

50. Structural Requirements for Ships of 24m in Length and Over and of Class IV, V, VI and IX

51. Spaces Containing Engines Using a Fuel with a Flashpoint Below 60°

52. Heating and Cooking Installations

53. Storage of Gas Cylinders and Dangerous Materials

54. Ventilation Systems

*Part VIII Miscellaneous Provisions*

55. Ballasting

56. Anchors and Chain Cables

57. Hawsers and Warps

58. Means of Escape

59. Guard rails, Stanchions and Bulwarks

**PART I**

**Interpretation**

**1. Definitions and meanings**—In this code of practice, unless the context otherwise requires.

“The Act” means the Shipping and Seamen Act 1952.

“‘A’ Class Divisions” means those divisions formed by bulkheads and decks which comply with the following:

- (a) they shall be constructed of steel or other equivalent material;
- (b) they shall be suitably stiffened;
- (c) they shall be so constructed so as to be capable of preventing the passage of smoke and flame to the end of the one-hour standard fire test; and
- (d) 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; and  
Class ‘A-0’ 0 minutes.

The Chief Surveyor may require a test of a prototype bulkhead or deck to ensure that it meets the above requirements for integrity and temperature rise.

“Accommodation spaces” means 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.

“Approved” means approved by the Director.

“Auxiliary steering gear” means 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:

“‘B’ Class Divisions” means those divisions formed by bulkheads, decks, ceilings or linings which comply with the following:

- (a) they shall be so constructed as to be capable of preventing the passage of flame to the end of the first one-half hour of the standard fire test;
- (b) 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 minutes,

Class ‘B-0’ 0 minutes; and

(c) 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 the relevant requirements of clauses 50 and 51 of this Code.

The Chief Surveyor may require a test of a prototype division to ensure that it meets the above requirements for integrity and temperature rise.

“Breadth of the ship” means the extreme width from outside of frame to outside of frame at or below the ship’s deepest sub-division load line:

“Bulkhead deck” means the uppermost deck up to which transverse watertight bulkheads are carried:

“‘C’ Class Divisions” means those divisions constructed of approved non-combustible materials. They need meet no requirements relative to the passage of smoke and flame nor the limiting of temperature rise.

“Cargo spaces” means all spaces used for cargo (including cargo oil tanks) and trunks to such spaces.

“Chief Surveyor” means the officer of the Ministry of Transport for the time being holding the appointment of Chief Surveyor of Ships; and includes his deputy:

“Classification of ships” is according to the Shipping (Construction) Regulations 1989.

“Control stations” means 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 centralised.

“Dead ship condition” means the condition under which the main propulsion plant, boilers and auxiliaries are not in operation due to the absence of power.

“Director” means the person who is for the time being the Director of the Maritime Transport Division of the Ministry of Transport; and includes his deputy:

“‘F’ Class Divisions” means those divisions formed by bulkheads, decks, ceilings or linings which comply with the following:

- (a) they shall be so constructed as to be capable of preventing the passage of flame to the end of the first one-half hour of the standard fire test; and
- (b) 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 point, including any joint, rise more than 225°C above the original temperature, up to the end of the first one-half hour of the standard fire test.

The Chief Surveyor may require a test of a prototype division to ensure that it meets the above requirements for integrity and temperature rise.

“Freeboard deck” has the same meaning as in the Load Line Rules 1970.

“Hydrofoil ship” means a ship which is supported above the water surface in normal operating conditions by hydrodynamic forces generated on foils.

“Independent power pump” means a pump operated by power otherwise than from the ship’s main engines:

“Low Flame Spread Material” means that the surface thus described will adequately restrict the spread of flame, this being determined to the satisfaction of the Chief Surveyor by an established test procedure.

“Machinery space” for the purpose of part III of this Code of Practice, means any space extending from the moulded base line of the ship to the margin line and between the