



SOLAS Regulation	Topic	Text of regulation	SMNO requirement
Reg. II-1/1.3	Repairs, alterations and modifications of a major character	Repairs, alterations and modifications of a major character and outfitting related thereto shall meet the requirements for ships constructed on or after the date on which any relevant amendments enter into force, in so far as the Administration deems reasonable and practicable .* * Refer to Interpretation of alterations and modifications of a major character (MSC.1/Circ.1246).	The SMNO applies Circular MSC.1/Circ.1246 and relevant interpretations such as MSC.1/Circ.1284. Final evaluation whether a modification is of major character or not is done on a case-by-case basis.
Reg. II-1/1.5	Special Trade Passenger Ships (Pilgrim trade)		Not Applicable
Reg. II-1/3-6.2.3	Means of access to cargo and other spaces – satisfaction of the Administration as well as survey	2.3 The construction and materials of all means of access and their attachment to the ship's structure shall be to the satisfaction of the Administration . The means of access shall be subject to survey prior to, or in conjunction with, its use in carrying out surveys in accordance with regulation I/10.	Means of access to the ships structure as required by SOLAS II-1/3-6 shall be designed and constructed in accordance with the applicable IMO guidance (Res. MSC.158(78) and MSC.188(79), MSC.1/Circ.1572/Rev.1, MSC.1/Circ.1545, MSC.1/Circ1464/Rev.1 and the requirements of a classification society recognised by the SMNO.
Reg. II-1/3-6.5.3	Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers	5.3 For oil tankers of less than 5,000 tonnes deadweight, the Administration may approve, in special circumstances, smaller dimensions for the openings referred to in paragraphs 5.1 and 5.2, if the ability to traverse such openings or to remove an injured person can be proved to the satisfaction of the Administration	In principle access openings should be as specified in SOLAS Regulations II-1/3-6.5.1 and 5.2. Manholes should be of ISO 5894:2018 Type AO or Type BO and small steel hatches should be in accordance with ISO 5778:1998. In specific cases the SMNO may accept on request, alternative solutions provided they achieve the same level of safety and are approved by a classification society recognized by the SMNO.

Reg. II-1/3-12.2	Noise Levels	<p>2 On ships delivered before 1 July 2018 and:</p> <p>.1 contracted for construction before 1 July 2014 and the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009; or(Amended by Res.MSC.409(97))</p> <p>.2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015, measures* shall be taken to reduce machinery noise in machinery spaces to acceptable levels as determined by the Administration.** If this noise cannot be sufficiently reduced the source of excessive noise shall be suitably insulated or isolated or a refuge from noise shall be provided if the space is required to be manned. Ear protectors shall be provided for personnel required to enter such spaces, if necessary.</p>	<p>As far as possible noise levels should meet the requirement of the Noise Code (Res. MSC.337(91)). Ships build before entry into force of the Noise Code should at least meet the requirements of Res. A.468(XII). In case those requirements are exceeded, mitigating measures achieving an equivalent level of protection of seafarer should be implemented and approved by the RO.</p>
Reg. II-1/3-13.1.	Lifting Appliances	<p>1.2 Notwithstanding the above, this regulation does not apply to:</p> <p>...</p> <p>.2 lifting appliances used on offshore construction ships, such as pipe/cable laying/repair or offshore installation vessels, including ships for decommissioning work, which comply with standards acceptable to the Administration;</p>	<p>In general lifting appliances shall be designed, constructed and installed in accordance with the requirements of a classification society recognized by the SMNO.</p>
Reg. II-1/3-13.2.2	Lifting Appliances	<p>2 Design, construction and installation(newly added by Res.MSC.532(107))</p> <p>2.1 Lifting appliances installed on or after 1 January 2026 shall be:</p> <p>.1 designed, constructed and installed in accordance with the requirements of a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1 or standards acceptable to the Administration which provide an equivalent level of safety; and</p>	<p>In general, the SMNO requires lifting appliances to be in compliance with the requirements of a classification society recognized by the SMNO.</p> <p>Anchor handling winches shall meet the requirements of Circular MSC.1/Circ.1662 and of a classification society recognized by the SMNO. The winch shall be tested and certified by a RO recognised by the SMNO.</p>

