STATUTORY INSTRUMENTS

1975 No. 750

MERCHANT SHIPPING

SAFETY

The Merchant Shipping (Cargo Ship Construction and Survey) (Tankers and Combination Carriers) Rules 1975

Made - - - -	*2nd May* 1975
Laid before Parliament	14*th May* 1975
Coming into Operation	1*st July* 1975

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The Secretary of State in exercise of powers conferred by section 2 of the Merchant Shipping Act 1964**(a)** and now vested in him **(b)** and of all other powers enabling him in that behalf hereby makes the following Rules:—

PART I—GENERAL

Commencement, citation, interpretation, application and amendments

1.—(1) These Rules shall come into operation on the 1st July 1975 and may be cited as The Merchant Shipping (Cargo Ship Construction and Survey) (Tankers and Combination Carriers) Rules 1975.

(2) In these Rules, unless the context otherwise requires, the following expressions have the following meanings respectively—

" 'A' Class division" means a bulkhead or part of a deck which is—

(*a*) constructed of steel or other equivalent material;

(*b*) suitably stiffened;

(*c*) so constructed as to be capable of preventing the passage of smoke and flame to the end of the 60 minute standard fire test; and

(*d*) so insulated where necessary with suitable non-combustible materials that if the division is exposed to a standard fire test the average temperature on the unexposed side of the division shall not increase more than 139°C (250°F) above the initial temperature, nor shall the temperature at any one point, including any joint, rise more than 180°C (325°F) above the initial temperature within the time listed below:

A60 standard 60 minutes
A15 standard 15 minutes
AO standard 0 minutes

(a) 1964 c. 47.

(b) *See* S.I. 1965/145 (1965 I, p. 438).

"Accommodation spaces" means passenger spaces, corridors, lavatories, cabins, offices, crew spaces, barbers shops, isolated pantries and lockers, and similar spaces;

" 'B' Class division of BO standard" means a bulkhead, ceiling or lining which is—

(*a*) so constructed as to be capable of preventing the passage of flame to the end of the first 30 minutes of the standard fire test; and

(*b*) constructed of suitable non-combustible materials, and all materials whose use is necessary for or ancillary to its construction and erection shall be non-combustible;

" 'C' Class division" means a bulkhead, ceiling or lining which is constructed of suitable non-combustible materials not being an 'A' class division or a 'B' class division of BO standard;

"Cargo control station" means a space from which the loading, discharging or transferring of the oil cargo may be controlled;

"Cargo pump room" means a room in which the pumps used for loading, discharging or transferring oil cargoes are located;

"Certifying Authority" means the Secretary of State and any person authorised by the Secretary of State and includes in particular (if so authorised) Lloyd's Register of Shipping, the British Committee of the Bureau Veritas, the British Committee of Det norske Veritas, the British Committee of Germanischer Lloyd, and the British Technical Committee of the American Bureau of Shipping;

"Combination carrier" means a cargo ship constructed or adapted for the carriage either of crude oil and petroleum products having a closed flashpoint not exceeding 60°C, and the Reid vapour pressure of which is below that of atmospheric pressure and other liquids having a similar fire hazard or of solid cargoes in bulk;

"Continuous 'B' Class ceiling or lining" means a 'B' Class ceiling or lining which terminates only at an 'A' Class or 'B' Class division;

"Control room" means a room within a machinery space of Category A from which machinery and boilers may be controlled;

"Control stations" means spaces in which radio or main navigating equipment, or the emergency source of power, or the central fire recording or fire control equipment are located;

"Deadweight" means the difference in metric tons between the displacement of a ship at the summer load waterline and the lightweight of the ship;

"Equivalent material" where the words are used in the expression "steel or other equivalent material" means any material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of an appropriate fire test;

"Lightweight" means the displacement of a ship in metric tons without cargo, oil fuel, lubricating oil, ballast and fresh water in tanks, stores and crew and their effects;

"Machinery space" means any space used for propelling, auxiliary or refrigerating machinery, boilers, pumps, engineers' workshops, generators, ventilation and air conditioning machinery, oil filling stations and similar spaces and trunks to such spaces;

