

# **Fire Integrity of the Bulkheads Between Wheelhouses and Navigation Lockers that can only be accessed from Wheelhouses**

## **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**

At the 3<sup>rd</sup> session of the IMO Sub-Committee on Ship Systems and Equipment (SSE3) held in March 2016, the fire integrity standard between the wheelhouse and the navigation locker that can only be accessed from the wheelhouse was discussed, in relation to SOLAS regulation II-2/9.

Consequently, it was agreed that such navigation locker should be considered as a control station for the purpose of fire protection and that the bulkhead separating the wheelhouse and such locker should have a “B-0” fire integrity by applying Note c of Table 9.3, Note e of Table 9.5 and Note c of Table 9.7, which are the relaxation to be applied to spaces with little fire risk adjacent to the wheelhouse.

The unified interpretation based on the above decision at SSE3 was agreed at SSE4 in March 2017 and approved at the 98<sup>th</sup> session of the Maritime Safety Committee (MSC98) in June 2017 as MSC.1/Circ.1581.

Accordingly, relevant requirements were amended in accordance with MSC.1/Circ.1581.

## **Outline of Amendment**

Specified that a navigation locker that can only be accessed from the wheelhouse is to be considered as a control station and the bulkhead separating the wheelhouse and such locker is to have a “B-0” fire integrity.

## **Amended Requirements**

Guidance for the Survey and Construction of Steel Ships  
Part R: R9.2.3, Table R9.2.3-1, R9.2.4  
Guidance for the Survey and Construction of Passenger Ships  
Annex 7-1 Table 7-1-A1