		<p>.2 load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations of major character.</p> <p>2.2 Anchor handling winches installed on or after 1 January 2026 shall be designed, constructed, installed and tested to the satisfaction of the Administration, based on the Guidelines developed by the Organization.</p> <p>2 Refer to the Guidelines for anchor handling winches (MSC.1/Circ.1662).</p>	
Reg. II-1/4.5	Beneficial or adverse effects of fitting structures as defined by the regulation	5 Where it is proposed to fit decks, inner skins or longitudinal bulkheads of sufficient tightness to seriously restrict the flow of water, the Administration shall be satisfied that proper consideration is given to beneficial or adverse effects of such structures in the calculations.	Structures inserted in a tank to prevent the flow of water should be designed in accordance with the requirements of classification society recognized by the SMNO.
Reg. II-1/5.2	Intact Stability	2 The Administration may allow the inclining test of an individual cargo ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted ship can be obtained from such basic data, as required by regulation 5-1. A lightweight survey shall be carried out upon completion and the ship shall be inclined whenever in comparison with the data derived from the sister ship, a deviation from the lightship displacement exceeding 1% for ships of 160 m or more in length and 2% for ships of 50 m or less in length and as determined by linear interpolation for intermediate lengths or a deviation from the lightship longitudinal centre of gravity exceeding 0.5% of L is found.	[For cargo ships] the SMNO accepts inclining tests from a sister ship provided the lightweight check is approved by a RO recognized by the SMNO and deviations are within the limits stipulated in para 8.1.2 of the Intact Stability Code.
Reg. II-1/5-1.1	Stability information to the Administration	1 The master shall be supplied with such information to the satisfaction of the Administration as is necessary to enable him by rapid and simple processes to obtain	Stability information shall be prepared taking into account the Intact Stability Code, Part B, Chapter 3, all applicable references to other IMO instruments made in that chapter, in particular

		accurate guidance as to the stability of the ship under varying conditions of service....	MSC/Circ.920 and applicable IMO and IACS interpretations such MSC.1/Cir.1537/Rev.2. The stability information shall be approved by a RO recognized by the SMNO.
Reg. II-1/7-2.5	Acceptance of equalization devices and their controls	<p>5 Unsymmetrical flooding is to be kept to a minimum consistent with the efficient arrangements. Where it is necessary to correct large angles of heel, the means adopted shall, where practicable, be self-acting, but in any case where controls to equalization devices are provided they shall be operable from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. These fittings together with their controls shall be acceptable to the Administration. * Suitable information concerning the use of equalization devices shall be supplied to the master of the ship.</p> <p>* Reference is made to the Revised recommendation on a standard method for evaluating cross-flooding arrangements, adopted by the Organization by resolution MSC.362(92), as may be amended.</p>	Reference is made to the Revised recommendation on a standard method for evaluating cross-flooding arrangements, adopted by the Organization by resolution MSC.362(92), as may be amended.
Reg. II-1/9.3.2	Double bottoms in passenger ships and cargo ships other than tankers	<p>3.2 Other wells (e.g. for lubricating oil under main engines) may be permitted by the Administration if satisfied that the arrangements give protection equivalent to that afforded by a double bottom complying with this regulation.</p> <p>3.2.2 For cargo ships of less than 80 m in length the arrangements shall provide a level of safety to the satisfaction of the Administration.</p>	Damage stability calculations shall be approved by a RO recognized by the SMNO. As a matter of principle, the use of wells in way of the double bottom may not impede compliance with Regulation II-1/6. In addition, Regulation II-1/9.8 may be taken into consideration.
Reg. II-1/9.6	Double bottoms in passenger ships and cargo ships other than tankers	6 Any part of a cargo ship of 80 m in length and upwards or of a passenger ship that is not fitted with a double bottom in accordance with paragraphs 1, 4 or 5, as specified in paragraph 2, shall be capable of withstanding bottom damages, as specified in paragraph 8, in that part of the	Compliance with II-1/9 paragraphs 6 can be achieved by demonstrating compliance with II-1/9.8

