

accommodation which are used for halls, dining rooms, lounges and similar permanently enclosed spaces.

“Rooms containing furniture and furnishings of restricted fire risk” means rooms in which:

- (a) 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 millimetres may be used on the finished surface of such furniture;
- (b) all free-standing furniture such as chairs, sofas, tables is constructed with frames of non-combustible materials;
- (c) all draperies, curtains and other suspended textile materials have, to the satisfaction of the Chief Surveyor, qualities of resistance to the propagation of flame not inferior to those of wool of mass 0.8 kg/m<sup>2</sup>;
- (d) all floor coverings have, to the satisfaction of the Chief Surveyor, qualities of resistance to the propagation of flame not inferior to those of an equivalent woollen material used for the same purpose;
- (e) all exposed surfaces of bulkheads, linings and ceilings have low flame-spread characteristics; and
- (f) all upholstered furniture has qualities of resistance to the ignition and propagation of flame to the satisfaction of the Chief Surveyor.

“Ro/ro cargoes spaces” means 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 or rail tankers), trailers, containers, pallets, demountable tanks or in or on similar storage units or other receptacles can be loaded and unloaded normally in a horizontal direction;

“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.

“Special category space” means any enclosed space 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.

“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 4.65m<sup>2</sup> and height (or length of deck) of 2.44m, 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 temperature points measured above the initial furnace temperature:

- at the end of the first 5 minutes 556°C
- at the end of the first 10 minutes 659°C
- at the end of the first 15 minutes 718°C
- at the end of the first 30 minutes 821°C
- at the end of the first 60 minutes 925°C

“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. aluminium alloy with appropriate insulation).

“Steering gear control system” means 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.

“Steering gear power unit” means:

- (a) in the case of electric steering gear, an electric motor and its associated electrical equipment;
- (b) in the case of electrohydraulic steering gear, an electric motor and its associated electrical equipment and connected pump;
- (c) in the case of other hydraulic steering gear, a driving engine and connected pump.

“Subdivision load line” means a waterline used in determining the subdivision of the ship.

“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.

“Weather deck” means a deck which is completely exposed to the weather from above and from at least two sides.

“Weathertight” means that in any sea conditions water will not penetrate into the ship.

“Volumes and areas” shall for the purpose of part III of this Code be calculated to moulded lines.

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 comply with the appropriate scantling requirements of a classification society approved by the Chief Surveyor.

## PART III

### SUBDIVISION AND STABILITY

#### SECTION A—PASSENGER SHIP SUBDIVISION

**4. Application**—(1) All passenger ships to which this code applies shall comply with this Part unless they comply fully with all the equivalent requirements specified in IMO Resolution A.265 (VIII).

**5. Floodable Length**—(1) The floodable length at any point of the length of a ship shall be determined by a method of calculation which takes into consideration the form, draught and other characteristics of the ship in question.

(2) In a ship with a continuous bulkhead deck, the floodable length at any given point is the maximum portion of the length of the ship, having its centre at the point in question, which can be flooded under the definite assumptions set forth in clause 6 of this Code without the ship being submerged beyond the margin line.

(3) In the 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 76mm below the top of the deck (at side) to which the bulkheads concerned and the shell are carried watertight.