

RESOLUTION MSC.206(81)
(adopted on 18 May 2006)

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL
CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.98(73) by which it adopted the International Code for Fire Safety Systems (hereinafter referred to as “the FSS Code”), which has become mandatory under chapter II-2 of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as “the Convention”),

NOTING ALSO article VIII(b) and regulation II-2/3.22 of the Convention concerning the procedure for amending the FSS Code,

HAVING CONSIDERED, at its eighty-first session, amendments to the FSS Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the FSS Code, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2010, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2010 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)

CHAPTER 5 FIXED GAS FIRE-EXTINGUISHING SYSTEMS

The existing text of chapter 5 is replaced by the following:

“1 Application

This chapter details the specifications for fixed gas fire-extinguishing systems as required by chapter II-2 of the Convention.

2 Engineering specifications

2.1 General

2.1.1 Fire-extinguishing medium

2.1.1.1 Where the quantity of the fire-extinguishing medium is required to protect more than one space, the quantity of medium available need not be more than the largest quantity required for any one space so protected. The system shall be fitted with normally closed control valves arranged to direct the agent into the appropriate space.

2.1.1.2 The volume of starting air receivers, converted to free air volume, shall be added to the gross volume of the machinery space when calculating the necessary quantity of the fire-extinguishing medium. Alternatively, a discharge pipe from the safety valves may be fitted and led directly to the open air.

2.1.1.3 Means shall be provided for the crew to safely check the quantity of the fire-extinguishing medium in the containers.

2.1.1.4 Containers for the storage of fire-extinguishing medium, piping and associated pressure components shall be designed to pressure codes of practice to the satisfaction of the Administration having regard to their locations and maximum ambient temperatures expected in service.

2.1.2 Installation requirements

2.1.2.1 The piping for the distribution of fire-extinguishing medium shall be arranged and discharge nozzles so positioned that a uniform distribution of the medium is obtained. System flow calculations shall be performed using a calculation technique acceptable to the Administration.

2.1.2.2 Except as otherwise permitted by the Administration, pressure containers required for the storage of fire-extinguishing medium, other than steam, shall be located outside the protected spaces in accordance with regulation II-2/10.4.3 of the Convention.

2.1.2.3 Spare parts for the system shall be stored on board and be to the satisfaction of the Administration.

2.1.2.4 In piping sections where valve arrangements introduce sections of closed piping, such sections shall be fitted with a pressure relief valve and the outlet of the valve shall be led to open deck.

2.1.2.5 All discharge piping, fittings and nozzles in the protected spaces shall be constructed of materials having a melting temperature which exceeds 925°C. The piping and associated equipment shall be adequately supported.

2.1.2.6 A fitting shall be installed in the discharge piping to permit the air testing as required by paragraph 2.2.3.1.

2.1.3 System control requirements

2.1.3.1 The necessary pipes for conveying fire-extinguishing medium into the protected spaces shall be provided with control valves so marked as to indicate clearly the spaces to which the pipes are led. Suitable provisions shall be made to prevent inadvertent release of the medium into the space. Where a cargo space fitted with a gas fire-extinguishing system is used as a passenger space, the gas connection shall be blanked during such use. The pipes may pass through accommodations providing that they are of substantial thickness and that their tightness is verified with a pressure test, after their installation, at a pressure head not less than 5 N/mm². In addition, pipes passing through accommodation areas shall be joined only by welding and shall not be fitted with drains or other openings within such spaces. The pipes shall not pass through refrigerated spaces.

2.1.3.2 Means shall be provided for automatically giving audible and visual warning of the release of fire-extinguishing medium into any ro-ro spaces and other spaces in which personnel normally work or to which they have access. The audible alarms shall be located so as to be audible throughout the protected space with all machinery operating, and the alarms should be distinguished from other audible alarms by adjustment of sound pressure or sound patterns. The pre-discharge alarm shall be automatically activated (e.g., by opening of the release cabinet door). The alarm shall operate for the length of time needed to evacuate the space, but in no case less than 20 s before the medium is released. Conventional cargo spaces and small spaces (such as compressor rooms, paint lockers, etc.) with only a local release need not be provided with such an alarm.

