard and observed on the navigating bridge and by a responsible engineer officer. When the navigating bridge is unmanned the alarm shall sound in a place where a responsible member of the crew is on duty. After installation the system shall be tested under varying conditions of engine operation and ventilation.

#### **14 Protection of special category spaces (R 37)**

##### **.1 Provisions applicable to special category spaces whether above or below the bulkhead deck**

###### **NEW CLASS B, C AND D SHIPS :**

###### **.1 General**

- .1** The basic principle underlying the provisions of this regulation is that as normal main vertical zoning may not be practicable in special category spaces, equivalent protection must be obtained in such spaces on the basis of a horizontal zone concept and by the provision of an efficient fixed fire-extinguishing system. Under this concept a horizontal zone for the purpose of this regulation may include special category spaces on more than one deck provided that the total overall clear height for vehicles does not exceed 10 m.
- .2** The requirements of regulations II-2/A/12, II-2/B/7 and II-2/B/9 for maintaining the integrity of vertical zones shall be applied equally to decks and bulkheads forming the boundaries separating horizontal zones from each other and from the remainder of the ship.

###### **.2 Structural protection**

- .1** In ships carrying more than 36 passengers the boundary bulkheads and decks of special category spaces shall be insulated to A-60 class standard. However where an open deck space (as defined in regulation 4.2.2(5)), a sanitary or similar space (as defined in regulation 4.2.2(9)) or a tank, void or auxiliary machinery space having little or no fire risk (as defined in regulation 4.2.2(10)), is on one side of the division the standard may be reduced to A-0.
- .2** In ships carrying not more than 36 passengers the boundary bulkheads of special category spaces shall be insulated as required for category (11) spaces in table 4.1 of regulation 4 and the horizontal boundaries as required for category (11) in table 4.2 of regulation 4.

- .3 Indicators shall be provided on the navigating bridge which shall indicate when any fire door leading to or from the special category spaces is closed.
- .3 Fixed fire-extinguishing system
 

Each special category space shall be fitted with an approved fixed pressure water-spraying system for manual operation which shall protect all parts of any deck and vehicle platform in such space, provided that the Administration of the flag State may permit the use of any other fixed fire-extinguishing system that has been shown by full-scale test in conditions simulating a flowing petrol fire in a special category space to be not less effective in controlling fires likely to occur in such a space. Such fixed pressure water-spraying system or other equivalent fire-extinguishing system shall comply with the provisions of IMO resolution A.123 (V).
- .4 Patrols and detection
  - .1 An efficient patrol system shall be maintained in special category spaces. In any such space in which the patrol is not maintained by a continuous fire watch at all times during the voyage there shall be provided a fixed fire detection and fire alarm system of an approved type complying with the requirements of regulation II-2/A/9. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The spacing and location of detectors shall be determined taking into account the effects of ventilation and other relevant factors.
  - .2 Manually operated call points shall be provided as necessary throughout the special category spaces and one shall be placed close to each exit from such spaces.

**NEW CLASS B, C AND D + EXISTING CLASS B SHIPS :**

- .5 Fire-extinguishing equipment
 

There shall be provided in each special category space:

  - .1 at least three water fog applicators;
  - .2 one portable foam applicator unit complying with the provisions of regulation II-2/A/6.2, provided that at least two such units are available in the ship for use in such spaces; and
  - .3 at least one portable extinguisher located at each access to such spaces.

**NEW CLASS B, C AND D SHIPS :**

- .6 Ventilation system
  - .1 There shall be provided an effective power ventilation system for the special category spaces sufficient to give at least 10 air changes per hour. The system for such spaces shall be entirely separated from other ventilation systems and shall be operating at all times when vehicles are in such spaces. The number of air changes shall be increased at least to 20 during loading and unloading of vehicles.

Ventilation ducts serving special category spaces capable of being effectively sealed shall be separated for each such space. The system shall be capable of being controlled from a position outside such spaces.

- .2 The ventilation shall be such as to prevent air stratification and the formation of air pockets.
- .3 Means shall be provided to indicate on the navigating bridge any loss or reduction of the required ventilating capacity.
- .4 Arrangements shall be provided to permit a rapid shutdown and effective closure of the ventilation system in case of fire, taking into account the weather and sea conditions.
- .5 Ventilation ducts, including dampers, shall be made of steel and their arrangement shall be to the satisfaction of the Administration of the flag State.

#### NEW CLASS B, C AND D SHIPS :

##### **.2 Additional provisions applicable only to special category spaces above the bulkhead deck**

###### **.1.1 Scuppers**

In view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks consequent on the operation of the fixed pressure water-spraying system, scuppers shall be fitted so as to ensure that such water is rapidly discharged directly overboard.

#### NEW CLASS B, C AND D AND EXISTING CLASS B RO-RO PASSENGER SHIPS :

##### **.1.2 Discharges**

.1.2.1 Discharge valves for scuppers, fitted with positive means of closing operable from a position above the bulkhead deck in accordance with the requirements of the International Convention on Load Lines in force, shall be kept open while the ships are at sea.

.1.2.2 Any operation of the valves referred to in sub-paragraph .1.2.1 shall be recorded in the log-book.

#### NEW CLASS B, C AND D SHIPS :

##### **.2 Precautions against ignition of flammable vapours**

- .1 On any deck or platform, if fitted, on which vehicles are carried and on which explosive vapours might be expected to accumulate, except platforms with openings of sufficient size permitting penetration of petrol gases downwards, equipment which may constitute a source of ignition of flammable vapours and, in particular, electrical equipment and wiring, shall be installed at least 450 mm above the deck or platform. Electrical equipment installed at more than 450 mm above the deck or platform shall be of a type so enclosed and protected as to

prevent the escape of sparks. However, if the installation of electrical equipment and wiring at less than 450 mm above the deck or platform is necessary for the safe operation of the ship, such electrical equipment and wiring may be installed provided that it is of a certified safe type approved for use in an explosive petrol and air mixture.

- .2 Electrical equipment and wiring, if installed in an exhaust ventilation duct, shall be of a type approved for use in explosive petrol and air mixtures and the outlet from any exhaust duct shall be sited in a safe position, having regard to other possible sources of ignition.

### **NEW CLASS B, C AND D SHIPS :**

#### **.3 Additional provisions applicable only to special category spaces below the bulkhead deck**

##### **.1 Bilge pumping and drainage**

In view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or tank top consequent on the operation of the fixed pressure water-spraying system, the Administration of the Flag State may require pumping and drainage facilities to be provided additional to the requirements of regulation II-1/C/3 .

