

国际海事组织

1974 SOLAS 公约 2000 修正案

AMENDMENTS TO THE INTERNATIONAL
CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974, AS AMENDED

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INTERNATIONAL MARITIME ORGANIZATION

**AMENDMENTS TO THE INTERNATIONAL
CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974, AS AMENDED**

by

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RESOLUTION MSC.91(72)

(adopted on 26 May 2000)

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as "the Convention", concerning the procedures for amending the Annex to the Convention, other than the provisions of chapter I thereof,

NOTING its decision, at its seventieth session, that the requirement of SOLAS regulation III/28.2 (that passenger ships of 130 m in length and upwards constructed on or after 1 July 1999 should be fitted with a helicopter landing area) should be repealed for non ro-ro passenger ships, and the subsequent issuance to this effect of MSC/Circ. 907 on Application of SOLAS regulation III/28.2 concerning helicopter landing areas on non ro-ro passenger ships,

NOTING FURTHER the addition to the 1974 SOLAS Convention of a new SOLAS chapter XII (Additional safety measures for bulk carriers) adopted by resolution 1 of the 1997 SOLAS Conference,

HAVING CONSIDERED, at its seventy-second session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) thereof,

1. **ADOPTS**, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the Annex to the present resolution;
2. **DETERMINES**, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 July 2001, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. **INVITES** Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2002, upon their acceptance in accordance with paragraph 2 above;
4. **REQUESTS** the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. **FURTHER REQUESTS** the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

CHAPTER III LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Regulation 28 Helicopter landing and pick-up areas

1 In paragraph 2 of the regulation, the words "Passenger ships" are replaced by the words "Ro-ro passenger ships".

APPENDIX CERTIFICATES

2 In the form of the Cargo Ship Safety Construction Certificate and the Cargo Ship Safety Equipment Certificate given in the appendix to the Annex to the International Convention for the Safety of Life at Sea, 1974, under the heading "Type of ship", the words "Bulk carrier" are inserted between the heading and the words "Oil tanker".

RESOLUTION MSC.92(72)

(adopted on 26 May 2000)

ADOPTION OF AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as "the Convention", and article VI of the Protocol of 1988 relating to the Convention hereinafter referred to as "the 1988 SOLAS Protocol" concerning the procedure for amending the 1988 SOLAS Protocol,

HAVING CONSIDERED, at its seventy-second session, amendments to the 1988 SOLAS Protocol proposed and circulated in accordance with article VIII(b)(i) of the Convention and article VI of the 1988 SOLAS Protocol,

1. **ADOPTS**, in accordance with article VIII(b)(iv) of the Convention and article VI of the 1988 SOLAS Protocol, amendments to the appendix to the Annex to the 1988 SOLAS Protocol, the text of which is set out in the Annex to the present resolution;
2. **DETERMINES**, in accordance with article VIII(b)(vi)(2)(bb) of the Convention and article VI of the 1988 SOLAS Protocol, that the amendments shall be deemed to have been accepted on 1 July 2001, unless, prior to that date, more than one third of the Parties to the 1988 SOLAS Protocol or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. **INVITES** Parties to note that, in accordance with article VIII(b)(vii)(2) of the Convention and article VI of the 1988 SOLAS Protocol, the amendments shall enter into force on 1 January 2002, upon their acceptance in accordance with paragraph 2 above;
4. **REQUESTS** the Secretary-General, in conformity with article VIII(b)(v) of the Convention and article VI of the 1988 SOLAS Protocol, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Parties to the 1988 SOLAS Protocol;
5. **FURTHER REQUESTS** the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Parties to the 1988 SOLAS Protocol.

ANNEX

AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

In the form of the Cargo Ship Safety Construction Certificate, Cargo Ship Safety Equipment Certificate and Cargo Ship Safety Certificate given in the appendix to the Annex to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, under the heading "Type of ship", the words "Bulk carrier" are inserted between the heading and the words "Oil tanker".

RESOLUTION MSC.99(73)

(adopted on 5 December 2000)

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as "the Convention", concerning the procedures for amending the Annex to the Convention, other than the provisions of chapter I thereof,

HAVING CONSIDERED, at its seventy-third session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) thereof,

1. **ADOPTS**, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the Annex to the present resolution;
2. **DETERMINES**, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2002, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. **INVITES** Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2002 upon their acceptance in accordance with paragraph 2 above;
4. **REQUESTS** the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. **FURTHER REQUESTS** the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

CHAPTER II - 1 CONSTRUCTION-STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

Regulation 3 - 4 Emergency towing arrangements on tankers

- 1 The existing text of the regulation is replaced by the following:

"Regulation 3 - 4 Emergency towing arrangements on tankers

- 1 Emergency towing arrangements shall be fitted at both ends on board every tanker of not less than 20,000 tonnes deadweight.
 - 2 For tankers constructed on or after 1 July 2002:
 - .1 the arrangements shall, at all times, be capable of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing ship. At least one of the emergency towing arrangements shall be pre-rigged ready for rapid deployment; and
 - .2 emergency towing arrangements at both ends shall be of adequate strength taking into account the size and deadweight of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.
 - 3 For tankers constructed before 1 July 2002, the design and construction of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.^①
- 2 The following new regulation 3 - 5 is inserted after existing regulation 3 - 4:

"Regulation 3 - 5 New installation of materials containing asbestos

① Refer to the Guidelines on emergency towing arrangements for tankers adopted by the Maritime Safety Committee by resolution MSC.35(63), as may be amended.

- 1 This regulation shall apply to materials used for the structure, machinery, electrical installations and equipment covered by the present Convention.
- 2 For all ships, new installation of materials which contain asbestos shall be prohibited except for:
 - .1 vanes used in rotary vane compressors and rotary vane vacuum pumps;
 - .2 watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350°C) or pressure (in excess of 7×10^6 Pa), there is a risk of fire, corrosion or toxicity; and
 - .3 supple and flexible thermal insulation assemblies used for temperatures above 1000°C."

Regulation 43
Emergency source of electrical power in cargo ships

- 3 In paragraph 2.2.5, the word "and" is deleted.
- 4 In paragraph 2.2.6, the word "motors." is replaced by the words "motors; and".
- 5 In paragraph 2.2, the following new subparagraph .7 is added after existing subparagraph .6:
".7 in all cargo pump-rooms of tankers constructed on or after 1 July 2002".

CHAPTER II – 2

CONSTRUCTION-FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

6 The existing text of chapter II – 2 is replaced by the following:

"PART A – GENERAL

Regulation 1 Application

1 Application

1.1 Unless expressly provided otherwise, this chapter shall apply to ships constructed on or after 1 July 2002.

1.2 For the purpose of this chapter:

- .1 the expression ships constructed means ships the keels of which are laid or which are at a similar stage of construction;
- .2 the expression all ships means ships, irrespective of type, constructed before, on or after 1 July 2002; and
- .3 a cargo ship, whenever built, which is converted to a passenger ship shall be treated as a passenger ship constructed on the date on which such a conversion commences.

1.3 For the purpose of this chapter, the expression a similar stage of construction means the stage at which:

- .1 construction identifiable with a specific ship begins; and
- .2 assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

2 Applicable requirements to existing ships

2.1 Unless expressly provided otherwise, for ships constructed before 1 July 2002 the Administration shall ensure that the requirements which are applicable under chapter II – 2 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.13(57), MSC.22(59), MSC.24(60), MSC.27(61), MSC.31(63) and MSC.57(67), are complied with.

2.2 Ships constructed before 1 July 2002 shall also comply with:

- .1 paragraphs 3, 6.5 and 6.7 as appropriate;
- .2 regulations 13.3.4.2 to 13.3.4.5, 13.4.3 and Part E, except regulations 16.3.2.2 and 16.3.2.3 thereof, as appropriate, not later than the date of the first survey after 1 July 2002;

- .3 regulations 10.4.1.3 and 10.6.4 for new installations only; and
- .4 regulation 10.5.6 not later than 1 October 2005 for passenger ships of 2,000 gross tonnage and above.

3 Repairs, alterations, modifications and outfitting

3.1 All ships which undergo repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to these ships. Such ships, if constructed before 1 July 2002, shall, as a rule, comply with the requirements for ships constructed on or after that date to at least the same extent as they did before undergoing such repairs, alterations, modifications or outfitting.

3.2 Repairs, alterations and modifications which substantially alter the dimensions of a ship or the passenger accommodation spaces, or substantially increase a ship's service life and outfitting related thereto shall meet the requirements for ships constructed on or after 1 July 2002 in so far as the Administration deems reasonable and practicable.

4 Exemptions

4.1 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^① from those requirements individual ships or classes of ships entitled to fly the flag of its State, provided that such ships, which, in the course of their voyage, do not sail at distances of more than 20 miles from the nearest land.

4.2 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 from those requirements, provided that they comply fully with the provisions of:

- .1 the rules annexed to the Special Trade Passenger Ships Agreement, 1971; and
- .2 the rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973.

5 Applicable requirements depending on ship type

Unless expressly provided otherwise:

- .1 requirements not referring to a specific ship type shall apply to ships of all types; and
- .2 requirements referring to "tankers" shall apply to tankers subject to the requirements specified in paragraph 6 below.