"Machinery space of Category A" means any space which contains either internal combustion type machinery used for—

(*a*) main propulsion; or

(*b*) purposes other than main propulsion where such machinery has in the aggregate a total of 500 brake horse power or more,

or any oil-fired boiler or oil fuel unit, and trunks to such a space;

"Metric Tons" means tons of 1000 kilogrammes;

"Non-combustible material" means a material which when heated to a temperature of 750°C (1382°F) neither flames for longer than 10 seconds duration, nor raises either its internal temperature or the temperature of the test furnace more than 50°C (90°F) above 750°C (1382°F) when tested in accordance with British Standard 476: Part 4: 1970, and the expression "combustible material" shall be construed accordingly;

"Oil fuel unit" means the equipment used for the preparation of oil fuel for delivery to the oil burners of an oil fired boiler and includes the oil pressure pumps, filters and heaters;

"Reid vapour pressure" means the vapour pressure of a liquid as determined by laboratory testing in a standard manner in the Reid apparatus;

"Service space" includes galleys, main pantries, laundries, store rooms, workshops other than those forming part of machinery spaces, and similar spaces, and trunks to such spaces;

"Standard fire test" means a test in which a specimen of the relevant 'A' Class or 'B' Class division having an exposed surface area of not less than 4·65 square metres and a bulkhead height or deck length of 2·44 metres resembling as closely as possible the intended construction and including where appropriate at least one joint, is exposed in a test furnace to a series of time temperature relationships, approximately as follows:—

at the end of the first 5 minutes	538°C (1000°F);
at the end of the first 10 minutes	704°C (1300°F);
at the end of the first 30 minutes	843°C (1550°F);
at the end of the first 60 minutes	927°C (1700°F);

"Suitable" in relation to material means approved by the Secretary of State as suitable for the purpose for which it is used;

"Surface spread of flame" means the surface spread of flame classified as Class 1, Class 2 or Class 3 within the meaning of British Standard 476: Part 7: 1971;

"Surveyor" means a marine surveyor of the Department of Trade;

"Tanker" means a cargo ship constructed or adapted for the carriage of crude oil and petroleum products having a closed flashpoint not exceeding 60°C, and the Reid vapour pressure of which is below that of atmospheric pressure and other liquids having a similar fire hazard;

"Tons" means gross tons;

"Upper deck" means the uppermost complete deck exposed to the sea and weather fitted as an integral part of the ship's structure, being a deck, openings in the weather portions of which are fitted with permanent means of closing and below which all openings in the sides of the ship are fitted with permanent means of watertight closing.

(3) These Rules apply to tankers and combination carriers registered in the United Kingdom of not less than 500 tons—

(*a*) the keels of which are laid, or which are at a similar stage of construction

before the 1st July 1975 but which are completed on or after the 1st January 1979; or

(*b*) the keels of which are laid, or which are at a similar stage of construction, on or after the 1st July 1975 but before the 1st July 1977, except that in the case of such ships the building contracts of which are signed before the 1st July 1975 and which are completed before the 1st January 1979, the following Rules shall not apply:—

(i) Rule 11(1) and (4) (use of non-combustible material in certain bulkheads);

(ii) Rule 12(1)(*a*) and (*b*) (use of non-combustible materials for ceilings, linings, framing, grounds and joint pieces but not including continuous ceilings and linings referred to in Rule 11(3) or the framing, grounds and joint pieces of such continuous ceilings and linings); or

(*c*) the keels of which are laid, or which are at a similar stage of construction, on or after the 1st July 1977.

(4) The Interpretation Act 1889**(a)** shall apply for the interpretation of these Rules as it applies for the interpretation of an Act of Parliament.

