

interpolation between unity and the factor B using the formula:—

$$F = 1 - \frac{(1 - B)(C_s - S)}{123 - S} \dots\dots\dots (VI)$$

(iii) *The subdivision abaft the forepeak of ships less than 430 feet (or 131 metres) but not less than 260 feet (or 79 metres) in length and having a criterion numeral less than S, and of all ships less than 260 feet (or 79 metres) in length shall be governed by the factor unity, unless, in either case, it is shown to the satisfaction of the Administration to be impracticable to comply with this factor in any part of the ship, in which case the Administration may allow such relaxation as may appear to be justified, having regard to all the circumstances.*

(iv) The provisions of sub-paragraph (d) (iii) shall apply also to ships of whatever length, which are to be certified to carry a number of passengers exceeding 12 but not exceeding—

$$\frac{L^2 \text{ (in feet)}}{7,000} = \frac{L^2 \text{ (in metres)}}{650} \quad \text{or } 50, \text{ whichever is the less.}$$

(e) Special Standards of Subdivision for Ships which are permitted under Regulation 22 of Chapter III to carry a number of persons on board in excess of the lifeboat capacity provided and are required under paragraph (d) of Regulation 1 in this Chapter to comply with special provisions.

(i) (a) In the case of ships primarily engaged in the carriage of passengers, the subdivision abaft the forepeak shall be governed by a factor of .50 or by the factor determined according to paragraphs (c) and (d) of this Regulation, if less than .50.

(b) In the case of such ships less than 300 feet (or 91.5 metres) in length, if the Administration is satisfied that compliance with such factor would be impracticable in a compartment, it may allow the length of that compartment to be governed by a higher factor provided the factor used is the lowest that is practicable and reasonable in the circumstances.

(ii) If, in the case of any ship whether less than 300 feet (or 91.5 metres) or not, the necessity of carrying appreciable quantities of cargo makes it impracticable to require the subdivision abaft the forepeak to be governed by a factor not exceeding .50 the standard of subdivision to be applied shall be determined in accordance with the following sub-paragraphs (a) to (e), subject to the condition that where the Administration is satisfied that insistence on strict compliance in any respect would be unreasonable, it may allow such alternative arrangement of the watertight bulkheads as appears to be justified on merits and will not diminish the general effectiveness of the subdivision.

(a) The provisions of paragraph (c) of this Regulation relating to the criterion numeral shall apply with the exception that in calculating the value of P₁ for berthed passengers K is to have the value defined in paragraph (c) of this Regulation or 125 cubic feet (or 3.55 cubic metres), whichever is the greater, and for unberthed passengers K is to have the value 125 cubic feet (or 3.55 cubic metres).