##### **.2 Precautions against ignition of flammable vapours**

- .1 Electrical equipment and wiring, if fitted, shall be of a type suitable for use in explosive petrol and air mixtures. Other equipment which may constitute a source of ignition of flammable vapours shall not be permitted.
- .2 Electrical equipment and wiring, if installed in an exhaust ventilation duct, shall be of a type approved for use in explosive petrol and air mixtures and the outlet from any exhaust duct shall be sited in a safe position, having regard to other possible sources of ignition.

### **15 Fire patrols, detection, alarms and public address systems (R 40)**

#### **NEW CLASS B, C AND D SHIPS :**

- .1 Manually operated call points complying with the requirements of regulation II-2/A/9 shall be installed.
- .2 All ships shall at all times when at sea, or in port (except when out of service), be so manned or equipped as to ensure that any initial fire alarm is immediately received by a responsible member of the crew.
- .3 A special alarm, operated from the navigating bridge or fire control station, shall be fitted to summon the crew. This alarm may be part of the ship's general alarm system but it shall be capable of being sounded independently of the alarm to the passenger spaces.

- .4 A public address system or other effective means of communication shall be available throughout the accommodation and service spaces and control stations and open decks.
- .5 **NEW CLASS B, C AND D + EXISTING CLASS B SHIPS :**  
For ships carrying more than 36 passengers an efficient patrol system shall be maintained so that an outbreak of fire may be promptly detected. Each member of the fire patrol shall be trained to be familiar with the arrangements of the ship as well as the location and operation of any equipment he or she may be called upon to use. Each member of the fire patrol shall be provided with a two-way portable radio telephone apparatus.

**NEW CLASS B, C AND D SHIPS :**

- .6 Ships carrying more than 36 passengers shall have the detection alarms for the systems required by regulation 13.2 centralized in a continuously manned central control station. In addition, controls for remote closing of the fire doors and shutting down the ventilation fans, shall be centralized in the same location. The ventilation fans shall be capable of reactivation by the crew at the continuously manned control station. The control panel in the central control station shall be capable of indicating open or closed positions of fire doors, closed or off status of the detectors, alarms and fans. The control panel shall be continuously powered and should have an automatic change-over to standby power supply in case of loss of normal power supply. The control panel shall be powered from the main source of electrical power and the emergency source of electrical power defined by regulation II-1/D/3 unless other arrangements are permitted by the regulations, as applicable.
- .7 The control panel shall be designed on the fail-safe principle, e.g. an open detector circuit shall cause an alarm condition.

**16 Upgrading of existing CLASS B ships carrying more than 36 passengers (R 41-1)**

In addition to the requirements for existing CLASS B ships in this Chapter II-2, existing CLASS B ships carrying more than 36 passengers shall comply with the following requirements :

- .1 not later than 1 October 1997:
  - .1 All accommodation and service spaces, stairway enclosures and corridors shall be equipped with a smoke detection and alarm system of an approved type, and complying with the requirements of regulation II-2/A/9. Such system need not be fitted in private bathrooms, and spaces having little or no fire risk such as voids and similar spaces. Detectors operated by heat instead of smoke shall be installed in galleys.
  - .2 Smoke detectors connected to the fire detection and alarm system shall also be fitted above ceilings in stairways and corridors in the areas where ceilings are of combustible construction.
  - .3.1 Hinged fire doors in stairway enclosures, main vertical zone bulkheads and galley boundaries which are normally kept open shall be self-closing and be capable of release from a central control station and from a position at the door
  - .3.2 A panel shall be placed in a continuously manned central control station to indicate whether the fire doors in stairway enclosures, main vertical zone bulkheads and galley boundaries are closed.
  - .3.3 Exhaust ducts from galley ranges in which grease or fat is likely to accumulate and which pass through accommodation spaces or spaces containing combustible materials shall be constructed of "A" class divisions. Each galley range exhaust duct shall be fitted with:
    - .1 a grease trap readily removable for cleaning unless an alternative grease removal process is fitted;
    - .2 a fire damper located in the lower end of the duct;
    - .3 arrangements operable from within the galley for shutting off the exhaust fans ;
    - .4 fixed means for extinguishing a fire within the duct; and
    - .5 suitably located hatches for inspection and cleaning.
  - .3.4 Only public toilets, lifts, lockers of non-combustible materials providing storage for safety equipment and open information counters may be located within the stairway enclosure boundaries. Other existing spaces within the stairway enclosure :
    - .1 shall be emptied, permanently closed and disconnected from the electrical system; or
    - .2 shall be separated from the stairway enclosure by the provision of "A" class divisions in accordance with regulation 5. Such spaces may have direct access to stairway enclosures by the



provision of "A" class doors in accordance with regulation 5, and subject to a sprinkler system being provided in these spaces. However, cabins shall not directly open into the stairway enclosure.

- .3.5 Spaces other than public spaces, corridors, public toilets, special category spaces, other stairways required by regulation 6.1.5, open deck spaces and spaces covered by § .3.4.2 above are not permitted to have direct access to stairway enclosures.
- .3.6 Existing back offices for information counters which open directly into the stairway enclosure may be retained, provided that they are protected by smoke detectors and that back offices for information counters contain only furniture of restricted fire risk.
- .3.7 In addition to the emergency lighting required by regulations II-1/D/3 and III/5.3, the means of escape including stairways and exits shall be marked, at all points of the escape route including angles and intersections, by lighting or photoluminescent strip indicators placed not more than 0.3 m above the deck . The marking must enable passengers to identify all the routes of escape and readily identify the escape exits. If electric illumination is used, it shall be supplied by the emergency source of power and it shall be so arranged that the failure of any single light or cut in a lighting strip, will not result in the marking being ineffective. Additionally, all escape route signs and fire equipment location markings shall be of photoluminescent material or marked by lighting. The Administration of the Flag State shall ensure that such lighting or photoluminescent equipment have been evaluated, tested and applied in accordance with the guidelines as given in IMO-Resolution A.752(18).
- .3.8 A general emergency alarm system shall be provided. The alarm shall be audible throughout all the accommodation and normal crew working spaces and open decks, and its sound pressure level shall comply with the standards of the Code on Alarms and Indicators adopted by IMO by resolution A.686(17).
- .3.9 A public address system or other effective means of communication shall be available throughout the accommodation, public and service spaces, control stations and open decks.
- .3.10 Furniture in stairway enclosures shall be limited to seating. It shall be fixed, limited to six seats on each deck in each stairway enclosure, be of restricted fire risk, and shall not restrict the passenger escape route. The Administration of the Flag State may permit additional seating in the main reception area within a stairway enclosure, if it is fixed, non-combustible, and does not restrict the passenger escape route. Furniture shall not be permitted in passenger and crew corridors forming escape routes in cabin areas. In addition to the above, lockers of non-combustible material, providing storage for safety equipment required by regulations, may be permitted.