6 Application of requirements for tankers

6.1 Requirements for tankers in this chapter shall apply to tankers carrying crude oil or petroleum products having a flashpoint not exceeding 60 °C (closed cup test), as determined by an approved flashpoint apparatus, and a Reid vapour pressure which is below the atmospheric pressure or other liquid

① Refer to port State concurrence with SOLAS exemptions (MSC/Circ.606).

products having a similar fire hazard.

6.2 Where liquid cargoes other than those referred to in paragraph 6.1 or liquefied gases which introduce additional fire hazards are intended to be carried, additional safety measures shall be required, having due regard to the provisions of the International Bulk Chemical Code, as defined in regulation VII/8.1, the Bulk Chemical Code, the International Gas Carrier Code, as defined in regulation VII/11.1, and the Gas Carrier Code, as appropriate.

6.2.1 A liquid cargo with a flashpoint of less than 60°C for which a regular foam fire-fighting system complying with the Fire Safety Systems Code is not effective, is considered to be a cargo introducing additional fire hazards in this context. The following additional measures are required:

- .1 the foam shall be of alcohol resistant type;
- .2 the type of foam concentrates for use in chemical tankers shall be to the satisfaction of the Administration taking into account the guidelines developed by the Organization;^① and
- .3 the capacity and application rates of the foam extinguishing system shall comply with chapter 11 of the International Bulk Chemical Code, except that lower application rates may be accepted based on performance tests. For tankers fitted with inert gas systems, a quantity of foam concentrate sufficient for 20 min of foam generation may be accepted.^②

6.2.2 For the purpose of this regulation, a liquid cargo with a vapour pressure greater than 1.013 bar absolute at 37.8°C is considered to be a cargo introducing additional fire hazards. Ships carrying such substances shall comply with paragraph 15.14 of the International Bulk Chemical Code. When ships operate in restricted areas and at restricted times, the Administration concerned may agree to waive the requirements for refrigeration systems in accordance with paragraph 15.14.3 of the International Bulk Chemical Code.

6.3 Liquid cargoes with a flashpoint exceeding 60°C other than oil products or liquid cargoes subject to the requirements of the International Bulk Chemical Code are considered to constitute a low fire risk, not requiring the protection of a fixed foam extinguishing system.

6.4 Tankers carrying petroleum products with a flashpoint exceeding 60°C (closed cup test), as determined by an approved flashpoint apparatus, shall comply with the requirements provided in regulations 10.2.1.4.4. and 10.10.2.3 and the requirements for cargo ships other than tankers, except that, in lieu of the fixed fire extinguishing system required in regulation 10.7, they shall be fitted with a fixed deck foam system which shall comply with the provisions of the Fire Safety Systems Code.

6.5 Combination carriers constructed before, on or after 1 July 2002 shall not carry cargoes other than oil unless all cargo spaces are empty of oil and gas-freed or unless the arrangements provided in each case have been approved by the Administration taking into account the guidelines developed by the Organization.^③

6.6 Chemical tankers and gas carriers shall comply with the requirements for tankers, except where alternative and supplementary arrangements are provided to the satisfaction of the Administration, having

① Refer to the Guidelines for performance and testing criteria and surveys of expansion foam concentrates for fire-extinguishing systems for chemical tankers (MSC/Circ.799).

② Refer to the Information on flashpoint and recommended fire-fighting media for chemicals to which neither the IBC nor BCH Codes apply (MSC/Circ.553).

③ Refer to the Guidelines for inert gas systems (MSC/Circ.353), as amended by MSC/Circ.387.

due regard to the provisions of the International Bulk Chemical Code and the International Gas Carrier Code, as appropriate.

6.7 The requirements of regulations 4.5.10.1.1 and 4.5.10.1.4, and a system for continuous monitoring of the concentration of hydrocarbon gases shall be fitted on all tankers constructed before 1 July 2002 by the date of the first scheduled dry-docking after 1 July 2002, but not later than 1 July 2005. Sampling points or detector heads shall be located in suitable positions in order that potentially dangerous leakages are readily detected. When the hydrocarbon gas concentration reaches a pre-set level which shall not be higher than 10% of the lower flammable limit, a continuous audible and visual alarm signal shall be automatically effected in the pump-room and cargo control room to alert personnel to the potential hazard. However, existing monitoring systems already fitted having a pre-set level not greater than 30% of the lower flammable limit may be accepted.

