The factor of subdivision shall depend on the length of the ship, and for a given length shall vary according to the nature of the service for which the ship is intended. It shall decrease in a regular and continuous manner—

(i) As the length of the ship increases, and

(ii) From a factor A, applicable to ships primarily engaged in the carriage of cargo, to a factor B, applicable to ships primarily engaged in the carriage of passengers.

The variations of the factors A and B shall be expressed by the following formulæ (I) and (II) where L is the length of the ship as defined in Regulation 2 :—

$$A = \frac{190}{L - 198} + \cdot 18 \quad \text{(L in feet; L = 430 and upwards)}$$

$$A = \frac{58 \cdot 2}{L - 60} + \cdot 18 \quad \text{(L in metres; L = 131 and upwards)} \qquad \text{(I)}$$

$$B = \frac{100}{L - 138} + \cdot 18 \quad \text{(L in feet; L = 260 and upwards)}$$

$$B = \frac{30 \cdot 3}{L - 42} + \cdot 18 \quad \text{(L in metres; L = 79 and upwards)} \qquad \text{(II)}$$

(*c*) *Criterion of Service.*—For a ship of given length the appropriate factor of subdivision shall be determined by the Criterion of Service Numeral (hereinafter called the Criterion Numeral) as given by the following formulæ (III) and (IV) where :—

C = the Criterion Numeral :

L = length of the ship, as defined in Regulation 2 ;

M = the volume of the machinery space, as defined in Regulation 2 ; with the addition thereto of the volume of any permanent oil fuel bunkers which may be situated above the inner bottom and before or abaft the machinery space ;

P = The whole volume of the passenger spaces below the margin line, as defined in Regulation 2 ;

V = the whole volume of the ship below the margin line ;

P_1 = KN where :—

N = number of passengers for which the ship is to be certified, and

K has the following values :—

	Value of K.
Length in feet and volumes in cubic feet ..	·6 L.
Length in metres and volumes in cubic metres	·056 L.