(5) The Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965**(b)** shall be amended as follows:—

(*a*) In Rule 1(2) there shall be inserted in the appropriate places alphabetically—

" "Combination carrier" means a cargo ship constructed or adapted for the carriage either of crude oil, petroleum products and other liquids having a similar fire hazard or of solid cargoes in bulk"; and

" "Reid vapour pressure" means the vapour pressure of a liquid as determined by laboratory testing in a standard manner in the Reid apparatus";

(*b*) in Rule 1(3) there shall be inserted after sub-paragraph (*b*) as sub-paragraph (*c*) the following:—

"(*c*) Rules 11 to 19 inclusive (fire protection) shall not apply to tankers and combination carriers registered in the United Kingdom carrying crude oil and petroleum products having a closed flashpoint not exceeding 60°C, and the Reid vapour pressure of which is below that of atmospheric pressure and other liquids having a similar fire hazard, the keels of which are laid, or which are at a similar stage of construction, on or after 1st July 1975, or are laid or are at a similar stage of construction before that date but are completed after 31st December 1978.".

(a) 1889 c. 63. **(b)** S.I. 1965/1104 (1965 II, p. 2922).

PART II—CONSTRUCTION

Structure

2. The hull, superstructures, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material except that the crowns and casings of machinery spaces of Category A and the exterior boundaries of superstructures and deckhouses which are required to be insulated to A60 standard under Rule 5(1) of these Rules shall be constructed only of steel.

Location of spaces

3.—(1) Machinery spaces of Category A shall be positioned aft of cargo tanks and slop tanks and shall be separated from them by a cofferdam, cargo pump room or oil fuel bunker tank, and shall also be positioned aft of such cofferdam or cargo pump room except that the lower part of a cargo pump room may be recessed into a machinery space of Category A in order to accommodate pumps if the crown of the recess is not more than one third of the moulded depth above the keel; provided that, in the case of a ship not exceeding 25,000 metric tons deadweight where a recess of such height is not practicable for reasons of access and arrangement of piping, the recess may be increased to a height not exceeding one half of the moulded depth above the keel.

(2) Accommodation spaces, service spaces, control stations and cargo control stations shall be positioned aft of all cargo and slop tanks, cargo pump rooms and cofferdams which separate cargo and slop tanks from machinery spaces of Category A except that—

(*a*) accommodation spaces and service spaces may be positioned over the recess of a pump room to which paragraph (1) of this Rule refers, provided that such spaces are positioned above the level of the upper deck;

(*b*) navigating spaces may be positioned above cargo tank spaces provided that they are used only for navigating purposes and are separated from the upper deck by means of an open space the height of which shall be not less than 2 metres.

(3) Machinery spaces other than those of Category A shall not be positioned forward of all cargo and slop tanks, cargo pump rooms and cofferdams unless suitable fire extinguishing arrangements are provided.

Precaution against oil spills

4. Means shall be provided to isolate oil spills on the upper deck from accommodation and service spaces and shall take into account stern cargo handling facilities where these are provided.

Exterior boundaries of superstructures and deckhouses

5.—(1) The exterior boundaries of superstructures and deckhouses enclosing accommodation and service spaces, control stations and cargo control stations and any overhanging deck which supports such spaces shall be insulated to A60 standard on the portions of such boundaries which face cargo oil tanks and on the sides of such boundaries for a distance of 3 metres measured horizontally and parallel to the middle line of the ship from the front boundary at each deck level except that such insulation need not be fitted to:—

(*a*) the external bulkheads and overhanging decks of the wheelhouse; and

(*b*) the external boundaries of spaces in which doors referred to in paragraph (2)(*a*) below are fitted.

(2) In the exterior boundary bulkheads facing cargo oil tanks of superstructures and deckhouses enclosing accommodation and service spaces—

(*a*) doors shall not be fitted except to provide access to those spaces which do not have access to accommodation and service spaces and whose internal boundaries are insulated to A60 standard;

(*b*) sidescuttles and windows other than wheelhouse windows shall be of a non-opening type;

(*c*) windows shall not be fitted in the first tier of such superstructures and deckhouses on the upper deck and sidescuttles fitted in such a tier shall be fitted internally with permanently attached covers of steel;

(*d*) sidescuttles and windows fitted in tiers above the first tier of such superstructures and deckhouses shall either be fitted internally with permanently attached covers of steel or be provided with portable covers of steel which shall be stowed within the space they are intended to serve.