**.2 not later than 1 October 2000 :**

- .1 All stairways in accommodation and service spaces shall be of steel frame construction except where the Administration of the flag State sanctions the use of other equivalent material, and shall be within enclosures formed of "A" class divisions, with positive means of closure at all openings, except that :**
  - .1 a stairway connecting only two decks need not be enclosed, provided the integrity of the deck is maintained by proper bulkheads or doors in one 'tween-deck space. When a stairway is closed in one 'tween-deck space, the stairway enclosure shall be protected in accordance with the tables for decks in regulation 5;**
  - .2 stairways may be fitted in the open in a public space, provided they lie wholly within such public space.**
- .2 Machinery spaces shall be fitted with a fixed fire-extinguishing system complying with the requirements of regulation II-2/A/6 .**
- .3 Ventilation ducts passing through divisions between main vertical zones shall be equipped with a fail-safe automatic closing fire damper which shall also be capable of being manually closed from each side of the division. In addition, fail-safe automatic closing fire dampers with manual operation from within the enclosure shall be fitted to all ventilation ducts serving both accommodation and service spaces and stairway enclosures where they pierce such enclosures. Ventilation ducts passing through a main fire zone division without serving spaces on both sides or passing through a stairway enclosure without serving that enclosure need not be fitted with dampers provided that the ducts are constructed and insulated to A-60 standard and have no openings within the stairway enclosure or in the trunk on the side which is not directly served.**
- .4 Special category spaces shall comply with the requirements of regulation II-2/B/14 .**
- .5 All fire doors in stairway enclosures, main vertical zone bulkheads and galley boundaries which are normally kept open shall be capable of release from a central control station and from a position at the door.**

**.3 not later than 1 October 2005 or 15 years after the date of construction of the ship , whichever is the later :**

- .1 accommodation and service spaces, stairway enclosures and corridors shall be fitted with an automatic sprinkler, fire detection and fire alarm system complying with the requirements of regulation II-2/A/8 or with the IMO-guidelines for an approved equivalent sprinkler system as given in IMO-Resolution A.755(18).**

**CHAPTER III**  
**LIFE SAVING APPLIANCES**

**1 Definitions (R 3)**

**NEW AND EXISTING CLASS B, C AND D SHIPS :**

For the purpose of this chapter, unless expressly provided otherwise, the definitions of SOLAS regulation III/3 shall apply as well following additional definitions :

- .1 Lightest sea-going condition** is the loading condition with the ship on even keel, without cargo, with 10% stores and fuel remaining and with the full number of passengers and crew and their luggage.
  - .2 Marine Evacuation System (MES)** is an appliance designed to rapidly transfer large number of persons from an embarkation station by means of a passage to a floating platform for subsequent embarkation into waiting survival craft or directly into associated survival craft.
  - .3 Ro-Ro passenger ship** means a passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/A/2.
- 2 Communication, survival craft and rescue boats, personal life-saving appliances ( R 6 + 7 + 17 + 20 + 21)**

**NEW AND EXISTING CLASS B, C AND D SHIPS :**

Every ship shall carry at least the radio life-saving appliances, personal life-saving appliances, survival craft and rescue boats, distress flares, line-throwing appliances specified in the following table and relative notes, on the basis of the ship's CLASS. All above appliances, including their launching appliances where applicable, shall comply with the regulations of Chapter III of the annex to the SOLAS 1974 Convention, as amended, unless expressly provided otherwise in the following paragraphs.

SHIP'S CLASS :	B		C		D	
	>250	≤250	>250	≤250	>250	≤250
Number of passengers (N) :	>250	≤250	>250	≤250	>250	≤250
Survival craft <sup>1,3,4,5</sup>	1.10 N	1.10 N	1.00 N	1.00 N	0.70 N	0.70 N
additional liferafts <sup>2,3,4,5</sup>	-	-	0.10 N	0.10 N	0.40 N	0.40 N
Rescue boats <sup>6</sup>	1	1	1	1	1	1
Lifebuys <sup>7</sup>	8	8	8	4	8	4
Lifejackets <sup>a</sup>	1.05 N	1.05 N	1.05 N	1.05 N	1.05 N	1.05 N
Child lifejackets	0.10 N	0.10 N	0.10 N	0.10 N	0.10 N	0.10 N
Distress flares <sup>8</sup>	12	12	12	12	6	6
Line-throwing appliances	1	1	1	1	-	-
Radar transponders	1	1	1	1	-	-
Two-way VHF radiotelephone apparatus	3	3	3	3	3	2

**NOTES:**

- Survival craft may be either lifeboats complying with SOLAS regulation III/42,43 or 44 or liferafts complying with the requirements of SOLAS Regulation III/38 and of either SOLAS regulation III/39 or III/40. In addition, liferafts on ro-ro passenger ships have also to comply with the requirements of regulation III/5-1.  
As an alternative to liferafts complying with the requirements of SOLAS regulations III/39 or III/40, the use of open reversible inflatable liferafts may be permitted if the Administration of the flag State considers this appropriate in view of the sheltered nature of the voyages and the favourable climatic conditions of the area of operation, and provided that such liferafts entirely comply with the requirements of Annex 10 of the High Speed Craft Code.
- An additional liferaft is a liferaft complying with SOLAS regulation III/38 and with SOLAS regulation III/39 or III/40, except that it has not to meet the requirements of :
  - SOLAS regulation III/38.5.1 on equipment; and
  - SOLAS regulation III/39.7.3.4. and III/39.7.3.5 or SOLAS regulation III/40.7.6 and III/40.7.7 on the marking of the containers.

When justified by the sheltered nature of the voyages and the favourable climatic conditions of the area of operation, the additional liferafts have not to comply with the requirements of SOLAS regulation III/39.2.2.1 and III/39.2.2.2 on the insulation against cold of the floor of the liferaft, or may be, as an alternative to liferafts complying with the requirements of SOLAS regulations III/39 or III/40, open reversible inflatable liferafts, provided that such liferafts entirely comply with the requirements of Annex 10 of the High Speed Craft Code.  
Additional liferafts on ro-ro passenger ships have to comply with the requirements of regulation III/5-1.
- Survival craft shall, as far as practicable, be equally distributed on each side of the ship.