		ship. For cargo ships of less than 80 m in length the alternative arrangements shall provide a level of safety to the satisfaction of the Administration.	
Reg. II-1/9.7	Double bottoms in passenger ships and cargo ships other than tankers	7 In the case of unusual bottom arrangements in a cargo ship of 80 m in length and upwards or a passenger ship, it shall be demonstrated that the ship is capable of withstanding bottom damages as specified in paragraph 8. For cargo ships of less than 80 m in length the alternative arrangements shall provide a level of safety to the satisfaction of the Administration.	Compliance with II-1/9 paragraphs 6 can be achieved by demonstrating compliance with II-1/9.8
Reg. II-1/12.6.3	Pipes piercing the collision bulkhead	6.3 If the forepeak is divided to hold two different kinds of liquids the Administration may allow the collision bulkhead to be pierced below the bulkhead deck of passenger ships and the freeboard deck of cargo ships by two pipes, each of which is fitted as required by paragraph 6.1 or 6.2, provided the Administration is satisfied that there is no practical alternative to the fitting of such a second pipe and that, having regard to the additional subdivision provided in the forepeak, the safety of the ship is maintained.	All efforts shall be taken to avoid the fitting of pipes piercing the collision bulkhead. In case there is no practical alternative, detailed documentation shall be provided and approved by the RO, demonstrating at least an equivalent level of safety.
Reg. II-1/12.11	Stern tube arrangement	11 In all cases stern tubes shall be enclosed in watertight spaces of moderate volume. In passenger ships the stern gland shall be situated in a watertight shaft tunnel or other watertight space separate from the stern tube compartment and of such volume that, if flooded by leakage through the stern gland, the bulkhead deck will not be immersed. In cargo ships other measures to minimize the danger of water penetrating into the ship in case of damage to stern tube arrangements may be taken at the discretion of the Administration.	In cargo ships a stern tube enclosed in a watertight space of moderate volume, such as an afterpeak tank, where the inboard end of the stern tube extends through the afterpeak/engine room watertight bulkhead into the engine room is considered to be an acceptable solution satisfying the requirement of Chapter II-1, Regulation 12.11 of SOLAS 1974, as amended (IACS UI SC93)

Reg. II-1/13.6.1	Openings in watertight boundaries below the bulkhead deck in passenger ships	<p>Each power-operated sliding watertight door:</p> <p>.3 shall be fitted with the necessary equipment to open and close the door using electric power, hydraulic power or any other form of power that is acceptable to the Administration;</p> <p>.4 shall be provided with an individual hand-operated mechanism. It shall be possible to open and close the door by hand at the door itself from either side, and in addition, close the door from an accessible position above the bulkhead deck with an all-round crank motion or some other movement providing the same degree of safety acceptable to the Administration. Direction of rotation or other movement is to be clearly indicated at all operating positions. The time necessary for the complete closure of the door, when operating by hand gear, shall not exceed 90 s with the ship in the upright position. Visual indicators to show whether the door is open or closed shall be provided at the accessible position above the bulkhead deck;</p>	<p>.3 In case powers other than electric or hydraulic are intended for use, a detailed documentation demonstrating at least an equivalent level of safety shall be provided for approval by a RO recognized by the SMNO.</p> <p>.4 In case motions other than an all-round crank motion are intended for use, a detailed documentation demonstrating at least an equivalent level of safety shall be provided for approval by a RO recognized by the SMNO.</p>
Reg. II-1/13.8.1	Openings in watertight boundaries below the bulkhead deck in passenger ships	<p>8.1 If the Administration is satisfied that such doors are essential, watertight doors of satisfactory construction may be fitted in watertight bulkheads dividing cargo spaces on tween decks. Such doors may be hinged, rolling or sliding doors but shall not be remotely controlled. They shall be fitted at the highest level and as far from the shell plating as practicable, but in no case shall the outboard vertical edges be situated at a distance from the shell plating which is less than one fifth of the breadth of the ship, as defined in regulation 2, such distance being measured at right angles to the centreline at the level of the deepest subdivision draught.</p>	<p>On request of the owner, a RO recognized by the SMNO shall assess whether such doors are essential. In case such doors are essential, the RO shall approve such doors taking into account all applicable statutory requirements.</p>