(3) The provisions of paragraph (2) of this Rule shall apply to the exterior boundary bulkheads at the sides of the superstructures and deckhouses enclosing accommodation and service spaces for a distance of 5 metres measured horizontally and parallel to the middle line of the ship from the front exterior boundary bulkhead at each deck level as the said provisions apply to exterior boundary bulkheads facing cargo oil tanks except that sub-paragraph (*a*) of paragraph (2) of this Rule shall not apply to the exterior boundary bulkheads of the wheelhouse.

Separation of cargo pump rooms from machinery spaces of Category A

6.—(1) The bulkheads and decks separating cargo pump rooms from machinery spaces of Category A shall be 'A' Class divisions of AO standard.

(2) Where lighting enclosures are fitted in bulkheads and decks to which paragraph (1) of this Rule refers for the purpose of illuminating the cargo pump room, such lighting enclosures shall be such that the 'A' Class integrity and gastightness of such bulkheads and decks are not impaired.

Boundary bulkheads and decks of machinery spaces of Category A and cargo pump rooms

7.—(1) Windows and side scuttles shall not be fitted in internal or external boundary bulkheads or decks of machinery spaces of Category A and cargo pump rooms including skylights to such spaces except that such windows and sidescuttles may be fitted in a bulkhead between a machinery space of Category A and a control room located within the boundaries of such a space.

(2) Skylights to machinery spaces of Category A and cargo pump rooms shall be capable of being closed and opened from outside the spaces which they serve.

Separation of accommodation spaces and service spaces from machinery spaces of Category A and cargo pump rooms

8.—(1) Bulkheads and decks separating accommodation spaces and service spaces from machinery spaces of Category A and cargo pump rooms shall be 'A' Class divisions of A60 standard.

(2) Where lighting enclosures are fitted in a bulkhead to which paragraph (1) of this Rule refers for the purpose of illuminating the cargo pump room such lighting enclosures shall be such that the 'A' class integrity, insulation standard and gastightness of such divisions are not impaired.

Separation of accommodation spaces from galleys, storerooms and similar spaces

9. The boundary bulkheads separating accommodation spaces from galleys, paint rooms, lamp rooms or boatswain's stores shall be constructed of steel or other equivalent material.

Protection of control stations from other enclosed spaces

10.—(1) Bulkheads and decks separating control stations from other enclosed spaces shall be 'A' Class divisions having insulation standards in accordance with Tables 1 and 2 set out in the Schedule to these Rules.

(2) The deck separating the navigating space from the open space to which Rule 3(2)(*b*) of these Rules refers shall be an 'A' Class division of A60 standard.

Bulkheads within accommodation spaces, service spaces and control stations

11.—(1) All bulkheads within accommodation spaces, service spaces and control stations which are not required by these Rules to be either 'A' Class divisions or 'B' Class divisions of BO standard shall be 'C' Class divisions.

(2) Corridor bulkheads serving accommodation spaces, service spaces and control stations which are not required by these Rules to be 'A' Class divisions shall be 'B' Class divisions of BO standard.

(3) All bulkheads required by these Rules to be 'B' Class divisions of BO standard shall extend from deck to deck and to the shell plating or other boundaries except where continuous 'B' Class ceilings or linings of BO standard are fitted on both sides of the bulkheads the bulkheads may terminate at such ceilings or linings.

(4) All materials used in the construction of bulkheads and doors in such bulkheads shall be non-combustible.

Restriction of combustible materials

12.—(1) Within accommodation spaces, service spaces and control stations—

(*a*) all ceilings, linings, draught stops and insulating materials shall be of non-combustible materials except for—

(i) materials used to insulate refrigerated compartments;

(ii) materials used to insulate valves associated with hot and cold service systems provided that their exposed surfaces are such that a Class 1 or 2 surface spread of flame will not be exceeded;

(iii) vapour barriers and adhesives used in conjunction with insulating materials provided that their exposed surfaces are such that a Class 1 or 2 surface spread of flame will not be exceeded;

(*b*) the framing, grounds and joint pieces of linings, ceilings and draught stops shall be non-combustible;

(*c*) bulkheads, ceilings and linings shall not be faced with a combustible veneer unless the thickness of such a veneer does not exceed 2·0 millimetres except in corridors, stairway enclosures and control stations where it shall not exceed 1·5 millimetres;

(*d*) all exposed surfaces in corridors and stairway enclosures and surfaces in concealed or inaccessible spaces shall be such that a Class 1 or 2 surface spread of flame is not exceeded;

(*e*) primary deck coverings shall be of a type which will not readily ignite.