2.1.3.3 The means of control of any fixed gas fire-extinguishing system shall be readily accessible, simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in a protected space. At each location there shall be clear instructions relating to the operation of the system having regard to the safety of personnel.

2.1.3.4 Automatic release of fire-extinguishing medium shall not be permitted, except as permitted by the Administration.

2.2 *Carbon dioxide systems*

2.2.1 Quantity of fire-extinguishing medium

2.2.1.1 For cargo spaces, the quantity of carbon dioxide available shall, unless otherwise provided, be sufficient to give a minimum volume of free gas equal to 30% of the gross volume of the largest cargo space to be protected in the ship.

2.2.1.2 For machinery spaces, the quantity of carbon dioxide carried shall be sufficient to give a minimum volume of free gas equal to the larger of the following volumes, either:

- .1 40% of the gross volume of the largest machinery space so protected, the volume to exclude that part of the casing above the level at which the horizontal area of the casing is 40% or less of the horizontal area of the space concerned taken midway between the tank top and the lowest part of the casing; or
- .2 35% of the gross volume of the largest machinery space protected, including the casing.

2.2.1.3 The percentages specified in paragraph 2.2.1.2 above may be reduced to 35% and 30%, respectively, for cargo ships of less than 2,000 gross tonnage where two or more machinery spaces, which are not entirely separate, are considered as forming one space.

2.2.1.4 For the purpose of this paragraph the volume of free carbon dioxide shall be calculated at 0.56 m³/kg.

2.2.1.5 For machinery spaces, the fixed piping system shall be such that 85% of the gas can be discharged into the space within 2 min.

2.2.2 Controls

Carbon dioxide systems shall comply with the following requirements:

- .1 two separate controls shall be provided for releasing carbon dioxide into a protected space and to ensure the activation of the alarm. One control shall be used for opening the valve of the piping which conveys the gas into the protected space and a second control shall be used to discharge the gas from its storage containers. Positive means shall be provided so they can only be operated in that order; and
- .2 the two controls shall be located inside a release box clearly identified for the particular space. If the box containing the controls is to be locked, a key to the box shall be in a break-glass-type enclosure conspicuously located adjacent to the box.

2.2.3 Testing of the installation

When the system has been installed, pressure-tested and inspected, the following shall be carried out:

- .1 a test of the free air flow in all pipes and nozzles; and
- .2 a functional test of the alarm equipment.

2.2.4 Low-pressure CO₂ systems

Where a low pressure CO₂ system is fitted to comply with this regulation, the following applies.

2.2.4.1 The system control devices and the refrigerating plants shall be located within the same room where the pressure vessels are stored.

2.2.4.2 The rated amount of liquid carbon dioxide shall be stored in vessel(s) under the working pressure in the range of 1.8 N/mm² to 2.2 N/mm². The normal liquid charge in the container shall be limited to provide sufficient vapour space to allow for expansion of the liquid under the maximum storage temperatures than can be obtained corresponding to the setting of the pressure relief valves but shall not exceed 95% of the volumetric capacity of the container.

2.2.4.3 Provision shall be made for:

- .1 pressure gauge;
- .2 high pressure alarm: not more than setting of the relief valve;
- .3 low pressure alarm: not less than 1.8 N/mm²;
- .4 branch pipes with stop valves for filling the vessel;
- .5 discharge pipes;
- .6 liquid CO₂ level indicator, fitted on the vessel(s); and
- .7 two safety valves.

2.2.4.4 The two safety relief valves shall be arranged so that either valve can be shut off while the other is connected to the vessel. The setting of the relief valves shall not be less than 1.1 times the working pressure. The capacity of each valve shall be such that the vapours generated under fire condition can be discharged with a pressure rise not more than 20% above the setting pressure. The discharge from the safety valves shall be led to the open.

