

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part R

Fire Protection, Detection and Extinction

Rules for the Survey and Construction of Steel Ships

Part R

2023 AMENDMENT NO.2

Guidance for the Survey and Construction of Steel Ships

Part R

2023 AMENDMENT NO.2

Rule No.67 / Notice No.63

22 December 2023

Resolved by Technical Committee on 26 January 2022 / 27 July 2023

ClassNK
NIPPON KAIJI KYOKAI

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part R

**Fire Protection, Detection and
Extinction**

RULES

2023 AMENDMENT NO.2

Rule No.67 22 December 2023

Resolved by Technical Committee on 26 January 2022

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Rules for the survey and construction of steel ships” has been partly amended as follows:

Part R FIRE PROTECTION, DETECTION AND EXTINCTION

Chapter 29 FIXED FIRE DETECTION AND FIRE ALARM SYSTEMS

29.2 Engineering Specifications

29.2.1 General Requirements*

Sub-paragraph -8 has been added as follows.

6 Fixed fire detection and fire alarm systems with individually identifiable fire detectors are to be so arranged that:

- (1) means are provided to ensure that any fault (*e.g.*, power break, short circuit, earth, etc.) occurring in the section will not prevent the continued individual identification of the remainder of the connected detectors in the section;
- (2) all arrangements are made to enable the initial configuration of the system to be restored in the event of failure (*e.g.*, electrical, electronic, informatics, etc.);
- (3) the first initiated fire alarm will not prevent any other detector from initiating further fire alarms; and
- (4) no section will pass through a space twice. When this is not practical (*e.g.*, for large public spaces), the part of the section which by necessity passes through the space for a second time is to be installed at the maximum possible distance from the other parts of the loop.

7 The fixed fire detection and fire alarm system is, as a minimum, to have section identification capability.

8 Notwithstanding the provisions in 29.2.1-6(1), isolator modules need not be provided at each fire detector if the system is arranged in such a way that the number and location of individually identifiable fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system, arranged in accordance with 29.2.4-1.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 January 2024.
2. Notwithstanding the amendments to the Rules, the current requirements apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date.

(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1%* of the estimated mass of all structural material, whichever is the less.

* For high speed craft, “1%” is to be read as “3%”.

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**Fire Protection, Detection and
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GUIDANCE

2023 AMENDMENT NO.2

Notice No.63 22 December 2023

Resolved by Technical Committee on 27 July 2023

AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Guidance for the survey and construction of steel ships” has been partly amended as follows:

Part R FIRE PROTECTION, DETECTION AND EXTINCTION

Amendment 2-1

R10 Fire Fighting

R10.2 Water Supply Systems

R10.2.1 Fire Mains and Hydrants

Sub-paragraph -3 has been amended as follows.

3 With respect to the provisions of **10.2.1-4(1), Part R of the Rules**, any part of the fire main isolated by the isolating valves from the section of the fire main within the machinery space containing the main fire pump or pumps is to be routed outside such machinery space, except for short lengths of suction or discharge piping for emergency fire pumps complying with 10.2.1-4(1), Part R of the Rules. Such isolating valve is provided is to be a corridor within the accommodation space or the fire control station. In case where the valve is provided on open deck or other spaces, the position of the installation is to be such that the valve will be free from damage by cargo loaded on deck or free from mechanical damage, and that operation of the valve would not be impaired by such cargo loaded on deck or storage goods. In case where the valve is provided on open deck, means are to be provided to prevent the valve from freezing. When the valve is provided in a corridor, such corridor need not be dealt with the control station.

Sub-paragraph -5 has been amended as follows.

5 With respect to the provisions of **10.2.1-4(1), Part R of the Rules**, in cases where suction or discharge piping penetrates machinery spaces, it is not necessary for “distance pieces”, “sea inlet valves” and “sea-chests” to be enclosed in a substantial steel casing or to be insulated to “A-60” class standards. ~~For this purpose, “discharge piping” refers to the piping between the emergency fire pump and the isolating valve.~~ The method for insulating pipes to “A-60” class standards is that they are to be covered or protected in a practical manner by insulation material which is approved as a part of “A-60” class divisions in accordance with the *FTP* Code and is approved by the Society or organizations deemed appropriate by the Society.

EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

1. The effective date of the amendments is 22 December 2023.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to ships for which the date of contract for construction* is before 1 July 2023.
* “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder.
For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
 - (1) such alterations do not affect matters related to classification, or
 - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.
The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Note:

This Procedural Requirement applies from 1 July 2009.

R10 Fire Fighting

R10.7 Fire-extinguishing Arrangements in Cargo Spaces

R10.7.1 Fixed Fire-extinguishing Systems for General Cargo

Sub-paragraph -5 has been amended as follows.

5 Vegetable oil, latex and molasses are regarded as “cargoes which constitute a low fire risk” referred in **10.7.1-2, Part R of the Rules**. For other cargoes carried in bulk, reference is to be made to the “*International Maritime Solid Bulk Cargoes (IMSBC) Code, appendix 1, entry for coal*” (as amended) and the latest version of “*Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective*” (MSC.1/Circ.1395/~~Rev.4~~).

EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

1. The effective date of the amendments is 22 December 2023.