Reg. II-1/13.8.2	Number and arrangements of doors with a device preventing unauthorized opening	8.2 Should any such doors be accessible during the voyage, they shall be fitted with a device which prevents unauthorized opening. When it is proposed to fit such doors, the number and arrangements shall receive the special consideration of the Administration.	Doors accessible during voyage should be kept to the absolute minimum possible. A RO recognized by the SMNO shall give special consideration to such doors in course of the approval process.
Reg. II-1/13.10.2	Special consideration for tunnels piercing watertight bulkheads	10.2 Where it is proposed to fit tunnels piercing watertight bulkheads, these shall receive the special consideration of the Administration.	A RO recognized by the SMNO shall give special consideration to tunnels piercing watertight bulkheads and ensure compliance with Reg. II-1/13.10.1 and all other requirements of this chapter.
Reg. II-1/13-1.4	Openings in watertight bulkheads and internal decks in cargo ships	4 Watertight doors or ramps of satisfactory construction may be fitted to internally subdivide large cargo spaces, provided that the Administration is satisfied that such doors or ramps are essential.	Watertight doors or ramps fitted to divide large cargo spaces shall be built, tested and approved in accordance with the rules of a classification society and shall not impede any other statutory requirement.
Reg. II-1/15.2	Arrangement and efficiency of the means for closing any opening in the shell plating	2 The arrangement and efficiency of the means for closing any opening in the shell plating shall be consistent with its intended purpose and the position in which it is fitted and generally to the satisfaction of the Administration.	Shell openings shall meet the structural requirements of a classification society recognized by the SMNO and shall be tested in accordance with the societies rules (ref. IACS UR S14).
Reg. II-1/15.6	Special sanction for automatic ventilating side scuttles	6 Automatic ventilating sidescuttles shall not be fitted in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships without the special sanction of the Administration.	Automatic ventilating sidescuttles below the bulkhead/freeboard deck may be considered as a Load Line deviation and will only be considered in exceptional circumstances on a case by case basis.
Reg. II-1/15.8.4	Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships	8.4 Moving parts penetrating the shell plating below the deepest subdivision draught shall be fitted with a watertight sealing arrangement acceptable to the Administration. The inboard gland shall be located within a watertight space of such volume that, if flooded, the bulkhead deck of passenger ships and the freeboard deck of cargo ships will not be submerged. The Administration may require that if such compartment is flooded, essential or emergency power and lighting, internal communication,	Stuffing boxes, glands or other similar sealings of moving parts penetrating the shell plating have to be designed, tested and approved in accordance with the requirements of a classification society recognized by the SMNO.