(2) The surface of insulating materials fitted to the inside of the bulkheads and decks forming the casings and crowns of machinery spaces of Category A shall be impervious to oil and oil vapours.

(3) Paints, varnishes and other finishes used on exposed surfaces within accommodation and service spaces, control stations and machinery spaces shall not contain nitrocellulose or other highly flammable base products and such surfaces except where otherwise required by these Rules shall be such that a Class 3 surface spread of flame will not be exceeded; provided that these requirements shall not apply to furniture, furnishings, machinery and similar items.

Draught stops

13. Every air space enclosed behind a ceiling, panel or lining within accommodation spaces, service spaces and control stations shall be divided by close-fitting draught-stops which shall be spaced not more than 14 metres apart and which shall be closed at each deck.

Openings in 'A' Class divisions

14.—(1) Where an 'A' Class division is pierced for the passage of electric cables, pipes, trunks, girders or beams, or for other purposes, the arrangements shall be such that the effectiveness of the division in resisting fire is not thereby impaired except that this requirement shall not apply to shaft glands and similar glanded penetrations in bulkheads and decks between cargo pump rooms, including their trunks, and machinery spaces of Category A.

(2) The construction of all doors and frames in 'A' Class bulkheads, with the means of securing them when closed, shall provide resistance to fire as well as to the passage of smoke and flame as far as is reasonably practicable equivalent to that of the bulkheads in which the doors are situated.

(3) Every door in an 'A' Class bulkhead shall be so constructed that it can be opened and closed by one person from either side of the division.

(4) Every door in an 'A' Class bulkhead which forms part of a stairway enclosure or lift trunk serving accommodation spaces, service spaces or control stations and every door in a casing of a machinery space of Category A shall be self-closing.

(5) Hold back arrangements may be fitted to doors to which paragraph (4) of this Rule refers provided that such arrangements:

(*a*) have remote release fittings of a type which in the event of disruption of the control system will automatically close the doors; and

(*b*) will permit each door to be closed manually.

Openings in 'B' Class divisions

15.—(1) Where a 'B' Class division is pierced for the passage of electric cables, pipes, trunks, girders or beams, or for other purposes, the arrangements shall be such that the effectiveness of the division in resisting fire is not thereby impaired.

(2) The construction of all doors and door frames in 'B' Class bulkheads shall provide resistance to fire as well as the passage of flame, as far as is reasonably practicable, equivalent to that of the bulkheads in which the doors are situated.

(3) The number of ventilation openings in 'B' Class divisions shall be kept to a minimum and shall be provided as far as is reasonably practicable only in the lower part of a door and fitted with a grille constructed of steel or under a door except that such openings shall not be provided in a door in a 'B' Class division forming a stairway enclosure. The net area of any such opening or openings shall not exceed 0·05 square metres and in no case shall a gap under a door exceed 25 millimetres.

(4) Every door in a 'B' Class bulkhead which forms a stairway enclosure or part thereof shall be self-closing.

(5) Hold back arrangements may be fitted to doors to which paragraph (4) of this Rule refers provided that such arrangements:

(*a*) have remote release fittings of a type which in the event of disruption of the control system will automatically close the doors; and

(*b*) will permit each door to be closed manually.

Protection of stairway enclosures and lift trunks

16.—(1) Every stairway within accommodation spaces, service spaces and control stations shall be constructed of steel or other suitable material and every such stairway and lift shall lie respectively within an enclosure or trunk constructed of 'A' Class divisions of AO standard except that a stairway serving only two decks shall only be required to be enclosed at one level by either 'A' Class divisions of AO standard or 'B' Class divisions of BO standard provided always that any bulkhead which separates a stairway from a machinery space of Category A shall be an 'A' Class division of A60 standard.

