extreme main transverse watertight bulkheads bounding the spaces containing the main and auxiliary propelling machinery, boilers serving the needs of propulsion, when installed, and the permanent coal bunkers, if any:

"Machinery spaces" for the purposes of this Code of Practice except for part III of this Code, means machinery spaces of category A and all other spaces containing propulsion machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stablising, ventilation and air-conditioning machinery, and similar spaces, and trunks to such spaces.

"Machinery spaces of category A" means those spaces and trunks to such spaces which contain:

(a) internal combustion machinery used for main propulsion; or

(b) 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 375kW;

or

(c) any oil-fired boiler or oil fuel unit.

"Main steering gear" means the machinery, the 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.

"Margin line" means a line drawn at least 76 mm below the upper surface of the bulkhead deck at side.

"Maximum ahead service speed" is the greatest speed which the ship is designed to maintain in service at sea at the deepest sea-going draught.

"Navigable speed" means the minimum speed at which a ship can be effectively steered in the ahead direction.

"New ship" means a ship of which the keel is laid, or in respect of which a similar stage of construction is reached, on or after the date on which the Shipping (Construction) Regulations 1989 come into force; and for the purposes of this definition, "similar stage of construction" means the stage at which construction identifiable with the ship comprises at least 50 tonnes or 1 percent of the estimated mass of the structural material of the completed ship, whichever is the less.

"Non-combustible Material" means 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 to the satisfaction of the Chief Surveyor by an established test procedure. Any other material is a combustible material.

"Public spaces" means those portions of the accommodation which are used for halls, dining rooms, lounges and similar permanently enclosed spaces.

"Oil-fuel unit" means the equipment used for the preparation of oil fuel for delivery to the oil burners of an oil-fired boiler, or equipment used for the preparation of heated oil for delivery to an internal-combustion engine; and includes any oil-pressure pumps, filters and heaters dealing with oil at a pressure of more than 180 kilopascals gauge:

"Permeability", in relation to a space, means 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:

"Service spaces" means 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.

"Standard Fire Test" means one 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 square metres and a height (or length of deck) of 2.44 metres 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 points:

at the end of the first 5 minutes 538°C
at the end of the first 10 minutes 704°C
at the end of the first 30 minutes 843°C
at the end of the first 60 minutes 927°C

"Steel or Other Equivalent Material" means steel or any 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. aluminium alloy with appropriate insulation).

"Suitable", in relation to material, means approved by the Director as suitable for the purpose for which it is used:

"Summer load waterline" has the same meaning as in the Load Line Rules 1970.

"Surface effect ship" means a ship the weight of which in the normal operating condition is partially supported by a cushion of air expelled from the ship and by the buoyancy of its immersed hull or hulls.

"Watertight", in relation to a structure, means capable of preventing the passage of water through the structure in any direction:

"Weathertight" has the same meaning as in the Load Line Rules 1970.

Other expressions defined in the Act have the meaning so defined.

PART II

SHIPS STRUCTURE

2. Structural Strength—(1) The structural strength of every ship shall be sufficient for the service for which the ship is intended.

3. Scantlings—(1) The scantlings of the main structure of every ship shall either:

(a) Comply with the appropriate scantling requirements of a classification society approved by the Chief Surveyor or

(b) Comply with other codes of practice approved by the Chief Surveyor for the size and type of ship intended or

(c) Be based on theoretical calculations and practical tests of the ship's structural integrity, particularly with prototypes, provided such calculations and tests are approved by the Chief Surveyor.

PART III

SUBDIVISION AND STABILITY

A. SUBDIVISION—

4. Watertight Bulkheads—(1) Every ship of 15m in length or over to which this Code applies shall be fitted with a collision bulkhead which shall be watertight up to the freeboard deck. This bulkhead shall be located at a distance from the forward perpendicular of not less than 5 percent of the length of the ship or 10m, whichever is the less, and, except as may be permitted by the Chief Surveyor, not more than 8 percent 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