

Unified Interpretation for Fixed Pressure Water-spraying Fire-extinguishing Systems

Amended Guidance

Guidance for the Survey and Construction of Steel Ships Part R
Guidance for the Survey and Construction of Passenger Ships

Reason for Amendment

Chapter 7 of the Fire Safety Code (FSS Code) specifies requirements related to fixed pressure water-spraying fire-extinguishing systems and water-mist fire-extinguishing systems installed in machinery spaces and cargo pump-rooms. These requirements are based upon the IMO performance standard and test procedure guidelines for such systems found in MSC.1/Circ.1165, as amended by both MSC.1/Circ.1269 and MSC.1/Circ.1386.

More specifically, these guidelines specify that nozzles are to be provided between engine-room floor plates and the bottom of the engine room in order to protect the area of bilge accumulation (i.e., the “bilge area”) from fire. In the case of perforated floor plates, however, it was not entirely clear which area of an engine room was to be considered the “bilge area.”

For this reason, the IMO Sub-Committee on Fire Protection, at its 56th Session in January 2013, discussed ways to clarify the definition of “bilge area,” and developed a unified interpretation (UI) which states “Bilge area is the space between engine-room floor plates (perforated or non-perforated) and the bottom of the engine-room.” This UI was then approved by the IMO Maritime Safety Committee at its 92nd Session (MSC92) in June 2013 and circulated as MSC.1/Circ.1458.

Accordingly, all relevant requirements were amended based upon MSC.1/Circ.1458.

Outline of Amendment

Specified that the fixed pressure water-spraying fire-extinguishing systems and the equivalent water-mist fire-extinguishing systems installed in machinery spaces and cargo pump rooms are to be in accordance with not only existing guidelines, but also with MSC.1/Circ.1458.