

SOLAS
Guide Book for Marine Engineers

Extracted from SOLAS [Consolidated Edition 2001]

Incorporating all amendments in effect from 1 January 2001

	SOLAS	Date of Adoption	Date of enforced
1	The International Convention for Safety of Life at Sea [1974 SOLAS]	1 November 1974	25 May 1980
2	The International Conference on Tanker Safety and Pollution Prevention [1978 SOLAS Protocol]	17 February 1978	1 May 1981
3	The International Conference on the Harmonized System of Survey and Certification [1988 SOLAS Protocol replaced 1978 SOLAS Protocol]	11 November 1988	3 February 2000

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DEFINITIONS:

1. **Bulkhead Deck** is the uppermost deck up to which the transverse watertight bulkheads are carried.
2. **Deadweight** is the difference in tonnes between the displacement of a ship in water of a specific gravity of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship.
3. **Lightweight** is the displacement of a ship in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and food water in tanks, consumable stores and passengers & crew and their effects.
4. **Margin Line** is a line drawn at least 76 mm below the upper surface of the bulkhead deck at the side.
5. **Weathertight** means that in any sea conditions water will not penetrate in to the ship.
6. **Dead Ship Condition** is the condition in which the main propulsion plant, boilers and auxiliaries are not in operation due to the absence of power.
7. **Minimum Ahead Service** is the greatest speed which the ship is designed to maintain in service at sea at the deepest seagoing draught.
8. **Maximum Astern Service** is the speed which it is estimated the ship can attain at the design maximum astern power at the deepest seagoing draught.
9. **Permeability** of a ship is the proportion of the immersed volume of that space which can be occupied by water.
10. **Machinery space of category A** are those spaces and trunks to such spaces which contain:
 - a. Internal combustion machinery used for main propulsion; or
 - b. Internal combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total power output of not less than 375 kW; or
 - c. Any oil-fired boiler or oil fuel unit.
11. **A cargo ship** is any ship, which is not a passenger ship.
12. **A passenger ship** is a ship, which carries more than 12 passengers.



Guide Marine Engineers By Abdul Hamid

Minjie Lin



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