

# *Polski Rejestr Statków*

## **RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS**

**AMENDMENTS NO. 1/2009**

**to**

**PART V  
FIRE PROTECTION**

**2008**



**GDAŃSK**

Amendments No. 1/2009 to *Part V – Fire Protection – 2008*, of the *Rules for Classification and Construction of Sea-going Ships*, were approved by PRS S.A. Executive Board on 19 May 2009 and enter into force on 22 May 2009.

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*The following amendments to Part V – Fire Protection – 2008, have been introduced:*

1. In **CONTENTS**, in part *Supplement – Retroactive Requirements*, the following text has been added:

**2.13** Requirements for carbon dioxide systems used in ships constructed before 1 July 2002.

2. In paragraph **1.3.3**, sub-paragraph **.16** has been deleted, and the following ones have been renumbered respectively.

3. In paragraph **1.3.5**, the following sub-paragraphs have been added:

**.23** nozzles for water spraying hand operated systems;

**.24** nozzles for water-spraying fire-extinguishing systems for ro-ro spaces, special category spaces and vehicle spaces;

**.25** water-spraying fire extinguishing systems and equivalent water-mist fire-extinguishing systems for machinery spaces and cargo pump-rooms;

**.26** water-spraying fire extinguishing systems for cabin balconies.

4. Paragraph **2.1.4.2.4** has been added:

**2.1.4.2.4** Doors fitted in boundary bulkheads of machinery spaces of category A shall be reasonably gastight and self-closing.

5. At the end of paragraph **2.2.4.1**, the following passage has been added:

Dumb-waiters shall be regarded as lifts.

6. In paragraph **2.2.4.2**, the first sentence has been deleted.

7. This amendment applies to the Polish version only.

8. In paragraph **2.5.1.1**, the second passage has been amended to read:

As an alternative, one of the following fire extinguishing systems can be used: an equivalent fixed gas fire-extinguishing system in accordance with the requirements specified in 3.7.2, an equivalent water-mist fire-extinguishing system in accordance with the requirements specified in 3.4.5 or aerosol fire-extinguishing system designed, manufactured and type-tested in accordance with the guidelines specified in IMO MSC.1/Circ.1270, being a replacement for MSC/Circ.1007.

9. This amendment applies to the Polish version only.

10. Paragraphs **2.7.1.2** and **2.7.1.3** have been renumbered **2.7.1.3** and **2.7.1.4** respectively.
11. From paragraph **2.7.1.1**, sub-paragraph **.3**, the sentence beginning with “Arrangements, ...” has been isolated as new paragraph **2.7.1.2** which reads:
- 2.7.1.2** Arrangements, operable from within the galley, for shutting off the exhaust fans of that duct) shall be provided.
12. Paragraph **3.3.7.3** has been amended to read:
- 3.3.7.3** Sprinklers shall be resistant to corrosion by marine atmosphere. Sprinklers are subject to type tests in accordance with the guidelines specified in Annex 1 to IMO Resolution A.800(19) as amended by Resolution MSC.265(84).
13. Sub-chapter **3.3.8** has been amended to read:
- 3.3.8 Equivalent High-pressure Sprinkler System (Water Mist System)**
- 3.3.8.1** Equivalent sprinkler systems installed on or after 9 May 2008 shall be designed, made and type-tested in accordance with the guidelines specified in IMO Resolution A.800(19) as amended by Resolution MSC.265(84).
- 3.3.8.2** Existing type approvals issued to confirm compliance of the equivalent sprinkler systems with the guidelines contained in IMO Resolution A.800(19) remain valid for six years after 9 May 2008.
- 3.3.8.3** Existing equivalent sprinkler systems installed before 9 May 2008, in accordance with the guidelines specified in Resolution A.800(19), are permitted to remain in service as long as they are found serviceable as a result of the survey.
14. Paragraph **3.4.3.4** has been amended to read:
- 3.4.3.4** Spraying nozzles shall be made and type-tested in accordance with the guidelines specified in Annex A to IMO MSC/Circ.1165 (as amended by MSC.1/Circ. 1237 and MSC.1/Circ. 1269), being a replacement for MSC/Circ.668.
15. Paragraph **3.4.3.5** has been amended to read:
- 3.4.3.5** The system shall be designed, made and type-tested for fire-extinguishing efficiency in accordance with the guidelines specified in Annex to IMO MSC.1/Circ.1272, being a replacement for MSC/Circ.914.

16. *Paragraph 3.4.4.9 has been amended to read:*

**3.4.4.9** The system shall be provided with a redundant means of pumping which may be a pump of another water fire-extinguishing system. The capacity of the redundant means shall be sufficient to compensate for the loss of any single supply pump, which may be damaged. The system shall be fitted with a permanent sea inlet and be capable of continuous operation using seawater.

17. *Paragraph 3.4.4.14 has been amended to read:*

**3.4.4.14** Spraying nozzles shall be made and type-tested in accordance with the guidelines specified in Annex A to IMO MSC/Circ.1165 (as amended by MSC.1/Circ. 1237 and MSC.1/Circ. 1269), being a replacement for MSC/Circ.668.

18. *Paragraph 3.4.4.15 has been amended to read:*

**3.4.4.15** The system shall be subjected to type tests for fire-extinguishing efficiency in accordance with the guidelines specified in Annexes to IMO MSC/Circ.1165 (as amended by MSC.1/Circ. 1237 and MSC.1/Circ. 1269), being a replacement for MSC/Circ.668.

19. *Paragraph 3.4.5.4 has been amended to read:*

**3.4.5.4** Spraying nozzles shall be made and type-tested in accordance with the guidelines specified in Annex A to IMO MSC/Circ.1165 (as amended by MSC.1/Circ. 1237 and MSC.1/Circ. 1269), being a replacement for MSC/Circ.668.