Regulation 2

Fire safety objectives and functional requirements

1 Fire safety objectives

1.1 The fire safety objectives of this chapter are to:

- .1 prevent the occurrence of fire and explosion;
- .2 reduce the risk to life caused by fire;
- .3 reduce the risk of damage caused by fire to the ship, its cargo and the environment;
- .4 contain, control and suppress fire and explosion in the compartment of origin; and
- .5 provide adequate and readily accessible means of escape for passengers and crew.

2 Functional requirements

2.1 In order to achieve the fire safety objectives set out in paragraph 1 above, the following functional requirements are embodied in the regulations of this chapter as appropriate:

- .1 division of the ship into main vertical and horizontal zones by thermal and structural boundaries;
- .2 separation of accommodation spaces from the remainder of the ship by thermal and structural boundaries;
- .3 restricted use of combustible materials;
- .4 detection of any fire in the zone of origin;
- .5 containment and extinction of any fire in the space of origin;
- .6 protection of means of escape and access for fire-fighting;
- .7 ready availability of fire-extinguishing appliances; and

- .8 minimization of possibility of ignition of flammable cargo vapour.

3 Achievement of the fire safety objectives

The fire safety objectives set out in paragraph 1 above shall be achieved by ensuring compliance with the prescriptive requirements specified in parts B, C, D, E or G, or by alternative design and arrangements which comply with Part F. A ship shall be considered to meet the functional requirements set out in paragraph 2 and to achieve the fire safety objectives set out in paragraph 1 when either:

- .1 the ship's designs and arrangements, as a whole, complies with the relevant prescriptive requirements in parts B, C, D, E or G;
- .2 the ship's designs and arrangements, as a whole, have been reviewed and approved in accordance with part F; or
- .3 part(s) of the ship's designs and arrangements have been reviewed and approved in accordance with part F and the remaining parts of the ship comply with the relevant prescriptive requirements in parts B, C, D, E or G.

Regulation 3 Definitions

For the purpose of this chapter, unless expressly provided otherwise, the following definitions shall apply:

1 *Accommodation spaces* are those spaces used for public spaces, corridors, lavatories, cabins, offices, hospitals, cinemas, game and hobby rooms, barber shops, pantries containing no cooking appliances and similar spaces;

2 *"A" class divisions* are those divisions formed by bulkheads and decks which comply with the following criteria:

- .1 they are constructed of steel or other equivalent material;
- .2 they are suitably stiffened;
- .3 they are insulated with approved non-combustible materials such that the average temperature of the unexposed side will not rise more than 140°C above the original temperature, nor will the temperature, at any one point, including any joint, rise more than 180°C above the original temperature, within the time listed below:

class "A - 60"	60 min
class "A - 30"	30 min
class "A - 15"	15 min
class "A - 0"	0 min

- .4 they are constructed as to be capable of preventing the passage of smoke and flame to the end of the one-hour standard fire test; and
- .5 the Administration has required a test of a prototype bulkhead or deck in accordance with the Fire Test Procedures Code to ensure that it meets the above requirements for integrity and temperature rise.

3 *Atriums* are public spaces within a single main vertical zone spanning three or more open decks.

4 "*B*" class divisions are those divisions formed by bulkheads, decks, ceilings or linings which comply with the following criteria:

- .1 they are constructed of approved non-combustible materials and all materials used in the construction and erection of "*B*" class divisions are non-combustible, with the exception that combustible veneers may be permitted provided they meet other appropriate requirements of this chapter;
- .2 they have an insulation value such that the average temperature of the unexposed side will not rise more than 140°C above the original temperature, nor will the temperature at any one point, including any joint, rise more than 225°C above the original temperature, within the time listed below:

class "B - 15"	15 min
class "B - 0"	0 min

- .3 they are constructed as to be capable of preventing the passage of flame to the end of the first half hour of the standard fire test; and
- .4 the Administration has required a test of a prototype division in accordance with the Fire Test Procedures Code to ensure that it meets the above requirements for integrity and temperature rise.

5 *Bulkhead deck* is the uppermost deck up to which the transverse watertight bulkheads are carried.

6 *Cargo area* is that part of the ship that contains cargo holds, cargo tanks, slop tanks and cargo pump-rooms including pump-rooms, cofferdams, ballast and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over the above-mentioned spaces.

7 *Cargo ship* is a ship as defined in regulation 1/2(g).

8 *Cargo spaces* are spaces used for cargo, cargo oil tanks, tanks for other liquid cargo and trunks to such spaces.

9 *Central control station* is a control station in which the following control and indicator functions are centralized:

- .1 fixed fire detection and fire alarm systems;
- .2 automatic sprinkler, fire detection and fire alarm systems;
- .3 fire door indicator panels;
- .4 fire door closure;
- .5 watertight door indicator panels;
- .6 watertight door closures;