		signals or other emergency devices must remain available in other parts of the ship.	
Reg. II-1/15.8.5	Material of pipes as referred to in the regulation	8.5 All shell fittings and valves required by this regulation shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this regulation refers shall be of steel or other equivalent material to the satisfaction of the Administration.	In general, and in particular with reference to this regulation, materials of pipes should be in compliance with the requirements of a classification society recognized by the SMNO.
Reg.II-1/16	Construction and initial tests of watertight decks, trunks, etc.	(a) Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. The means used for making them watertight, and the arrangements adopted for closing openings in them, shall be to the satisfaction of the Administration. Watertight ventilators and trunks shall be carried at least up to the bulkhead deck.	
Reg.II-1/16.1.1	Design, material and construction of all watertight closures, such as doors, hatches, etc.	1.1 The design, materials and construction of all watertight closures such as doors, hatches, sidescuttles, gangway and cargo ports, valves, pipes, ash-chutes and rubbish-chutes referred to in these regulations shall be to the satisfaction of the Administration.	All watertight closures shall be built, tested and approved in accordance with the rules of a classification society recognized by the SMNO. Tests shall be conducted in accordance with IACS UR S14.
Reg.II-1/16-1.1	Construction and initial tests of watertight decks, trunks, etc.	1 Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. The means used for making them watertight, and the arrangements adopted for closing openings in them, shall be to the satisfaction of the Administration. Watertight ventilators and trunks shall be carried at least up to the bulkhead deck in passenger ships and up to the freeboard deck in cargo ships.	All watertight closures shall be built, tested and approved in accordance with the rules of a classification society recognized by the SMNO. Tests shall be conducted in accordance with IACS UR S14.
Reg. II-1/17-1.2	Indicators for closing appliances that could lead to flooding of a special	2 Indicators shall be provided on the navigation bridge for all shell doors, loading doors and other closing appliances which, if left open or not properly secured, could, in the	Unless specifically considered open in the damage stability calculation, all closing appliances protecting special cargo spaces or

	category space or ro-ro space	opinion of the Administration , lead to flooding of a special category space or ro-ro space. The indicator system shall be designed on the fail-safe principle and shall show by visual alarms if the door is not fully closed or if any of the securing arrangements are not in place and fully locked and by audible alarms if such door or closing appliances become open or the securing arrangements become unsecured. The indicator panel on the navigation bridge shall be equipped with a mode selection function “harbour/sea voyage” so arranged that an audible alarm is given on the navigation bridge if the ship leaves harbour with the bow doors, inner doors, stern ramp or any other side shell doors not closed or any closing device not in the correct position. The power supply for the indicator system shall be independent of the power supply for operating and securing the doors.	ro-ro spaces shall be provided with indicators as requested by this regulation.
Regs. II-1/19.2 and 19.3	Damage control information – general and specific precautions	2 General precautions to be included shall consist of a listing of equipment, conditions, and operational procedures, considered by the Administration to be necessary to maintain watertight integrity under normal ship operations. 3 Specific precautions to be included shall consist of a listing of elements (i.e. closures, security of cargo, sounding of alarms, etc.) considered by the Administration to be vital to the survival of the ship, passengers and crew.	Damage control information shall be as applicable in compliance with IMO Circulars MSC/Circ.1245 as amended by MSC.1/Circ.1570 and MSC.1/Circ.1461.
Reg.II-1/20.2	Loading of ships	2 Water ballast should not in general be carried in tanks intended for oil fuel. In ships in which it is not practicable to avoid putting water in oil fuel tanks, oily-water separating equipment to the satisfaction of the Administration shall be fitted, or other alternative means, such as discharge to shore facilities, acceptable to the	Water ballast tanks shall in general be separated from fuel oil tanks.

		Administration shall be provided for disposing of the oily-water ballast.	
Reg.II-1/22.2	Prevention and control of water ingress	2 Watertight doors located below the bulkhead deck of passenger ships and the freeboard deck of cargo ships having a maximum clear opening width of more than 1.2 m shall be kept closed during navigation, except for limited periods when absolutely necessary as determined by the Administration .	As a matter of principle such doors shall be operated as required by Regulations II-1/13 and 13-1. Deviations shall be considered on a case-by-case basis.
Reg.II-1/22.3	Authorization of such a watertight door that may be opened during navigation	3 A watertight door may be opened during navigation to permit the passage of passengers or crew, or when work in the immediate vicinity of the door necessitates it being opened. The door must be immediately closed when transit through the door is complete or when the task which necessitated it being open is finished. The Administration shall authorize that such a watertight door may be opened during navigation only after careful consideration of the impact on ship operations and survivability taking into account guidance issued by the Organization*. A watertight door permitted to be opened during navigation shall be clearly indicated in the ship's stability information and shall always be ready to be immediately closed. * Refer to the Revised guidance for watertight doors on passenger ships which may be opened during navigation (MSC.1/Circ.1564).	Determination of watertight doors which may be opened while at sea shall be made by a RO recognized by the SMNO based on Circular MSC.1/Circ.1564 under further consideration of circular MSC.1/Circ.1369 as amended.
Reg. II-1/26.2	Consideration of reliability of single essential propulsion components	2 The Administration shall give special consideration to the reliability of single essential propulsion components and may require a separate source of propulsion power sufficient to give the ship a navigable speed, especially in the case of unconventional arrangements.	Essential propulsion components shall be designed and built in accordance with the rules of, and approved by, a classification society recognised by the SMNO.