4. The total number of survival craft shall be in accordance with the percentage mentioned in the table above and the aggregate capacity of a combination of survival craft and additional liferafts shall be 110% of the total number of persons (N) the ship is certified to carry. Sufficient survival craft has to be carried in order to ensure that in the event of any one survival craft being lost or rendered unserviceable, the remaining survival craft can accommodate the total number of persons the ship is certified to carry.
5. The number of lifeboats and/or rescue boats, shall be sufficient to ensure that in providing for abandonment by the total number of persons the ship is certified to carry, no more than nine liferafts need to be marshalled by each lifeboat or rescueboat.
6. Rescue boats shall be served by their own launching appliances capable of launching and recovery.  
If a rescue boat complies with the requirements of SOLAS regulation III/47 it may be included in the capacity of the survival craft specified in the table above.  
At least one of the rescue boats on ro-ro passenger ships shall be a fast rescue boat complying with the requirements of regulation III/5-1.  
Ships with a length of less than 24 meters may be exempted by the Administration of the flag State from carrying a rescueboat, provided the ship meets all of the following requirements :
  - a) the ship is arranged to allow a helpless person to be recovered from the water;
  - b) recovery of the helpless person can be observed from the navigating bridge; and
  - c) the ship is sufficiently manoeuvrable to close and recover persons in the worst intended conditions.
7. At least one lifebuoy on each side shall be equipped with a buoyant lifeline equal in length to not less than twice the height at which it is stowed above the waterline in the lightest seagoing condition or 30 metres, whichever is the greater.  
Two lifebuoys shall be equipped with a self-activating smokesignal and a self-activating light; they shall be capable of quick release from the navigation bridge. The remainder of the lifebuoys shall be equipped with self-igniting lights, in compliance with the provisions of SOLAS regulation III/31.2.
8. Distress flares shall be stowed on or near the navigation bridge.
9. Lifejackets on board ro-ro passenger ships shall comply with the requirements of regulation III/5-1.

- 3 Emergency alarm, operating instructions, training manual, training manual, muster lists and emergency instructions ( R 6 + 8 + 9 +18 + 19)**

**NEW AND EXISTING CLASS B, C AND D SHIPS :**

**Every ship shall be provided with:**

- .1 A general emergency alarm system: (R 6.4.2)**  
complying with the requirements of SOLAS regulation III/50 and suitable for summoning passengers and crews to muster stations and to initiate the actions included in the muster list.

In all ships carrying more than 36 passengers the emergency alarm system shall be supplemented by a public address system that can be used from the bridge. The system shall be of a such nature and so arranged and located that messages read out over the system are readily audible for persons whose hearing is normal, in all places where persons are likely to stay when the main engine is in operation.

- .2 A public address system : (R 6.5)**

**.2.1** In addition to the requirements of regulation II-2/B/15.4 and of paragraph .1, all passenger ships carrying more than 36 passengers shall be fitted with a public address system. With respect to existing ships the requirements of paragraphs .2.2, .2.3 and .2.5, subject to the provisions of paragraph .2.6, shall apply not later than the date of the first periodical survey after the date referred to in § 1 of article 13 of this Directive.

**.2.2** The public address system shall be one complete system consisting of a loudspeaker installation enabling the simultaneous broadcast of messages to all spaces where crew members or passengers, or both, are normally present, and to assembly stations. It shall allow for the broadcast of messages from the navigation bridge and such other places on board the ship as the Administration of the flag State deems necessary.

**.2.3** The public address system shall be protected against unauthorized use and be clearly audible above the ambient noise in all spaces, prescribed by paragraph .2.2, and shall be provided with an override function controlled from one location on the navigation bridge and such other places on board as the Administration of the flag State deems necessary, so that all emergency messages will be broadcast if any loudspeaker in the spaces concerned has been switched off, its volume has been turned down or the public address system is used for other purposes.

**.2.4 NEW CLASS B, C AND D SHIPS :**

- .1 The public address system shall have at least two loops which shall be sufficiently separated throughout their length and have two separate and independent amplifiers; and
  - .2 the public address system and its performance standards shall be approved by the Administration of the flag State having regard to the recommendations adopted by the International Maritime Organization.
- .2.5 The public address system shall be connected to the emergency source of electrical power.**
- .2.6 Existing ships which are already fitted with the public address system approved by the Administration of the flag State which comply substantially with those required by paragraph .2.2, .2.3 and .2.5 are not required to change their system.**

**.3 Muster list and emergency instructions (R 8)**

Clear instructions to be followed in the event of an emergency shall be provided for every person on board, in accordance with IMO Resolution A.691(17)

Muster lists complying with the requirements of SOLAS regulation III/53 shall be exhibited in conspicuous places throughout the ship including the navigating bridge, engine room and crew accommodation spaces.

Illustrations and instructions in appropriate languages shall be posted in passenger cabins and be conspicuously displayed at muster stations and other passenger spaces to inform passengers of :

- (i) their muster station;
- (ii) the essential actions they must take in an emergency;
- (iii) the method of donning lifejackets.

The person, who in accordance to SOLAS regulation IV/16, is designated to have primary responsibility for radiocommunications during distress situations, shall have no other duties assigned in such situations. The above shall be reflected in the muster list and the emergency instructions.

**.4 Operating instructions: (R 9)**

Posters or signs shall be provided on or in the vicinity of survival craft and their launching controls and shall:

- (i) illustrate the purpose of controls and the procedures for operating the appliance and give relevant instructions or warnings;
- (ii) be easily seen under emergency lighting conditions;
- (iii) use symbols in accordance with IMO Resolution A.760(18).

**.5 A training manual (R 18.2)**

A training manual complying with the requirements of SOLAS regulation III/51 shall be provided in each crew messroom and recreation room or in each crew cabin

**.6 Instruction for maintenance (R 19.3)**

Instructions for on-board maintenance of life-saving appliances or a shipboard planned maintenance programs which includes the maintenance of life-saving appliances, shall be provided on board and maintenance shall be carried out accordingly. The instructions shall be in compliance with the requirements of SOLAS Regulation III/52.

**4 Manning of survival craft and supervision (R 10)**

**NEW AND EXISTING CLASS B, C AND D SHIPS :**

- .1 There shall be a sufficient number of trained persons on board for mustering and assisting untrained persons.
- .2 There shall be a sufficient number of crew members on board for operating the survival craft and launching arrangements required for abandonment of the total number of persons on board.
- .3 An officer or certified person shall be placed in charge of each survival craft to be used. However, a crew member practised in the handling and operation of liferafts, may be placed in charge of each liferaft or group of liferafts. Every rescue boat and motorized survival craft shall have a person assigned who is capable of operating the engine and carrying out minor adjustments.
- .4 The master shall ensure the equitable distribution of persons referred to in paragraphs .1, .2 and .3 among the ship's survival craft.

