

Polski Rejestr Statków

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS

AMENDMENTS NO. 5/2010

to

**PART V
FIRE PROTECTION**

2008



GDĄSK

Amendments No. 5/2010 to Part V – Fire Protection – 2008, of the Rules for the Classification and Construction of Sea-going Ships, were approved by PRS S.A. Executive Board on 8 September 2010 and enter into force on 15 September 2010.

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

1. *In paragraph 2.2.6.1, the following text has been added after the first passage:*

Doors approved as A Class without the sill being part of the frame shall be installed such that the gap under the door does not exceed 12 mm and a non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door.

Doors approved as B Class without the sill being part of the frame shall be such installed that the gap under the door does not exceed 25 mm.

2. *In paragraph 2.7.1.1, sub-paragraph .2 has been amended to read:*

.2 a fire damper located in the lower end of the duct and, in addition, a fire damper shall also be provided in the upper end of the duct;

3. *In paragraph 6.1.8.2, the following text has been added after the first passage:*

Doors approved as A Class without the sill being part of the frame shall be installed such that the gap under the door does not exceed 12 mm. A non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door.

4. *At the end of paragraph 6.1.9.1, the following text has been added:*

Doors approved as B Class without the sill being part of the frame shall be such installed that the gap under the door does not exceed 25 mm.

5. *Paragraph 6.1.14.2 has been amended to read:*

6.1.14.2 Fixed fire detection and fire alarm system shall be capable of remotely and individually identifying each detector and manually operated call point.

6. *Paragraph 6.1.14.3 has been deleted.*

7. *Paragraph 6.1.20.5 has been added:*

6.1.20.5 Passenger ships carrying more than 36 passengers shall be fitted with a suitably located means for fully recharging breathing air cylinders, free from contamination. The means for recharging shall be either:

- .1** breathing air compressors supplied from the main and emergency switchboard, or independently driven, with a minimum capacity of 60 l/min per required breathing apparatus, not to exceed 420 l/min; or
- .2** self-contained high-pressure storage systems of suitable pressure to recharge the breathing apparatus used on board, with a capacity of at least 1200 l per required breathing apparatus, not to exceed 50000 l of free air.

8. *In Supplement – Retroactive Requirements, sub-chapter 2.14 has been added:*

2.14 Fire Protection Arrangements in Cargo Spaces in Ships Carrying Dangerous Goods Engaged on International Voyages

Fixed fire-extinguishing systems required in each cargo space, see paragraph 2.6.2 in *Part V*, shall be fitted by 1 July 2010 on the following ships constructed by 1 July 2002:

- .1 passenger ships constructed on or after 1 September 1984; and
- .2 cargo ships of 500 gross tonnage and upwards constructed on or after 1 September 1984.

Cargo ships of less than 500 gross tonnage need not be fitted with such systems.

9. *In Supplement – Retroactive requirements, sub-chapter 2.15 has been added:*

2.15 Fire Dampers in Exhaust Duct from Galley Range

In cargo ships and passenger ships carrying not more than 36 passengers constructed on or after 1 July 2002 but before 1 July 2010, an additional fire damper shall be installed in the upper end of such a duct in accordance with the requirements specified in 2.7.1.1.2.