<p>Regs. II-1/29.1, 29.2.1 and 29.6.3</p>	<p>Steering gear</p>	<p>1 Unless expressly provided otherwise, every ship shall be provided with a main steering gear and an auxiliary steering gear to the satisfaction of the Administration. The main steering gear and the auxiliary steering gear shall be so arranged that the failure of one of them will not render the other one inoperative.</p> <p>2.1 All the steering gear components and the rudder stock shall be of sound and reliable construction to the satisfaction of the Administration. Special consideration shall be given to the suitability of any essential component which is not duplicated. Any such essential component shall, where appropriate, utilize anti-friction bearings such as ball bearings, roller bearings or sleeve bearings which shall be permanently lubricated or provided with lubrication fittings.</p> <p>6.3 Steering gears, other than of the hydraulic type, shall achieve standards equivalent to the requirements of this paragraph to the satisfaction of the Administration.</p>	<p>Rudder, steering gear and all relevant components shall be designed and build in accordance with the rules of, and approved by, a classification society recognised by the SMNO.</p>
<p>Reg. II-1/29.17.2</p>	<p>Adoption of regulations on rudder actuators for tankers, chemical tankers and gas carriers</p>	<p>17 For tankers, chemical tankers or gas carriers of 10,000 tons gross tonnage and upwards, but of less than 100,000 tonnes deadweight, solutions other than those set out in paragraph 16, which need not apply the single failure criterion to the rudder actuator or actuators, may be permitted provided that an equivalent safety standard is achieved and that:</p> <p>.1 following loss of steering capability due to a single failure of any part of the piping system or in one of the power units, steering capability shall be regained within 45 seconds; and</p> <p>.2 where the steering gear includes only a single rudder actuator, special consideration is given to stress analysis for the design including fatigue analysis and fracture mechanics analysis, as appropriate, to the material used,</p>	<p>Rudder, steering gear and all relevant components for tankers, chemical tankers or gas carriers of 10,000 tons gross tonnage and upwards, but of less than 100,000 tonnes deadweight shall be designed and build in accordance with the rules of, and approved by, a classification society recognised by the SMNO. When approving a steering gear including only a single rudder actuator, the Classification societies shall at least apply standards in accordance with IMO Resolution A.467(XII).</p>

		<p>to the installation of sealing arrangements and to testing and inspection and to the provision of effective maintenance. In consideration of the foregoing, the Administration shall adopt regulations which include the provisions of the Guidelines for Acceptance of Non-Duplicated Rudder Actuators for Tankers, Chemical Tankers and Gas Carriers of 10,000 Tons Gross Tonnage and Above but Less than 100,000 Tonnes Deadweight, adopted by the Organization*</p> <p>* Refer to Guidelines for acceptance of non-duplicated rudder actuators for tankers, chemical tankers and gas carriers of 10,000 tons gross tonnage and above but less than 100,000 tons deadweight (resolution A.467(XII)).</p>	
<p>Regs. II-1/35-1.3.7.2 and 35-1.3.9</p>	<p>Bilge pumping arrangements</p>	<p>3.7.2 Where in the opinion of the Administration the main circulating pump is not suitable for this purpose, a direct emergency bilge suction shall be led from the largest available independent power-driven pump to the drainage level of the machinery space; the suction shall be of the same diameter as the main inlet of the pump used. The capacity of the pump so connected shall exceed that of a required bilge pump by an amount deemed satisfactory by the Administration.</p> <p>3.9 The diameter d of the bilge main shall be calculated according to the following formula. However, the actual internal diameter of the bilge main may be rounded off to the nearest standard size acceptable to the Administration:</p> $d=25+1.68*\text{SQRT}(L*(B+D))$ <p>where: d is the internal diameter of the bilge main (millimetres); L and B are the length and the breadth of the ship (metres) as defined in regulation 2; and D is the moulded depth of the ship to the bulkhead deck</p>	<p>Bilge pumping arrangements shall be designed and build in accordance with the rule of - and approved by - a classification society recognized by the SMNO.</p>

