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INTERNATIONAL CONFERENCE ON
SAFETY OF LIFE AT SEA, 1974

IMCO

Committee II
Agenda item 2

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

Draft 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. Wherever the word "inflammable" appears in the text it should be substituted by the word "flammable".

Regulation 1

2. 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.

3. The text of sub-paragraph (c)(ii) should be decided at a later stage.

Regulation 3

4. The existing text of paragraph (t) should be replaced by the following:

(t) "Lightweight" is the displacement of a ship in metric tons without

cargo, oil-fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, passengers, crew and their effects."

Regulation 4

5. 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 those languages shall be included."

Regulation 5

6. Sub-paragraph (a)(ii) should be replaced 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.

7. Sub-paragraph (b)(ii) should be replaced 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 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 required are installed their capacity shall be to the satisfaction of the Administration.

8. 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

9. Replace the heading of Regulation 8 by:

"Fixed Gas Fire Extinguishing Systems"

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

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

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

"Where the use of steam is permitted by the Administration as an additional 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

12. At the end of sub-paragraph (a)(i) the reference "by this Part of this Regulation" should read "in this Regulation".

Regulation 22

13. The text of paragraph (e) should be replaced by the following:

- (e) 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

14. In sub-paragraph (d)(iii) the word "incombustible" should read "non-combustible".

Regulation 26

15. In paragraph (a) the reference to "Regulations 23 and 24 of this Chapter" should read "Regulations 23(h) and Regulation 24(c) of this Chapter".

Regulation 28

16. The following sub-heading should be added before paragraph (a):

"Requirements Applicable to all Portions of the Ship"

17. The following sub-heading should be added before paragraph (b):

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

18. The existing heading of this Regulation should be replaced 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

19. 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

20. Replace paragraph (c)(iv) by:

"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

21. Delete the existing text and replace by the following:

Regulation 49

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 (close cup test) as determined by an approved flashpoint apparatus.

Regulation 52

22. Paragraph (c)(iv) should be replaced 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(c) of this Chapter.

23. Paragraph (f)(i) should be replaced 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.

24. Paragraph (f)(iii)(1) should be replaced 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

25. Regulation 54 should read as follows:

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

26. Paragraph (a) should be replaced 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.

27. In the French text only of paragraph (b) "Regulation 49" should read "Regulation 52".

Regulation 57

28. Paragraph (a)(i) should be replaced by the following:

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

Regulation 60

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

Regulation 62

30. Sub-paragraph (iii) of paragraph (o) should be amended to read as follows:

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