**5 Survival craft muster and embarkation arrangements (R 11 + 22 + 24)**

**NEW AND EXISTING CLASS B, C AND D SHIPS :**

- .1 Survival craft for which approved launching appliances are required shall be stowed as close to accommodation and service spaces as possible.
- .2 Muster stations shall be provided close to the embarkation stations and shall be readily accessible from accommodation and work areas and have ample room for marshalling and instruction of the passengers.
- .3 Muster and embarkation stations, alleyways, stairways and exits giving access to the muster and embarkation stations shall be adequately illuminated.  
Such lighting shall be capable of being supplied by the emergency source of electrical power required by regulations II-1/D/3 and II-1/D/4 .



4. Lifeboats shall be capable of being boarded either directly from the stowed position or from an embarkation deck, but not both.
5. Davit-launched liferaft shall be capable of being boarded from a position immediately adjacent to the stowed position or from a position the liferaft is transferred to prior to launching.
6. Where necessary means shall be provided for bringing the davit-launched survival craft against the ship's side and holding them alongside so that persons can safely embark.

**NEW CLASS B, C AND D SHIPS :**

7. If a survival craft launching arrangement does not allow embarkation into the survival craft before it is on the water and the height from the embarkation station to the water is more than 1.5 m above the waterline in the lightest seagoing condition, a type of MES (Marine Evacuation System) shall be installed.
8. There shall be at least one embarkation ladder, complying with the requirements of SOLAS regulation III/48.7 on each side of the ship; the Administration of the flag State may exempt a ship from this requirement provided that, in all undamaged and prescribed damage conditions of trim and heel, the freeboard between the intended embarkation position and the waterline is not more than 1.5 metres.

**5-1 Requirements for ro-ro passenger ships (R 24-1)**

**NEW AND EXISTING CLASS B, C AND D RO-RO SHIPS :**

- .1 Existing ro-ro passenger ships shall comply with the requirements of paragraph .5 not later than the date of the first periodical survey after the date referred to in § 1 of article 13 of this Directive and with paragraphs .2, .3 and .4 not later than the date of the first periodical survey after 1 July 2000.
- .2 **Liferafts**
  - .1 The ro-ro passenger ship's liferafts shall be served by marine evacuation systems complying with SOLAS regulation III/48.5 or launching appliances complying with SOLAS regulation III/48.6, equally distributed on each side of the ship.
  - .2 Every liferaft on ro-ro passenger ships shall be provided with float free stowage arrangements complying with the requirements of SOLAS regulation III/23.
  - .3 Every liferaft on ro-ro passenger ships shall be of a type fitted with a boarding ramp complying with the requirements of SOLAS regulation III/39.4.1 or SOLAS regulation III/40.4.1, as appropriate.
  - .4 Every liferaft on ro-ro passenger ships shall either be automatically self-righting or be a canopied reversible liferaft which is stable in a sea-way and is capable of operating safely whichever way up it

is floating. Open reversible liferafts may be permitted if the Administration of the flag State considers this appropriate in view of the sheltered nature of the voyage and the favourable climatic conditions of the area and period of operation, and provided that such liferafts entirely comply with the requirements of Annex 10 of the High Speed Craft Code.

Alternatively, the ship shall carry automatically self-righting liferafts or canopied reversible liferafts in addition to its normal complement of liferafts, of such aggregate capacity as will accommodate at least 50 % of the persons not accommodated in lifeboats. This additional liferaft capacity shall be determined on the basis of the difference between the total number of persons on board and the number of persons accommodated in lifeboats. Every such liferaft shall be approved by the Administration of the flag State having regard to the recommendations adopted by the International Maritime Organization.

### **.3 Fast rescue boats**

- .1** At least one of the rescue boats on a ro-ro passenger ship shall be a fast rescue boat approved by the Administration of the flag State having regard to the recommendations adopted by the International Maritime Organization by Resolution A.656(16) , as amended.
- .2** Each fast rescue boat shall be served by a suitable launching appliance approved by the Administration of the flag State. When approving such appliances, the Administration of the flag State shall take into account that the fast rescue boat is intended to be launched and retrieved even under severe adverse weather conditions, and also have regard to the recommendations adopted by the International Maritime Organization.
- .3** At least two crews of each fast rescue boat shall be trained and drilled regularly having regard to section A-VI/2, table A-VI/2-2 "Specification of the minimum standard of competence in fast rescue boats" of the Seafarers Training, Certification and Watchkeeping (STCW) Code and the recommendations adopted by the International Maritime Organization by Resolution A.771(18), as amended. The training and drills shall include all aspects of rescue, handling, manoeuvring, operating these craft in various conditions, and righting them after capsizes.
- .4** In the case where the arrangement or size of an existing ro-ro passenger ship is such as to prevent the installation of the fast rescue boat required by paragraph .3.1, the fast rescue boat may be installed in place of an existing lifeboat which is accepted as a rescue boat or boat for use in an emergency, provided that all of the following conditions are met :
  - .1** the fast rescue boat installed is served by a launching appliance complying with the provisions of paragraph .3.2;

- .2 the capacity of the survival craft lost by the above substitution is compensated by the installation of liferafts capable of carrying at least an equal number of persons served by the lifeboat replaced; and
- .3 such liferafts are served by the existing launching appliances or marine evacuation systems.

**.4 Means of rescue**

- .1 Each ro-ro passenger ship shall be equipped with efficient means for rapidly recovering survivors from the water and transferring survivors from rescue units or survival craft to the ship.
- .2 The means of transfer of survivors to the ship may be part of a marine evacuation system, or may be part of a system designed for rescue purposes.
- .3 If the slide of a marine evacuation system is intended to provide the means of transfer of survivors to the deck of the ship, the slide shall be equipped with handlines or ladders to aid in climbing up the slide.

**.5 Lifejackets**

- .1 Notwithstanding the requirements of SOLAS regulations III/7.2 and III/21.2, a sufficient number of lifejackets shall be stowed in the vicinity of the assembly stations so that passengers do not have to return to their cabins to collect their lifejackets.
- .2 In ro-ro passenger ships, each lifejacket shall be fitted with a light complying with the requirements of SOLAS regulation III/32.3

**5-2 Helicopter landing and pick-up areas (R 24-3)**

**NEW AND EXISTING CLASS B, C AND D SHIPS :**

- .1 Existing ro-ro passenger ships shall comply with the requirements of paragraph .2 of this regulation not later than the date of the first periodical survey after the date referred to in §1 of article 13 of this Directive.
- .2 Ro-ro passenger ships shall be provided with a helicopter pick-up area approved by the Administration of the flag State having regard to the recommendations adopted by the International Maritime Organization in Resolution A.229(VII), as amended.
- .3 New class B, C and D ships of 130 m and upwards in length shall be fitted with a helicopter landing area approved by the Administration of the flag State having regard to the recommendations adopted by the International Maritime Organization.