		<p>(metres) provided that, in a ship having an enclosed cargo space on the bulkhead deck which is internally drained in accordance with the requirements of paragraph 2.6.2 and which extends for the full length of the ship, D shall be measured to the next deck above the bulkhead deck.</p> <p>Where the enclosed cargo spaces cover a lesser length, D shall be taken as the moulded depth to the bulkhead deck plus lh/L where l and h are the aggregate length and height respectively of the enclosed cargo spaces (metres).</p> <p>The diameter of the bilge branch pipes shall meet the requirements of the Administration.</p>	
Reg. II-1/40.2	Electrical installations – ensuring uniformity	<p>2 The Administration shall take appropriate steps to ensure uniformity in the implementation and application of the provisions of this Part in respect of electrical installations*.</p> <p>* Reference is made to the Recommendations published by the International Electrotechnical Commission and, in particular, Publication IEC 60092 - Electrical Installations in Ships.</p>	Electrical installations shall be designed and build in accordance with the rules of, and approved by, a classification society recognized by the SMNO taking also into account the standards of the IEC 60092 series.
Reg. II-1/41.4	Main source of electrical power and lighting systems	<p>4 Where the total installed electrical power of the main generating sets is in excess of 3 MW, the main busbars shall be subdivided into at least two parts which shall normally be connected by removable links or other approved means; so far as is practicable, the connection of generating sets and any other duplicated equipment shall be equally divided between the parts. Equivalent arrangements may be permitted to the satisfaction of the Administration.</p>	Electrical installations shall be designed and build in accordance with the rules of, and approved by, a classification society recognized by the SMNO.
Reg. II-1/42.1.3	Emergency source of electrical power in passenger ships	<p>1.3 The location of the emergency source of electrical power and associated transforming equipment, if any, the transitional source of emergency power, the emergency switchboard and the emergency electric lighting</p>	The location of the emergency source of electrical power shall be in accordance with the requirements of a classification society recognized by the SMNO.

		<p>switchboards in relation to the main source of electrical power, associated transforming equipment, if any, and the main switchboard shall be such as to ensure to the satisfaction of the Administration that a fire or other casualty in spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard or in any machinery space of category A will not interfere with the supply, control and distribution of emergency electrical power. As far as practicable, the space containing the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency electrical power and the emergency switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment, if any, or the main switchboard.</p>	
Reg. II-1/43.1.3	Emergency source of electrical power incargo ships	<p>1.3 The location of the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency power, the emergency switchboard and the emergency lighting switchboard in relation to the main source of electrical power, associated transforming equipment, if any, and the main switchboard shall be such as to ensure to the satisfaction of the Administration that a fire or other casualty in the space containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard, or in any machinery space of category A will not interfere with the supply, control and distribution of emergency electrical power. As far as practicable the space containing the emergency source of electrical power, associated transforming equipment, if any, the transitional source of emergency electrical power and the emergency</p>	<p>The location of the emergency source of electrical power shall be in accordance with the requirements of a classification society recognized by the SMNO.</p>

