



INTERNATIONAL CONFERENCE ON
SAFETY OF LIFE AT SEA, 1974
Drafting Committee

IMCO

DRAFT TEXT OF CHAPTER II-1

CONSTRUCTION - SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS

Prepared by the Drafting Committee

Insert Chapter II of the 1960 Safety Convention, renumbered Chapter II-1,
with the following amendments:

Regulation 1 - Application

1. The existing text of Regulation 1 is replaced by the following:

Regulation 1

Application

- (a) (i) Unless expressly provided otherwise, this Chapter applies to new ships.
- (ii) Existing passenger ships and cargo ships shall comply with the following:
 - (1) for ships the keels of which were laid or which were at a similar stage of construction on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, the Administration shall ensure that the requirements which were applied under Chapter II of that Convention to new ships as defined in that Chapter are complied with;
 - (2) for ships the keels of which were laid or which were at a similar stage of construction on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1948, but before the date of coming into force of the

International Convention for the Safety of Life at Sea, 1960, the Administration shall ensure that the requirements which were applied under Chapter II of the 1948 Convention to new ships as defined in that Chapter are complied with;

- (3) for ships the keels of which were laid or which were at a similar stage of construction before the date of coming into force of the International Convention for the Safety of Life at Sea, 1948, the Administration shall ensure that the requirements which were applied under Chapter II of that Convention to existing ships as defined in that Chapter are complied with;
- (4) as regards the requirements of Chapter II of the present Convention which are not contained in Chapter II of the 1960 and 1948 Conventions, the Administration shall decide which of these requirements shall be applied to existing ships as defined in the present Convention.

(iii) A ship which undergoes repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to the ship. An existing ship in such a case shall not, as a rule, comply to a lesser extent with the requirements for a new ship than it did before. Repairs, alterations and modifications of a major character and outfitting related thereto should meet the requirements for a new ship in so far as the Administration deems reasonable and practicable.

(b) For the purpose of this Chapter:

- (i) A new passenger ship is a passenger ship the keel of which is laid or which is at a similar stage of construction on or after the date of coming into force of the present Convention, or a cargo ship which is converted to a passenger ship on or after that date, all other passenger ships being described as existing passenger ships.
- (ii) A new cargo ship is a cargo ship the keel of which is laid or which is at a similar stage of construction after the date of coming into force of the present Convention.

- (c) The Administration may, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of this Chapter unreasonable or unnecessary, exempt from those requirements individual ships or classes of ships belonging to its country which, in the course of their voyage, do not proceed more than 20 miles from the nearest land.
- (d) In the case of a passenger ship which is permitted under paragraph (c) of Regulation 27 of Chapter III to carry a number of persons on board in excess of the lifeboat capacity provided, it shall comply with the special standards of subdivision set out in paragraph (e) of Regulation 5 of this Chapter, and the associated special provisions regarding permeability in paragraph (d) of Regulation 4 of this Chapter, unless the Administration is satisfied that, having regard to the nature and conditions of the voyage, compliance with the other provisions of the Regulations of this Chapter and Chapter II bis of the present Convention is sufficient.
- (e) In the case of passenger ships which are employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade, the Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships, when they belong to its country, from those requirements, provided that they comply fully with the provisions of:
 - (i) the Rules annexed to the Special Trade Passenger Ships Agreement, 1971, and
 - (ii) the Rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973, when it enters into force.

Regulation 18 - Bilge Pumping Arrangements in Passenger Ships

2. Paragraph (1) is replaced by the following:

- (i) The diameter of the bilge main shall be calculated according to the following formulae provided that the actual internal diameter of the bilge main may be of the nearest standard size acceptable to the Administration:

$$d = \frac{L(B + D)}{2,500} + 1$$

where d = internal diameter of the bilge main in inches

L and B are the length and the breadth of the ship in feet,
as defined in Regulation 2 of this Chapter

D = moulded depth of the ship to bulkhead deck in feet

or

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

where d = internal diameter of the bilge main in millimetres

L and B are the length and the breadth of the ship in metres,
as defined in Regulation 2 of this Chapter

D = moulded depth of the ship to bulkhead deck in metres.

The diameter of the bilge branch pipes shall be determined by rules to be made by the Administration.

Regulation 25 - Emergency Source of Electrical Power in Passenger Ships

3. In paragraph (b) the reference to "paragraph (f) of Regulation 35 of this Chapter" is replaced by "paragraph (p) of Regulation 3 of Chapter II bis".

Regulation 27 - Precaution against Shock, Fire and other Hazards of Electrical Origin

4. The following sub-paragraph (vi) is added to paragraph (b):

- (vi) Wiring systems for interior communications essential for safety and for emergency alarm systems shall be arranged to avoid galleys, machinery spaces and other enclosed spaces having a high risk of fire except in so far as it is necessary to provide communication or to give alarm within those spaces. In the case of ships the construction and small size of which do not permit of compliance with these requirements, measures satisfactory to the Administration shall be taken to ensure efficient protection for these wiring systems where they pass through galleys, machinery spaces and other enclosed spaces having a high risk of fire.

Regulation 31 - Oil Fuel used in Passenger Ships

5. This Regulation is deleted.

Parts D - F

6. These Parts are deleted and incorporated in Chapter II-2.

Miscellaneous

7. Regulations 32 and 33 are renumbered 31 and 32 respectively.

8. References to Regulations 32 and 33 are amended in accordance with the new numbering.

9. References to Chapter II and Chapter II bis are replaced by Chapter II-1 and Chapter II-2 respectively.

10. When in the 1960 Safety Convention or in the amendments listed above both British and metric units are mentioned, only metric units should be cited and formulae containing British units are deleted.
