

(iii) All corridor bulkheads shall be of "B" class divisions and shall extend from deck to deck. When no ceilings are fitted or when the ceilings are of incombustible materials ventilation openings having grilles of incombustible material will be permitted. All other enclosure bulkheads shall also extend intact from deck to deck.

(iv) The "B" class divisions shall be of a type having incombustible cores or of an assembled type having internal layers of sheet asbestos or similar incombustible material, and the temperature rise limitation referred to in the definition of "B" class divisions in Regulation 26 shall apply at the end of the half hour test.

### Regulation 31

#### *Separation of Accommodation Spaces from Machinery, Cargo and Service Spaces (Methods I, II and III)*

The boundary bulkheads and decks separating accommodation spaces from machinery, cargo and service spaces shall be constructed as "A" class divisions, and these bulkheads and decks shall have an insulation value to the satisfaction of the Administration having regard to the nature of the adjacent spaces.

### Regulation 32

#### *Deck Coverings (Methods I, II and III)*

Primary deck coverings within accommodation spaces, control stations, stairways and corridors shall be of material which will not readily ignite and as approved by the Administration.

### Regulation 33

#### *Protection of Vertical Stairways*

##### *(a) Methods I and III*

(i) All stairways shall be of steel frame construction and shall be within enclosures formed of "A" class divisions, with positive means of closure at all openings from the lowest accommodation deck at least to a level which is directly accessible to the open deck, except that:—

(a) A stairway serving only two decks need not be enclosed provided the integrity of the deck is maintained by proper bulkheads or doors at one level.

(b) Stairways may be fitted in the open in a public space provided they lie wholly within such public space.

(ii) Stairway enclosures shall have direct communication with the corridors and be of sufficient area to prevent congestion having in view the number of persons likely to use them in an emergency, and shall contain as little accommodation or other enclosed space in which a fire may originate as practicable.