2.2.4.5 The vessel(s) and outgoing pipes permanently filled with carbon dioxide shall have thermal insulation preventing the operation of the safety valve in 24 h after de-energizing the plant, at ambient temperature of 45°C and an initial pressure equal to the starting pressure of the refrigeration unit.

2.2.4.6 The vessel(s) shall be serviced by two automated completely independent refrigerating units solely intended for this purpose, each comprising a compressor and the relevant prime mover, evaporator and condenser.

2.2.4.7 The refrigerating capacity and the automatic control of each unit shall be so as to maintain the required temperature under conditions of continuous operation during 24 h at sea temperatures up to 32°C and ambient air temperatures up to 45°C.

2.2.4.8 Each electric refrigerating unit shall be supplied from the main switchboard busbars by a separate feeder.

2.2.4.9 Cooling water supply to the refrigerating plant (where required) shall be provided from at least two circulating pumps one of which being used as a stand-by. The stand-by pump may be a pump used for other services so long as its use for cooling would not interfere with any other essential service of the ship. Cooling water shall be taken from not less than two sea connections, preferably one port and one starboard.

2.2.4.10 Safety relief devices shall be provided in each section of pipe that may be isolated by block valves and in which there could be a build-up of pressure in excess of the design pressure of any of the components.

2.2.4.11 Audible and visual alarms shall be given in a central control station or, in accordance with regulation II-1/51 of the Convention, where a central control station is not provided, when:

- .1 the pressure in the vessel(s) reaches the low and high values according to paragraph 2.2.4.2;
- .2 any one of the refrigerating units fails to operate; or
- .3 the lowest permissible level of the liquid in the vessels is reached.

2.2.4.12 If the system serves more than one space, means for control of discharge quantities of CO₂ shall be provided, e.g., automatic timer or accurate level indicators located at the control position(s).

2.2.4.13 If a device is provided which automatically regulates the discharge of the rated quantity of carbon dioxide into the protected spaces, it shall be also possible to regulate the discharge manually.

2.3 *Requirements of steam systems*

The boiler or boilers available for supplying steam shall have an evaporation of at least 1 kg of steam per hour for each 0.75 m³ of the gross volume of the largest space so protected. In addition to complying with the foregoing requirements, the systems in all respects shall be as determined by, and to the satisfaction of, the Administration.

2.4 *Systems using gaseous products of fuel combustion*

2.4.1 General

Where gas other than carbon dioxide or steam, as permitted by paragraph 2.3, is produced on the ship and is used as a fire-extinguishing medium, the system shall comply with the requirements in paragraph 2.4.2.

2.4.2 Requirements of the systems

2.4.2.1 Gaseous products

Gas shall be a gaseous product of fuel combustion in which the oxygen content, the carbon monoxide content, the corrosive elements and any solid combustible elements in a gaseous product shall have been reduced to a permissible minimum.

2.4.2.2 Capacity of fire-extinguishing systems

2.4.2.2.1 Where such gas is used as the fire-extinguishing medium in a fixed fire-extinguishing system for the protection of machinery spaces, it shall afford protection equivalent to that provided by a fixed system using carbon dioxide as the medium.

2.4.2.2.2 Where such gas is used as the fire-extinguishing medium in a fixed fire-extinguishing system for the protection of cargo spaces, a sufficient quantity of such gas shall be available to supply hourly a volume of free gas at least equal to 25% of the gross volume of the largest space protected in this way for a period of 72 h.

2.5 *Equivalent fixed gas fire-extinguishing systems for machinery spaces and cargo pump-rooms*

Fixed gas fire-extinguishing systems equivalent to those specified in paragraphs 2.2 to 2.4 shall be approved by the Administration based on the guidelines developed by the Organization.”