### **5-3 Decision support system for masters**

#### **NEW AND EXISTING CLASS B, C AND D SHIPS :**

- .1 Existing ships shall comply with the requirements of this regulation not later than the date of the first periodical survey after 1 July 1999.
- .2 In all ships, a decision support system for emergency management shall be provided on the navigation bridge.
- .3 The system shall, as a minimum, consist of a printed emergency plan or plans. All foreseeable emergency situations shall be identified in the emergency plan or plans, including but not limited to, the following main groups of emergencies :
  - .1 fire;
  - .2 damage to ship;
  - .3 pollution;
  - .4 unlawful acts threatening the safety of the ship and the security of its passengers and crew;
  - .5 personnel accidents; and
  - .6 cargo-related accidents;
  - .7 emergency assistance to other ships.
- .4 The emergency procedures established in the emergency plan or plans shall provide decision support to masters for handling any combination of emergency situations.
- .5 The emergency plan or plans shall have a uniform structure and be easy to use. Where applicable, the actual loading condition as calculated for the ship's voyage stability shall be used for damage control purposes.
- .6 In addition to the printed emergency plan or plans the Administration of the flag State may also accept the use of a computer-based decision-support system on the navigation bridge which provides all the information contained in the emergency plan or plans, procedures, check lists, etc., which is able to present a list of recommended actions to be carried out in foreseeable emergencies.

### **6 Launching stations (R 12)**

#### **NEW AND EXISTING CLASS B, C AND D SHIPS :**

Launching stations shall be in such positions as to ensure safe launching having particular regard to clearance from the propeller and steeply overhanging portions of the hull, and so that survival craft can be launched down the straight side of the ship.. If positioned forward they shall be positioned abaft the collision bulkhead, in a sheltered position.

## **7 Stowage of survival craft (R 13 + 23)**

### **NEW AND EXISTING CLASS B, C AND D SHIPS :**

- .1 Each survival craft shall be stowed:**
  - a.** so that neither the survival craft nor its stowage arrangements will interfere with other survival craft launching operations;
  - b.** as near to the water surface as is safe and practicable; for a davit-launched survival craft the height of the davit head, with the survival craft in embarkation position, shall, as far as practicable, not exceed 15 metres to the waterline when the ship is in its lightest seagoing condition, and the position of a davit launched survival craft in the embarkation position shall be such that it stays clear of the waterline with the ship in the fully loaded condition under unfavourable conditions of trim and listed up to 20° either way, or to the angle at which the ship's weatherdeck becomes submerged, whichever is less..
  - c.** in a state of continuous readiness so that two crew-members can prepare it for embarkation and launching within 5 min.
  - d.** as far forward of the propeller as is practicable; and
  - e.** fully equipped, as required by the relevant SOLAS regulations, except that additional liferafts as defined in note 2 to the table of regulation III/2 may be exempted from some of the SOLAS requirements for equipment as mentioned in this note.
- .2 Lifeboats shall be stowed attached to launching appliances, and on passenger ships of 80 metres in length and upwards, each lifeboat shall be so stowed that the after end of the lifeboat is not less than 1.5 times the length of the lifeboat forward of the propeller.**
- .3 Every liferaft shall be stowed:**
  - a.** with its painter attached to the ship;
  - b.** with a float-free arrangement, complying with the the requirements of SOLAS regulation III/38.6, enabling the liferaft to float free and, if inflatable, to inflate automatically when the ship sinks. One float-free arrangement may be used for two or more liferafts if the float-free arrangement is sufficient to comply with the requirements of SOLAS regulation III/38.6.
  - c.** so as to permit manual release from its securing arrangements.
- .4 Davit-launched liferafts shall be stowed within reach of the lifting hooks, unless some means of transfer is provided which is not rendered inoperable within the limits of trim of up to 10° and list up to 20° either way or by ship motion or power failure.**
- .5 Liferafts intended for throw-overboard launching shall be so stowed as to be in a position providing easy side to side transfer at a single open deck level. If this stowing arrangement cannot be met additional liferafts shall be provided so that the total capacity available on each side will accommodate 75 %of the total number of persons on board.**

- .6 Liferrafts associated with a Marine Evacuation System (MES) shall:**
- a. be stowed close to the container containing the MES;
  - b. be capable of release from its stowage rack with arrangements which will enable it to be moored and inflated alongside the boarding platform;
  - c. be capable of release as an independent survival craft; and
  - d. be provided with retrieving lines to the boarding platform.

**8 Stowage of rescue boats (R 14)**

**NEW AND EXISTING CLASS B, C AND D SHIPS :**

Rescue boats shall be stowed:

- .1 in a state of continuous readiness for launching in no more than 5 minutes;
- .2 in a position suitable for launching and recovery;
- .3 so that neither the rescue boat nor its stowage arrangements will interfere with the operation of any survival craft at any other launching station;
- .4 if it is also a lifeboat, in compliance with the requirements of regulation 7.

**9 Survival craft launching and recovering arrangements (R 15)**

**NEW AND EXISTING CLASS B, C AND D SHIPS :**

- .1 Launching appliances complying with the requirements of SOLAS regulation III/15 shall be provided for all survival craft except :**

**.1 for EXISTING CLASS B, C AND D SHIPS :**

- a. survival craft which are boarded from a position on deck which is less than 4.5 m above the waterline in the lightest seagoing condition and which either:
  - have a mass of not more than 185 kg; or
  - are stowed for launching directly from the stowed position under unfavourable conditions of trim of up to 10° and list up to 20° either way;
- b. survival craft which are carried in excess of the survival craft for 110 % of the total number of persons on board; and
- c. provided for use in conjunction with a MES.

**.2 for NEW CLASS B, C AND D SHIPS :**

where, subject to survival craft and rescue boat embarkation arrangements being effective within the environmental conditions in which the ship is likely to operate and in all undamaged and prescribed damage conditions of trim and heel, the freeboard between the intended embarkation position and the waterline in the lightest seagoing condition is not more than 1,5 metres, the Administration of the flag State may accept a system where persons board liferafts directly.

- .2 Each lifeboat shall be provided with an appliance which is capable of launching and recovering the lifeboat.
- .3 Launching and recovering arrangements shall be such that the appliance operator on the ship is able to observe the survival craft at all times during launching and for lifeboats during recovery.
- .4 Only one type of release mechanism shall be used for similar survival craft carried on board the ship.
- .5 Falls, where used, shall be long enough for survival craft to reach the water with the ship in its lightest seagoing condition, under unfavourable conditions of trim of up to 10° and list of up to 20° either way.
- .6 Preparation and handling of survival craft at any one launching station shall not interfere with the prompt preparation and handling of any other survival craft or rescue boat at any other station.
- .7 Means shall be available to prevent any discharge of water on survival craft during abandonment.
- .8 During preparation and launching, the survival craft, its launching appliance, and the area of water into which it is to be launched shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by regulations II-1/D/3 and II-1/D/4.

