

Regulation 10*Assigning, Marking and Recording of Subdivision Load Lines*

(a) In order that the required degree of subdivision shall be maintained, a loadline corresponding to the approved subdivision draught shall be assigned and marked on the ship's sides. A ship having spaces which are specially adapted for the accommodation of passengers and the carriage of cargo alternatively may, if the owners desire, have one or more additional loadlines assigned and marked to correspond with the subdivision draughts which the Administration may approve for the alternative service conditions.

(b) The subdivision loadlines assigned and marked shall be recorded in the Safety Certificate, and shall be distinguished by the notation C.1 for the principal passenger condition, and C.2, C.3, &c., for the alternative conditions.

(c) The freeboard corresponding to each of these loadlines shall be measured at the same position and from the same deck line as the freeboards determined in accordance with the International Convention respecting Load Lines, 1930.

(d) The freeboard corresponding to each approved subdivision loadline and the conditions of service for which it is approved, shall be clearly indicated on the Safety Certificate.

(e) In no case shall any subdivision loadline mark be placed above the deepest loadline in salt water as determined by the strength of the ship and/or the International Convention respecting Load Lines, 1930.

(f) Whatever may be the position of the subdivision loadline marks, a ship shall in no case be loaded so as to submerge the load line mark appropriate to the season and locality as determined in accordance with the International Convention respecting Load Lines, 1930.

(g) A ship shall in no case be so loaded that when she is in salt water the subdivision loadline mark appropriate to the particular voyage and condition of service is submerged.

Regulation 11*Construction and Initial Testing of Watertight Bulkheads, &c.*

(a) Watertight subdivision bulkheads, whether transverse or longitudinal, shall be constructed in such a manner that they shall be capable of supporting, with a proper margin of resistance, the pressure due to a head of water up to the margin line in way of each bulkhead. The construction of these bulkheads shall be to the satisfaction of the Administration.

(b) (i) Steps and recesses in bulkheads shall be watertight and as strong as the bulkhead at the place where each occurs.

(ii) Where frames or beams pass through a watertight deck or bulkhead, such deck or bulkhead shall be made structurally watertight without the use of wood or cement.

(c) Testing main compartments by filling them with water is not compulsory. A complete examination of the bulkheads shall be made by a surveyor; and, in addition, a hose test shall be made in all cases.

(d) The forepeak, double bottoms (including duct keels) and inner skins shall be tested with water to a head up to the margin line.