(2) Every opening in a stairway enclosure and lift trunk shall be provided with a means of closure which shall be permanently attached thereto and which shall comply with the requirements of Rules 14 or 15 of these Rules whichever is applicable.

Ventilation systems

17.—(1) Ducts providing ventilation to machinery spaces of Category A shall not pass through accommodation spaces, service spaces or control stations, except this requirement shall not apply to such ducts which—

(*a*) are constructed of steel having a thickness of at least 3 millimetres and 5 millimetres for ducts the width or diameters of which are up to and including 300 millimetres and 760 millimetres and over respectively and in the case of such ducts the widths or diameter of which are between 300 and 760 millimetres, having a thickness to be obtained by interpolation; and

(*b*) are suitably supported and stiffened; and

(*c*) are insulated to A60 standard.

(2) Ducts providing ventilation to accommodation spaces, service spaces or control stations other than ducts which comply with paragraph (1)(*a*), (*b*) and (*c*) of this Rule shall not pass through machinery spaces of Category A.

(3) The arrangement and positioning of openings in the cargo tank deck from which gas emission can occur, and the arrangements of ventilation inlets and outlets and other openings in the boundary bulkheads and decks of superstructures and deckhouses shall be such as to minimize the possibility of gas being admitted to enclosed spaces containing a source of ignition, or collecting

in the vicinity of deck machinery and equipment which may constitute an ignition hazard. In every case the height of the outlet above the deck and the discharge velocity of the gas shall be considered in conjunction with the distance of any outlet from any deckhouse opening or source of ignition.

(4) Ventilation inlets and outlets to accommodation and service spaces, control stations, and machinery spaces, and any other openings in the boundaries of superstructures and deckhouses enclosing such spaces shall be positioned as far aft as is practicable taking into account stern cargo handling facilities where these are provided.

(5) Cargo pump rooms shall be mechanically ventilated and discharges from the exhaust fans shall be led to a safe place on the open deck. The ventilation of these rooms shall have sufficient capacity to minimize the possibility of accumulation of flammable vapours. The number of changes of air shall be at least 20 times per hour, based upon the gross volume of the space. The air ducts shall be arranged so that all of the space is effectively ventilated. The ventilation system shall be of the exhaust type.

Miscellaneous items of fire protection

18.—(1) Pipes intended to convey oil or other combustible liquids shall be of a suitable material having regard to the risk of fire.

(2) Overboard scuppers, sanitary discharges or other outlets close to the waterline shall not be of a material likely to fail in the event of a fire and thereby give rise to a danger of flooding.

(3) Electric radiators shall—

(*a*) be permamently fixed in position;

(*b*) be so constructed as to reduce the risk of fire to a minimum;

(*c*) not be equipped with elements so exposed as to scorch or ignite clothing, curtains or other similar materials.

(4) Cellulose-nitrate film shall not be used in cinematograph installations.

Alternative construction and equipment

19. Where these Rules require that the hull of a ship shall be constructed in a particular manner, or that particular equipment shall be provided, or that particular provisions shall be made, the Secretary of State may allow the hull of the ship to be constructed in any other manner, or any other equipment to be provided or other provision made, if he is satisfied that such other construction, equipment or provision is at least as effective as that required by these Rules.

PART III—SURVEYS

Surveys before issue of cargo ships safety construction certificates

20.—(1) The owner of every ship to which these Rules apply shall cause the ship to be surveyed by a surveyor and any application for the survey shall be accompanied by such information relating to the ship as the Secretary of State may require.

(2) The Secretary of State shall upon receipt of an application for survey and any fee payable on such applications cause the ship to be surveyed by a surveyor.

(3) The surveyor shall survey the ship and shall satisfy himself that it complies with the requirements of Part II of these Rules and is in all respects satisfactory for the service for which it is intended having regard to the period for which a cargo ship safety construction certificate in respect of the ship is to be issued.