**10 Rescue boat embarkation, launching and recovery arrangements (R 16)**

**NEW AND EXISTING CLASS B, C AND D SHIPS :**

- .1 The rescue boat embarkation and launching arrangements shall be such that the rescue boat can be boarded and launched in the shortest possible time.
- .2 The rescue boat shall be capable of being boarded and launched directly from the stowed position with the number of persons assigned to crew the rescue boat on board.
- .3 If the rescue boat is included in the capacity of the survival craft and the other lifeboats are boarded from the embarkation deck the rescue boat shall, in addition to paragraph 2 above, also be capable of being boarded from the embarkation deck.
- .4 Launching arrangements shall comply with the requirements of regulation 9 above. However all rescue boats shall be capable of being launched, where necessary utilizing painters, with the ship making headway at speeds up to 5 knots in calm water.
- .5 Recovery time of the rescue boat shall be not more than 5 minutes in moderate sea conditions when loaded with its full complement of persons and equipment. If the rescue boat is included in the capacity of the survival craft, this recovery time shall be possible when loaded with its survival craft equipment and the approved rescue boat complement of at least 6 persons.

## **11 Emergency instructions**

### **NEW AND EXISTING CLASS B, C AND D SHIPS :**

A passenger safety briefing shall be given immediately before or after sailing; this briefing shall at least include the instructions required by regulation III/3.2; it shall be made by means of an announcement on the ship's public address system or by other suitable means.

## **12 Operational readiness, maintenance and inspections ( R 19)**

### **NEW AND EXISTING CLASS B, C AND D SHIPS :**

- .1 Before the ship leaves port and at all times during the voyage all lifesaving appliances shall be in working order and ready for immediate use.
- .2 Maintenance and inspections of lifesaving appliances shall be carried out in accordance with the requirements of SOLAS regulation III/19.

## **13 Abandon ship training and drills (R 18 + R 25)**

### **NEW AND EXISTING CLASS B, C AND D SHIPS :**

- .1 An abandon ship drill and fire drill shall take place weekly. Each member of the crew shall participate in at least one abandon ship drill and one fire drill every month. The drills of the crew shall take place before departure of the ship if more than 25% of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month.
- .2 If a muster of the passengers is not held on departure of the ship, the attention of the passengers shall be drawn to the emergency instructions required by regulation 3.2.
- .3 Each abandon ship drill shall include the actions required in SOLAS regulation III/18.3.4
- .4 Lifeboats and rescue boats shall be lowered at successive drills in accordance with the provisions of SOLAS regulation III/18 paragraphs 3.5, 3.7, 3.8, 3.9 and 3.10.
- .5 On-board training and instructions shall be given to crew members in accordance with the provisions of SOLAS regulation III/18.4.



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**ANNEX II**

**FORM OF  
DECLARATION OF COMPLIANCE**

**DECLARATION OF COMPLIANCE**

(Official seal)

(State)

Issued under the provisions of the  
(name of the relevant measure(s) introduced by the Member State)

.....  
and confirming compliancy of the vessel named hereafter  
with the provisions of Council Directive .../.../EC  
on safety rules and standards for passenger ships,

under the authority of the Government of

(full official designation of the Member State)

by

(full official designation of the competent organization  
recognized under the provisions of the Council Directive 94/57/EC)

Name of the ship	Distinctive Numbers or Letters	Port of Registry	Number of passengers

IMO number<sup>6</sup> : .....  
Length : .....  
Date on which the keel was laid or ship  
was at a similar stage of construction : .....  
Date of initial survey : .....  
Class of ship in accordance to the sea area  
in which the ship is certified to operate : A / B / C / D<sup>7</sup>,  
subject to following restrictions<sup>8</sup> : .....

<sup>6</sup> IMO Ship identification Number in accordance with Res. A.600(15), if any

<sup>7</sup> delete as appropriate

<sup>8</sup> record of any restriction applicable by reason of either the route, area of operation or restricted period of operation.

(Reverse of Certificate)

**Initial survey :**

**THIS IS TO CERTIFY :**

- 1 that the ship has been surveyed in accordance with article 10 of the Council Directive .../.../EC ;
- 2 that the survey showed that the ship fully complies with the requirements of the Council Directive .../.../EC; and
- 3 that the ship is, under the authority conferred by article 7.3 of the Council Directive .../.../EC, exempted from following requirements of the Directive :

.....  
 .....  
 .....

Conditions, if any, on which the exemptions are granted :

.....  
 .....

- 4 that the following subdivision load lines have been assigned :

Subdivision load lines assigned and marked on the ship's side at amidships (Reg II-1/B/11)	Freeboard ( in mm)	Remarks with regard to alternative service conditions :
C.1		
C.2		
C.3		

This declaration is valid until..... ( date of next renewal survey) in accordance with Article 10 of the Council Directive .../.../EC.

Issued (Place of issue of certificate) (date of issue)  
 at.....on.....19...

(Signature of official issuing the certificate)  
 and/or  
 (Seal of issuing authority) .....

*If signed, the following paragraph is to be added:*  
 The undersigned declares that he is duly authorized by the said Member State to issue this declaration of compliance.

(Signature)  
 .....

( Next page of Certificate)

**Renewal surveys :**

This is to certify that at a renewal survey as required by Article 10 of the Council Directive .../.../EC has been carried out and that the survey showed that the ship was found to comply with all the relevant requirements of the Council Directive ../.../EC.

Place..... Date.....

(Signature and/or Seal of issuing authority)  
.....

Place..... Date.....

(Signature and/or Seal of issuing authority)  
.....

Place..... Date.....

(Signature and/or Seal of issuing authority)  
.....

Place..... Date.....

(Signature and/or Seal of issuing authority)  
.....

Place..... Date.....

(Signature and/or Seal of issuing authority)  
.....



## FINANCIAL STATEMENT

1 TITLE OF OPERATION **Proposal for a Council Directive on Safety Rules and Standards for Passenger Ships.**

2 BUDGET HEADING INVOLVED Part A (see §10)

3 LEGAL BASIS

Achievements of Safety on Maritime Transport: Article 84 (2) of the Treaty linked with Article 75 (1) (c)

4 DESCRIPTION OF OPERATION

4.1 General Objective

The establishment of a common and harmonized set of safety standards for passenger ships engaged on domestic voyages.