		switchboard shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing the main source of electrical power, associated transforming equipment, if any, and the main switchboard.	
Reg. II-1/44.1	Starting arrangements for emergency generating sets	1 Emergency generating sets shall be capable of being readily started in their cold condition at a temperature of 0°C. If this is impracticable, or if lower temperatures are likely to be encountered, provision acceptable to the Administration shall be made for the maintenance of heating arrangements, to ensure ready starting of the generating sets.	Emergency generating sets shall meet the requirements of a classification society recognized by the SMNO.
Regs. II-1/45.3.3, 45.5.3, 45.5.4, 45.9.3, 45.10 and 45.11	Precautions against shock, fire and other hazards of electrical origin	3.3 Where the hull return system is used, all final subcircuits, i.e. all circuits fitted after the last protective device, shall be two-wire and special precautions shall be taken to the satisfaction of the Administration . 5.3 Cables and wiring serving essential or emergency power, lighting, internal communications or signals shall so far as practicable be routed clear of galleys, laundries, machinery spaces of category A and their casings and other high fire risk areas. In ro-ro passenger ship, cabling for emergency alarms and public address systems installed on or after 1 July 1998 shall be approved by the Administration having regard to the recommendations developed by the Organization.* Cables connecting fire pumps to the emergency switchboard shall be of a fire-resistant type where they pass through high fire risk areas. Where practicable all such cables should be run in such a manner as to preclude their being rendered unserviceable by heating of the bulkheads that may be caused by a fire in an adjacent space. 5.4 Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against	Electrical installations shall be designed and build in accordance with the rules of, and approved by, a classification society recognized by the SMNO taking also into account the standards of the IEC 60092 series. Risk assessments conducted in accordance with II-1/45.11 should be conducted applying in compliance with IEC 31010 and should be approved by a RO recognized by the SMNO.

		<p>such risks shall be taken to the satisfaction of the Administration.</p> <p>9.3 Accumulator batteries shall not be located in sleeping quarters except where hermetically sealed to the satisfaction of the Administration.</p> <p>10 No electrical equipment shall be installed in any space where flammable mixtures are liable to collect, e.g. in compartments assigned principally to accumulator batteries, in paint lockers, acetylene stores or similar spaces, unless the Administration is satisfied that such equipment is:</p> <p>.1 essential for operational purposes;</p> <p>.2 of a type which will not ignite the mixture concerned;</p> <p>.3 appropriate to the space concerned; and</p> <p>.4 appropriately certified for safe usage in the dusts, vapours or gases likely to be encountered.</p> <p>11 In tankers, electrical equipment, cables and wiring shall not be installed in hazardous locations unless it conforms with standards not inferior to those acceptable to the Organization.* However, for locations not covered by such standards, electrical equipment, cables and wiring which do not conform to the standards may be installed in hazardous locations based on a risk assessment to the satisfaction of the Administration, to ensure that an equivalent level of safety is assured.</p> <p>* Refer to the standards published by the International Electrotechnical Commission, IEC 60092-502:1999 'Electrical installations in ships - Tankers'.</p>	
<p>Regs. II-1/46.2 and 46.3</p>	<p>Additional requirements for periodically unattended machinery space</p>	<p>2 Measures shall be taken to the satisfaction of the Administration to ensure that the equipment is functioning in a reliable manner and that satisfactory arrangements are made for regular inspections and routine tests to ensure continuous reliable operation.</p>	<p>Ships sailing with periodically unattended machinery space, shall be built in accordance with the respective rules of a classification society recognized by the SMNO and shall be assigned a respective class notation.</p>

		3 Every ship shall be provided with documentary evidence, to the satisfaction of the Administration , of its fitness to operate with periodically unattended machinery spaces.	
Reg. II-1/53.1	Special requirements for machinery, boiler and electrical installations	1 The special requirements for the machinery, boiler and electrical installations shall be to the satisfaction of the Administration and shall include at least the requirements of this Regulation.	Ships shall be built in accordance with the respective rules of a classification society recognized by the SMNO and compliance with at least the requirements of Reg. II-1/53 shall be approved by a RO recognized by the SMNO.