



INTERNATIONAL CONFERENCE ON  
SAFETY OF LIFE AT SEA, 1974

Committee II

IMCO

DRAFT TEXT OF THE INTERNATIONAL CONVENTION  
FOR THE SAFETY OF LIFE AT SEA, 1974

Text of Chapter II bis as  
agreed by the Committee

The text of Chapter II bis as set out in SOLAS/CONF/4/1 was agreed with the following amendments:

1. It was decided that Chapter II bis shall be renumbered as Chapter II - 2 and consequently Chapter II as Chapter II - 1.
2. The question of unit systems and round-off of figures will be discussed at a later stage.
3. Wherever the word "inflammable" appears in the text it should be substituted by the word "flammable".

Regulation 1

4. In paragraph (a) add a new sub-paragraph (iii) as follows:

(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.

5. Replace sub-paragraph (c)(ii)(2) by the following:

(2) for ships the keels of which were laid 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;

6. Replace sub-paragraph (c)(iii) by the following paragraph (d):

(d) For any existing ship as defined in the present Convention the Administration shall, in addition to the requirements of sub-paragraph (c)(i) of this Regulation, decide which of the requirements of this Chapter not contained in Chapter II of the 1948 and 1960 Conventions shall be applied.

7. Renumber existing paragraphs (d) and (e) as paragraphs (e) and (f), respectively.

### Regulation 3

8. Replace the existing text of paragraph (t) by the following:

(t) "Lightweight" is the displacement of a ship in metric tons without cargo, fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, together with passengers, and crew and their effects.

### Regulation 4

9. Before the last sentence, add the following text:

"Description in such plans and booklets shall be in the national language. If the language is neither English nor French, a translation into one of these languages shall be included."

Regulation 5

10. Replace sub-paragraph (a)(ii) by the following:

- (ii) In a cargo ship, the required fire pumps, other than the emergency pump (if any), shall be capable of delivering for fire fighting purposes a quantity of water, at the appropriate pressure prescribed, not less than four-thirds of the quantity required under Regulation 18 of Chapter II of the present Convention to be dealt with by each of the independent bilge pumps in a passenger ship of the same dimensions when employed on bilge pumping, provided that in no cargo ship need the total required capacity of the fire pumps exceed 180 tons per hour.

11. Replace sub-paragraph (b)(ii) by the following:

- (b)(ii)(1) In passenger ships carrying more than 36 passengers, each of the required fire pumps shall have a capacity not less than 80 per cent of the total required capacity divided by the minimum number of required fire pumps and each such pump shall in any event be capable of delivering at least the two required jets of water. These fire pumps shall be capable of supplying the fire main system under the required conditions.

Where more pumps than the minimum of required pumps are installed the capacity of such additional pumps shall be to the satisfaction of the Administration.

- (2) In all other types of ships, each of the required fire pumps (other than any emergency pump required by Regulation 52 of this Chapter) shall have a capacity not less than 80 per cent of the total required capacity divided by the number of required fire pumps, and shall in any event be capable of supplying the fire main system under the required conditions.

Where more pumps than required are installed their capacity shall be to the satisfaction of the Administration.

12. In paragraph (g) add a new sub-paragraph (iv) as follows:

- (iv) For machinery spaces or in similar spaces where the risk of spillage of oil exists, the nozzles shall be suitable for spraying water on oil or alternatively shall be of a dual purpose type.

#### Regulation 8

13. Replace the heading of Regulation 8 by:

"Fixed Gas Fire Extinguishing Systems"

14. Add at the end of paragraph (a) the following:

"In general, the Administration shall not permit the use of steam as a fire extinguishing medium in fixed fire extinguishing systems of new ships."

15. Replace the last sentence of sub-paragraph (d)(vii) by the following:

"Access doors shall be gastight and bulkheads and decks which form the boundaries of such rooms shall be gastight and adequately insulated."

16. In paragraph (f) replace the first sentence by the following:

"Where the use of steam is permitted by the Administration in addition to the required fire extinguishing medium, it shall be used only in cargo ships with the proviso that the boiler or boilers available for supplying steam shall have an evaporation of at least 1 kilogramme for each 0.75 cubic metres (1 pound of steam per 12 cubic feet) of the gross volume of the largest cargo volume in the ship." The rest of the paragraph remains unchanged.

#### Regulation 12

17. At the end of sub-paragraph (a)(i) substitute the reference "by this Part of this Regulation" by "in this Regulation".

#### Regulation 22

18. Replace the text of paragraph (c) by the following:

- (c) Lift trunks shall be so fitted as to prevent the passage of smoke and flame from one between deck to another and shall be provided with means of closing so as to permit the control of draught and smoke.