4.2 Period covered and arrangements for renewal

indefinite

5 CLASSIFICATION OF EXPENDITURE OF REVENUE

5.1 Non-compulsory expenditure

5.2 Non-differentiated appropriations

6 TYPE OF EXPENDITURE OR REVENUE

Administrative expenses

7 FINANCIAL IMPACT on Part B (Operational Appropriations):

NONE

8 FRAUD PREVENTION MEASURES

Application of the procedures for inviting Member States' experts.

9 ELEMENTS OF COST-EFFECTIVENESS ANALYSIS

9.1 Specific and quantified objectives; target population

Enhancement of the protection of human life of European citizens by measures reducing the risks to which they are exposed when traveling on board of passenger ships engaged on domestic voyages, by ensuring that a safety level for domestic voyages is established equivalent to the one for international voyages.

9.2 Monitoring and evaluation of the operation

Monitoring and evaluation of the operation will be done by the yearly meeting of the Committee of Maritime Safety and by missions (see 10.3).

10 ADMINISTRATIVE EXPENDITURE (SECTION III, PART A OF THE BUDGET)

Actual mobilization of the necessary administrative resources will depend on the Commission's annual decision on the allocation of resources, taking into account the number of staff and additional amounts authorized by the budgetary authority.

10.1 Effect on the number of posts

Type of post		Staff to be assigned to managing the operation		Source		Duration
		<u>Permanent posts</u>	<u>Temporary posts</u>	Existing resources in the DG or department concerned	Additional resources	
Officials or temporary staff	A	2		2		indefinite
	B	-				
	C	-				
Other resources		XXXXXX				
Total		2		2		

If additional resources are required, indicate the pace at which they will have to be made available.

10.2 Overall financial impact of additional human resources

ECU

	Amounts	Method of calculation
Officials		
Temporary staff		
Other resources (indicate budget heading)		
Total		

10.3 Increase in other administrative expenditure as a result of the operation

ECU

Budget heading	Amounts	Method of calculation
A 2510	20000 ECU *	
A 130	12000 ECU **	
Total	320000 ECU	

\* The Committee of Maritime Security is already meeting for issues related to other EC Directives dealing with maritime safety. One additional 1-day meeting/year is valued necessary to discuss particular issues related to this proposal (travel expenses valued at 20.000 ECU)

\*\* Missions: 5 missions are esteemed to be necessary within EU for follow-up of the proposal. (Estimated annual expenses 12.000 ECU). Resources will be obtained by redeployment.

## IMPACT ASSESSMENT FORM

### THE IMPACT OF THE PROPOSAL ON BUSINESS with special reference to small and medium-sized enterprises

TITLE OF PROPOSAL :

**Proposal for a Council Directive on Safety Rules and Standards for Passenger Ships.**

REFERENCE NUMBER :

94/C060/02 (O.J. C60 of 28 February 1994)

#### The proposal

1. Taking account of the principle of subsidiarity, why is Community legislation necessary in this area and what are its main aims?

The obligation of the Community is the achievement of safety in maritime transport (Article 84(2) of the Treaty linked with Article 75(1)(c)). The main aim of the proposal is the establishment of a common and harmonized set of safety standards for passenger ships engaged on domestic voyages, whereby harmonized safety rules for new ships will be introduced and a level playing field for existing ships of class A and of Class B having a length of 24 metres and above will be created.

Referring to the principle of subsidiarity, it will be the responsibility of the Member States to ensure that an equivalent level of safety will be established for existing class C and D ships as well as for existing class B ships having a length of less than 24 metres.

#### The impact on business

2. Who will be affected by the proposal?
  - which sector of business?
  - which sizes of business?
  - are there particular geographical areas of the Community where these businesses are found ?

The business sector which will be involved by this proposal are the shipping companies operating passenger ships engaged on domestic voyages to and from ports of the Member States. The majority of these companies are small and medium-sized

enterprises, operating in a geographically limited area on domestic routes close to the coast (Classes C and D). On the other hand some domestic routes are operated by large companies, such as P&O and Stena Sealink in the Irish Sea and Finmare in the Adriatic Sea (with 92 ships).

The information provided by Member States indicates that the total number of passenger ships operated by these companies amounts to a few thousands, with a particular high concentration in France, Italy, Spain and Greece.

There are no particular geographical areas within the Community where these businesses can be found : in all Member States having a coastline passenger ships are operating on domestic voyages. The number of ships is proportionate to the length of the coastline, the number of ports as well as the number of islands in the territorial waters.

### 3. What will businesses have to do to comply with the proposal?

For all new passenger ships to be built for domestic trade in Community waters, the safety standards will have to be applied.

With regard to the classes of existing ships which have to comply with the technical requirements of the Directive (existing class A and existing Class B with  $L > 24$  m), it is expected that some of them will have to undergo important constructional changes, mainly in order to comply with the fire protection and stability requirements. Measures have been provided in the Directive to reduce the impact on the involved business (see item 5 hereafter).

### 4. What economic effects is the proposal likely to have?

- on employment
- on investment and the creation of new businesses
- on the competitive position of businesses

With regard to the domestic shipping activities no impact on employment is expected. As to the shipbuilding and shiprepair industry the proposal is believed to have a beneficial impact, taking into account the above mentioned upgrading works to be carried out on existing class A and B ships. The same applies for the impact on investments.

The proposal is likely to have a substantial and beneficial impact on the competitive position of business. By establishing a harmonized safety regime for all ships engaged on domestic voyages in Community waters, a level playing field will be created for all operators involved. Taking into account that maritime cabotage will be liberalized in the entire Community towards the end of the next decade, such a harmonized safety standard is necessary in order to avoid distortion of competition.

5. Does the proposal contain measures to take account of the specific situation of small and medium sized firms (reduced or different requirements)?

For the reasons explained in paragraph 3 above, the following specific measures have been introduced with regard to existing passenger ships:

- existing class C and D ships and existing class B ships having a length of less than 24 metres have to comply with the safety requirements of the Member State (Subsidiarity principle)
- for existing class B ships having a length of more than 24 metres a phasing-in time schedule, similar to the one provided for in the international SOLAS Convention for ships engaged on international voyages, has been proposed (up to the year 2010 or 15 years after the date of construction). This measure must allow existing ships to complete their economical lifetime without the need for undergoing major upgrading transformations.
- existing Class A ships have to comply with the requirements of the International SOLAS Convention, because they are operating in the same sea areas (and hence subject to the same perils) as passenger ships engaged on international voyages to which the same Convention applies. As mentioned above the SOLAS Convention provides for a phasing-in timescale for existing ships to comply with new amendments to the Convention.

**Consultation :**

6. List of the organizations which have been consulted about the proposal and outline of their main views.

See enclosed list on organizations consulted. The industry expressed mainly their concern on the impact the proposal might have on existing passengers ships and called for special measures as contained in paragraph 5 above.

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