

(7) In ships of 24m in length or over where trunks or ducts serve spaces on both sides of 'A' Class bulkheads or decks, dampers shall be fitted so as to prevent the spread of fire and smoke between compartments. Manual dampers shall be operable from both sides of the bulkhead or the deck. Where the trunks or ducts with a free cross-sectional area exceeding 0.02m² pass through 'A' Class bulkheads or decks, automatic self-closing dampers shall be fitted. Ducts serving compartments situated only on one side of such bulkheads 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 comply in that portion of the duct with the following:

(a) for ducts with a free cross-sectional area exceeding 0.02m² the sleeves shall have a thickness of at least 3mm and a length of at least 900mm. When passing through bulkheads this length shall preferably be divided evenly on each side of the bulkhead. Ducts with a free cross-sectional area exceeding 0.02m² 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. Equivalent penetration protection may be provided to the satisfaction of the Chief Surveyor; and

(b) ducts with a free cross-sectional area exceeding 0.075m² shall be fitted with fire dampers in addition to the requirements of subclause (7)(a) of this clause. 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 bulkheads which they penetrate.

(8) Ventilation and exhaust systems for compartments containing engines using fuel with a flashpoint of less than 60°C and their fuel tanks require special attention; for example, blower blades are to be non-sparking with reference to their housings, blowers are to be flame-proof, duct openings are to be located away from sources of vapour ignition, etc. In addition, exhaust blowers are to be interlocked with the engine ignition switch so that blowers are in operation for sufficient time to ensure at least one complete change of air in the engine compartment before ignition is switched on.

PART VIII

MISCELLANEOUS PROVISIONS

55. Ballasting— When ballasting with water is necessary, the water ballast should not in general be carried in tanks intended for oil fuel. In ships in which it is not practicable to avoid putting water in oil fuel tanks, approved oily-water separator equipment shall be fitted, or an approved alternative means shall be provided for disposing of the oily-water ballast.

56. Anchors and Chain Cables— Every ship shall be provided to the satisfaction of the Chief Surveyor with such anchors and chain cables as are sufficient in number, weight and strength, having regard to the size and intended service of the ship.

57. Hawsers and Warps— Every ship shall be provided with such hawsers and warps as are sufficient in number and strength to securely moor the ship, having regard to the size and intended service of the ship.

58. Means of Escape—(1) Every ship, not being an open or partially decked ship of Class IV, V, and IX, shall be provided with such doorways, stairways, ladderways, and other means of escape as will provide readily accessible means of escape for all persons in the ship to an open deck, or where fitted the lifeboat and liferaft embarkation decks. The means of escape shall be so designed and constructed as to be capable of being easily used by the persons for whom they are intended. Subject to subclauses (3) to (5) of this clause, the number and width of

such means of escape shall be sufficient, having regard to the number of persons by whom they may be used.

(2) Every ship of Class IV, V, VI and IX, being an open or partially decked ship, shall be provided with readily accessible means of escape from all enclosed spaces in the ship. Those means of escape shall be sufficient in number and width, having regard to the number of persons who may be in the said spaces.

(3) In every ship of Class II, III, VII, VIIA and VIII there shall be provided below the bulkhead deck at least two means of escape from each accommodation space bounded by main structure bulkheads or from each similarly restricted space or group of spaces, and at least one of the means of escape provided from each such compartment or from each such space or group of spaces shall be independent of watertight doors.

Provided that, having regard to the nature and location of any such space and to the number of persons who might normally be quartered or employed therein, the Chief Surveyor may allow only one means of escape to be provided.

(4) In every ship of Class II, III, VII, VIIA and VIII, two means of escape shall be provided from each main machinery space below the bulkhead deck. One of these means of escape may be a watertight door. If no watertight door is available as a means of escape two widely separated sets of steel ladders shall be fitted which lead to separate doors in the casing or elsewhere giving access to an open deck or where fitted the lifeboat and liferaft embarkation decks.

Provided that, in the case of an unnamed machinery space and having regard to the size of any such space, the Chief Surveyor may allow only one means of escape to be provided.

(5) In every ship there shall be provided two means of escape from each accommodation space where egress from a single means of escape is through any space containing a source of fire.

(6) In every Ship of Class II and III suitable signs shall be displayed in corridors and stairways indicating the direction of escape routes to passenger muster stations. All signs indicating escape routes, means of escape and location of muster stations shall be in a form approved by the Chief Surveyor.

59. Guard Rails, Stanchions, and Bulwarks—(1) Bulwarks or guard rails shall be provided on every exposed deck to which any persons or vehicles may have access.

(2) On every ship of Class II, III, VII, VIIA and VIII such bulwarks or guard rails shall have a minimum height from the deck to the top of the bulwark or rails of 1,000 mm.

(3) On every ship of Class IV, V, VI or IX such bulwarks or guard rails shall have a minimum height from the deck to the top of the bulwark or rails as follows:

Length of ship (metres)	Height of guardrail (mm)
(a) Less than 16	750
(b) 16 to less than 20	850
(c) 20 or more	1,000

(4) Guard Rails shall be so placed, designed and constructed as to prevent any person who may have access to that deck or any vehicle from accidentally falling therefrom. Guard rails shall consist of courses of rail or wires supported by stanchions and the opening between the lowest course of the rails or wires and the deck shall not exceed 230 millimetres in height, and no opening above that course of rails or wires shall exceed 380 millimetres in height.

(5) Any freeing ports greater than 230 millimetres in depth fitted in a bulwark shall be protected by rails or bars so fixed that the distance between the lowest rail or bar and the lower edge of the freeing port does not exceed 230 millimetres.

(6) In every open or partially decked ship of Class IV, V, VI or IX, the height of the top of every coaming, covering board or wash strake above the cockpit sole or floor boards shall be 750