20. *In paragraph 3.4.5.5, the first passage has been amended to read:*

**3.4.5.5** The system shall be subjected to type tests for fire-extinguishing efficiency in accordance with the guidelines specified in Annexes to IMO MSC/Circ.1165 (as amended by MSC.1/Circ. 1237 and MSC.1/Circ. 1269), being a replacement for MSC/Circ.668.

21. *In paragraph 3.4.6.11, the second passage has been amended to read:*

The location of nozzles on board shall reflect the arrangement applied during type tests.

While positioning the nozzles, the guidelines specified in the Annex to MSC.1/Circ.1276, with regard to the local water-spraying fire-extinguishing system, shall be additionally considered. If a specific arrangement of the nozzles applied on board the ship is different from the one tested, e.g. location and direction of a nozzle at an angle, such an arrangement can be accepted, provided it has additionally passed fire tests based on the fire scenarios specified in MSC/Circ.913.

22. *Paragraph 3.4.6.17 has been amended to read:*

**3.4.6.17** Spraying nozzles shall be made and type-tested in accordance with the guidelines specified in Annex A to IMO MSC/Circ.1165 (as amended by MSC.1/Circ. 1237 and MSC.1/Circ. 1269), being a replacement for MSC/Circ.668.

23. *Paragraph 3.5.3.8 has been added:*

**3.5.3.8** Fixed high expansion foam system using the inside air for the protection of machinery spaces and cargo pump-rooms on tankers shall be designed, made and subjected to type tests in accordance with the guidelines specified in IMO MSC.1/Circ.1271<sup>1)</sup>.

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<sup>1)</sup> Applies to systems installed on board the ship on or after 1 July 2009.

24. *Paragraph 3.7.1.17 has been deleted.*

25. *Paragraph 3.7.2.6 has been amended to read:*

**3.7.2.6** The system shall be designed, made and subjected to type tests in accordance with the guidelines specified in the Annex to MSC/Circ.848, as amended by MSC.1/Circ.1267.

26. *Sub-chapter 6.1.1.6 has been added:*

**6.1.1.6 Open Deck Areas**

On passenger ships carrying more than 36 passengers, the guidelines for evaluation of fire risk of external areas, contained in the Annex to IMO MSC.1/Circ.1274, shall be taken into consideration during the design of open deck areas (promenades, passenger areas for recreation and rest).

27. *This amendment applies to the Polish version only.*

28. *In paragraph 6.1.11.3, the second passage has been amended to read:*

Fixed fire detection and fire alarm systems for cabin balconies shall be designed, arranged and type-tested in accordance with the guidelines contained in IMO MSC.1/Circ.1242, whereas the water-spraying fire-extinguishing systems – in accordance with the guidelines contained in MSC.1/Circ.1268.

29. *Paragraph 6.3.4.6 has been added:*

#### **6.3.4.6 Pipe Trunk within Cargo Tanks Deck Area**

Where an enclosed pipe trunk is situated within the cargo tanks deck area, the pipe trunk:

- .1 shall be protected by one of the fixed fire-extinguishing systems (total flooding) specified in 6.3.5.1. The extinguishing system shall be operated from a readily accessible position outside the pipe trunk;
- .2 is not considered part of the cargo tanks deck area;
- .3 the area of the pipe trunk need not be included in the calculation of the foam solution rate of supply for the fixed deck foam system required in 6.3.4.1;
- .4 shall be adequately ventilated and provided with lighting interlocked with ventilation as well as system for continuous monitoring of the concentration of hydrocarbon gases, in accordance with the requirements for cargo pump-rooms, specified in 6.3.5.2;
- .5 shall contain no flammable gas sources other than pipes and flanges. If the pipe trunk contains any other source of flammable gas, i.e. valves and pumps, it shall be regarded as a cargo pump-room.

30. *Paragraphs 6.5.1.1 to 6.5.1.3 have been amended to read:*

**6.5.1.1** For ships carrying not more than 60 persons of special personnel on board, the fire protection requirements for cargo ships, specified in Chapter 2, shall be applied.

**6.5.1.2** For ships carrying more than 60, but not more than 240 persons of special personnel on board, the fire protection requirements for passenger ships carrying not more than 36 passengers, specified in sub-chapter 6.1, shall be applied.

**6.5.1.3** For ships carrying more than 240 persons of special personnel on board, the fire protection requirements for passenger ships carrying more than 36 passengers, specified in sub-chapter 6.1, shall be applied.

31. *In paragraph 6.14.1.2, sub-paragraph .15 has been deleted and the next sub-paragraphs have been renumbered respectively.*

32. *In part Supplement – Retroactive Requirements, in paragraph 2.11.2, the second passage has been amended to read:*

Fixed fire detection and fire alarm systems for cabin balconies shall be designed, arranged and type-tested in accordance with the guidelines contained in IMO MSC.1/Circ.1242, whereas the water-spraying fire-extinguishing system – in accordance with the guidelines contained in MSC.1/Circ.1268.

33. *In part Supplement – Retroactive requirements, sub-chapter 2.13 has been added.*

**2.13 Requirements for Carbon Dioxide Systems Used in Ships  
Constructed before 1 July 2002**

By the first scheduled dry-docking after 1 January 2010, fixed carbon dioxide fire-extinguishing systems for the protection of machinery spaces and cargo pump-rooms (installed in accordance with SOLAS II-2/5.2 on ships constructed before 1 October 1994) shall be provided with two independent controls of the carbon dioxide discharge to the protected space, located inside the release cabinet in accordance with the requirements specified in 3.6.4.2.2.

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