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RECOMMENDATION ON FIXED FIRE EXTINGUISHING
SYSTEMS FOR SPECIAL CATEGORY SPACES

RESOLUTION A.123(V)
adopted on 25 October 1967

THE ASSEMBLY,

NOTING Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

NOTING ALSO that at this session it adopted a new Part H of Chapter II of the International Convention for the Safety of Life at Sea, 1960, in respect of fire protection, fire detection and fire extinction in passenger ships and, in particular, Regulation 108(c) which requires that each special category space shall be fitted with an approved fixed fire extinguishing system which shall protect all parts of any deck and vehicle platform, if any, in such spaces,

RECOGNIZING that the adoption of specific requirements in respect of fixed fire extinguishing systems for the vehicle spaces of passenger ships having drive-on/drive-off facilities might inhibit the development of new fire extinguishing systems for use in such spaces,

HAVING CONSIDERED the Recommendation on the fixed fire extinguishing system for special category spaces adopted by the Maritime Safety Committee at its fifteenth session (Annex II, MSC XV/22),

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RECOMMENDS that Contracting Governments, when approving the fixed fire extinguishing system for special category spaces, should satisfy themselves that any such system is at least as effective in controlling a flowing petrol fire as a fixed pressure water-spraying system, complying with the requirements set out in the Annex to this Resolution,

INVITES governments concerned:

- (1) to put the measures recommended into effect as soon as possible and
- (2) to inform the Secretary-General of this accordingly.

ANNEX

RECOMMENDATION ON FIXED FIRE EXTINGUISHING SYSTEMS FOR SPECIAL CATEGORY SPACES*

A fixed fire extinguishing system for special category spaces should be at least as effective in controlling a flowing petrol fire as a fixed pressure water-spraying system complying with the following:

- (a) The nozzles should be of an approved full bore type. They should be arranged so as to secure an effective distribution of water in the spaces which are to be protected. For this purpose, the system should be such as will provide water application at a rate of at least 3.5 litres per square metre per minute

* "Special category spaces" are those enclosed spaces above or below the bulkhead deck intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion, into and from which such vehicles can be driven and to which passengers have access.

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(0.07 gallons per square foot per minute) for spaces with a deck height not exceeding 2.5 metres (8.2 feet) and a capacity of at least 5 litres per square metre per minute (0.1 gallons per square foot per minute) for spaces with a deck height of 2.5 metres (8.2 feet) or more.

- (b) The water pressure should be sufficient to secure an even distribution of water.
- (c) The system should normally cover the full breadth of the vehicle deck and may be divided into sections provided they are of at least 20 metres (66 feet) in length, except that in ships where the vehicle deck space is subdivided with longitudinal "A" Class divisions forming boundaries of staircases, etc., the breadth of the sections may be reduced accordingly.
- (d) The distribution valves for the system should be situated in an easily accessible position adjacent to but outside the space to be protected which will not readily be cut off by a fire within the space. Direct access to the distribution valves from the vehicle deck space and from outside that space should be provided. Adequate ventilation should be fitted in the space containing the distribution valves.
- (e) The water supply to the system should be provided by a pump or pumps other than the ship's required fire pumps which should additionally be connected to the system by a lockable non-return valve which will prevent a back-flow from the system into the fire main.

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- (f) The principal pump or pumps should be capable of providing simultaneously at all times a sufficient supply of water at the required pressure to all nozzles in the vehicle deck or in at least two sections thereof.
 - (g) The principal pump or pumps should be capable of being brought into operation by remote control (which may be manually actuated) from the position at which the distribution valves are situated.
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