Regulation 25

19. In sub-paragraph (d)(iii) substitute the word "incombustible" by "non-combustible".

Regulation 26

20. In paragraph (a) substitute the reference to "Regulations 23 and 24 of this Chapter" by "Regulations 23(h) and Regulation 24(c) of this Chapter".

Regulation 28

21. Add the following sub-heading before paragraph (a):

"Requirements Applicable to all Portions of the Ship"

22. Add the following sub-heading before paragraph (b)

"Requirements Applicable to Accommodation and Service Spaces, Control Stations, Corridors and Stairways"

Regulation 31

23. Replace the heading of this Regulation by the following: "Protection of Cargo Spaces Other than Special Category Spaces intended for the Carriage of Motor Vehicles with Fuel in their Tanks for their own Propulsion"

Regulation 37

24. Replace paragraph (c) by the following:

(c) Except for hatches between cargo, store, and baggage spaces, and between such spaces and the weather decks, all openings shall be provided with permanently attached means of closing which shall be at least as effective for resisting fires as the divisions in which they are fitted.

Regulation 47

25. Replace sub-paragraph (c)(iv) by the following:

(iv) All required hydrants in the machinery spaces of ships with oil-fired boilers or internal combustion type propelling machinery shall be fitted with hoses having nozzles as required in Regulation 5(g) of this Chapter.

Regulation 49

26. Replace the text of Regulation 49 by the following:

Regulation 49Oil Fuel used for Internal Combustion Engines

No internal combustion engine shall be used for any fixed installation in a ship if its fuel has a flashpoint of 43°C (110°F) or less (closed cup test) as determined by an approved flashpoint apparatus.

Regulation 51

27. Replace the heading of this Regulation by the following:

"General Requirements for Cargo Ships of 4,000 tons gross tonnage and Upwards Other than Tankers Covered by Part E of this Chapter"

Regulation 52

28. Replace sub-paragraph (o)(iv) by the following:

(iv) All required hydrants in the machinery spaces of ships with oil fired boilers or internal combustion type propelling machinery shall be fitted with hoses having nozzles as required in Regulation 5(g) of this Chapter.

29. Replace sub-paragraph (f)(i) by the following:

(i) Cargo spaces of ships of 2,000 tons gross tonnage and upwards shall be protected by a fixed fire extinguishing system complying with Regulation 8 of this Chapter.

30. Replace sub-paragraph (f)(iii)(1) by the following:

(1) Steam shall not be used in any compartment containing explosives. For the purpose of this sub-paragraph, "compartment" means all spaces contained between two adjacent permanent bulkheads and includes the lower hold and all cargo spaces above it.

Regulation 54

31. Replace the text of Regulation 54 by the following:

Regulation 54Special Arrangements in Machinery Spaces

(a) Means shall be provided for stopping ventilating fans serving machinery and cargo spaces and for closing all doorways, ventilators,

annular spaces around funnels and other openings to such spaces. These means shall be capable of being operated from outside such spaces in case of fire.

- (b) Machinery driving forced and induced draught fans, oil fuel transfer pumps, oil fuel unit pumps and other similar fuel pumps shall be fitted with remote controls situated outside the space concerned so that they may be stopped in the event of a fire arising in the space in which they are located.
- (c) Every oil fuel suction pipe from a storage, settling or daily service tank situated above the double bottom shall be fitted with a cock or valve capable of being closed from outside the space concerned in the event of a fire arising in the space in which such tanks are situated. In the special case of deep tanks situated in any shaft or pipe tunnel, valves on the tanks shall be fitted but control in event of fire may be effected by means of an additional valve on the pipe line or lines outside the tunnel or tunnels.

#### Regulation 55

32. Replace paragraph (a) by the following:

- (a) This part shall apply to all new tankers carrying crude oil and petroleum products having a flashpoint not exceeding 60°C (140°F) (closed cup test) as determined by an approved flashpoint apparatus and whose Reid vapour pressure is below that of atmospheric pressure, and other liquid products having a similar fire hazard.

33. In the French text only of paragraph (b) substitute "Regulation 49" by "Regulation 52".

#### Regulation 57

34. Replace sub-paragraph (a)(i) by the following:

- (a)(i) The hull, superstructure, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material.

#### Regulation 60

35. In the fourth line of paragraph (d) replace the word "and" between "internally" and "externally" by "or".

Regulation 62

36. Replace the second sentence of paragraph (1) by the following:

"In addition, an effective water lock shall be installed at the scrubber or on deck."

Regulation 62

37. Replace sub-paragraph (o)(iii) by the following:

(iii) low pressure in the supply to the deck water seal, if such equipment is installed;

-----

11  
11