(4) The surveyor, if satisfied on the survey that he may properly do so, shall forward to the Certifying Authority a declaration of survey containing such particulars as are required by the Certifying Authority to enable them to issue a cargo ship safety construction certificate in respect of the ship in accordance with the provisions of section 3 of the Merchant Shipping Act 1964.

Intermediate surveys

21.—(1) The owner of every ship in respect of which a cargo ship safety construction certificate has been issued shall, so long as the certificate remains in force, cause the ship to be surveyed at intervals not exceeding two years by a surveyor in the manner specified in paragraph (2) of this Rule for the purpose of seeing whether the certificate should remain in force, and if the ship is not so surveyed, the Secretary of State may cancel the certificate.

(2) The surveys to be carried out under paragraph (1) of this Rule shall be to establish that the following equipment and materials are maintained in a satisfactory manner:

(*a*) insulation of 'A' Class divisions and integrity of 'A' Class and 'B' Class divisions;

(*b*) doors fitted in 'A' Class and 'B' Class divisions;

(*c*) fittings by which doors in 'A' Class and 'B' Class divisions can be remotely released;

(*d*) arrangement and insulation of ventilation ducts.

(3) Every application for the survey of a ship under this Rule shall be made by or on behalf of the owner of the ship to the Secretary of State through the Certifying Authority by whom the certificate was issued.

(4) The Secretary of State shall, on receipt of the application and of any fee payable on such application, cause the ship to be surveyed by a surveyor.

(5) The surveyor shall survey the ship with a view to satisfying himself that

(*a*) such of the parts of the ship and its equipment specified in paragraph (2) of this Rule as are the subject of the application for survey remain efficient;

(*b*) as far as is reasonably practicable no material alterations have been made to the structure of the ship;

(*c*) there has been no alteration to the location and designation of spaces with respect to these Rules without the approval of the Secretary of State.

(6) On the completion of the survey in accordance with the requirements of the preceding paragraph the surveyor shall forward a declaration of the survey to the Certifying Authority.

Stanley Clinton Davis,
Parliamentary Under-Secretary of State
for Companies, Aviation and Shipping,
Department of Trade.

2nd May 1975.

Rule 10

THE SCHEDULE

TABLE 1—FIRE INTEGRITY OF BULKHEADS SEPARATING CONTROL STATIONS FROM OTHER SPACES

Space / Space	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Control Station	AO_1	AO	A15	AO	A15	A60	A15

Where (1) is control stations
(2) is corridors
(3) is accommodation spaces
(4) is stairways
(5) is service spaces
(6) is machinery spaces of Category A
(7) is machinery spaces other than machinery spaces of Category A.

Superscript 1—bulkheads separating the wheelhouse, chartroom and radio room from each other may be alternatively "B" Class bulkheads of BO standard.

TABLE 2—FIRE INTEGRITY OF DECKS SEPARATING CONTROL STATIONS FROM OTHER SPACES

Space Above → / ↓ Space Below	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Control Stations (1)	AO	AO	AO	AO	AO	A60	AO
Corridors (2)	AO						
Accommodation Spaces (3)	A15						
Stairways (4)	AO						
Service Spaces (5)	A15						
Machinery Spaces of Category A (6)	A60						
Machinery Spaces other than Machinery Spaces of Category A (7)	A15						

EXPLANATORY NOTE

(This Note is not part of the Rules.)

These Rules prescribe construction requirements with respect to the structural fire protection of tankers and combination carriers registered in the United Kingdom of not less than 500 gross tons. The Rules introduce fire protection safety provisions in the construction of accommodation spaces, service spaces, control stations and machinery spaces and provide for the separation of certain spaces in the ship and the use of fire insulation and non-combustible materials to minimise the risk of the spread of fire.

The Rules require that such ships shall be surveyed to ensure their compliance with the Rules and provide for the manner in which surveys shall be carried out.

The Rules also amend the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965 by excluding tankers and combination carriers from the application of the fire protection rules prescribed in those Rules.

SI 1975/750
ISBN 0-11-050750-9

