

RESOLUTION A.324(IX) adopted on 12 November 1975
RECOMMENDATION ON POSITION OF COLLISION BULKHEADS
IN CARGO SHIPS



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THE ASSEMBLY,

NOTING Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

RECOGNIZING the need for uniform provisions for collision bulkheads in cargo ships,

HAVING CONSIDERED the Recommendation by the Maritime Safety Committee at its thirty-second session,

ADOPTS the Recommendation on Position of Collision Bulkheads in Cargo Ships, the text of which is set out in the Annex to this Resolution,

INVITES all governments concerned to take appropriate steps to give effect to the Recommendation as soon as possible.

ANNEX

RECOMMENDATION ON POSITION OF COLLISION BULKHEADS IN CARGO SHIPS

1. (a) A forepeak or collision bulkhead should be fitted and made watertight up to the freeboard deck. This bulkhead should not be less than 0.05 of the length of the ship* from the forward perpendicular in ships not exceeding 200 m in length and not less than 10 m from

* The length of the ship as defined in Regulation 3(1) of the International Convention on Load Lines, 1966.

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the forward perpendicular in ships exceeding 200 m in length. It should be located not more than 0.08 of the length of the ship from the forward perpendicular, except as may be allowed by the Administration.

- (b) Where any part of the underwater body extends forward of the forward perpendicular, e.g. a bulbous bow, the distances stipulated in sub-paragraph (a) of this paragraph may be measured from a point at mid length of the extension forward of the forward perpendicular or from a point 0.015 of the length of the ship forward of the forward perpendicular in ships of 200 m in length and less or 3 m in ships over 200 m in length, whichever is less.
 - (c) The bulkhead may have steps or recesses provided they are within the limits prescribed in sub-paragraph (a) of this paragraph. Pipes piercing the collision bulkhead are to be fitted with suitable valves operable from above the bulkhead deck and the valve chest is to be secured at the bulkhead inside the forepeak. No door, manhole, ventilation duct or any other opening should be permitted in this bulkhead.
2. (a) Where a long forward superstructure is fitted the collision bulkhead should be extended weathertight to the deck next above the freeboard deck. The extension need not be fitted directly over the bulkhead below provided it is located within the limits given in paragraph 1(a) with the exemption permitted by sub-paragraph (b) of this paragraph and the part of the deck which forms the step is made effectively weathertight.
- (b) In ships fitted with bow doors, in which a sloping loading ramp forms part of the collision bulkhead above the freeboard deck, that part of the ramp which is more than 2.30 m above the freeboard deck may extend forward of the limit specified in paragraph 1(a). Such ramp should be weathertight over its complete length.
 - (c) The number of openings in the bulkhead above the freeboard deck should be reduced to the minimum compatible with the design and normal operation of the ship. All such openings should be capable of being closed weathertight.
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