INTERNATIONAL MARITIME ORGANIZATION

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MSC.1/Circ.1528
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UNIFIED INTERPRETATIONS OF CHAPTERS 5, 6 AND 9 OF THE FSS CODE

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), with a view to providing more specific guidance on fixed gas fire-extinguishing systems and fixed fire detection and fire alarm systems; foam-generating capacity of fixed foam fire-extinguishing systems; and an additional indicating unit in the cargo control rooms, approved unified interpretations of chapters 5, 6 and 9 of the FSS Code, prepared by the Sub-Committee on Ship Systems and Equipment, at its second session (23 to 27 March 2015), as set out in the annex.

2 Member States are invited to use the annexed unified interpretations as guidance when applying paragraph 2.2.1.7 of chapter 5 of the FSS Code, paragraphs 3.2.1.2 and 3.3.1.2 of chapter 6 of the FSS Code, as amended by resolution MSC.327(90), and paragraph 2.5.1.3 of chapter 9, of the FSS Code, as amended by resolution MSC.339(91), to the systems and units to be installed on board ships constructed on or after 13 May 2016 and to bring the unified interpretations to the attention of all parties concerned.

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ANNEX

UNIFIED INTERPRETATIONS OF CHAPTERS 5, 6 AND 9 OF THE FSS CODE

CHAPTER 5 – FIXED GAS FIRE-EXTINGUISHING SYSTEMS

Fixed gas fire-extinguishing systems (paragraph 2.2.1.7)

1 The "quantity of gas" means that quantity required for the largest cargo space in accordance with the provisions of paragraph 2.1.1.1 of chapter 5:

> "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. ... Adjacent spaces with independent ventilation systems not separated by at least A-0 class divisions should be considered as the same space."

2 In such cases, the system controls should be capable of allowing one third, two thirds or the entire quantity of gas as required by paragraph 2.1.1.1 of chapter 5 to be discharged to comply with the last sentence of paragraph 2.2.1.7 (i.e. the number of setting points of control is three).

CHAPTER 6 – FIXED FOAM FIRE-EXTINGUISHING SYSTEMS

Foam-generating capacity of fixed foam fire-extinguishing systems (paragraphs 3.2.1.2 and 3.3.1.2, as amended by resolution MSC.327(90))

1 This interpretation of the term "largest protected space" applies to a machinery space of category A protected by a fixed high-expansion foam fire-extinguishing system complying with the provisions of the FSS Code.

2 Where such a machinery space includes a casing (e.g. an engine casing in a machinery space of category A containing internal combustion machinery, and/or a boiler), the volume of such a casing, above the level up to which foam should be filled to protect the highest position of the fire risk objects within the machinery space, need not be included in the volume of the protected space (see figure 1).

3 The level up to which foam should be filled to protect the highest positioned fire risk objects within the machinery space should not be less than:

- 1 m above the highest point of any such object; or
- the lowest part of the casing,

whichever is higher (see figure 1).

4 Where such a machinery space does not include a casing, the volume of the largest protected space should be that of the space in its entirety, irrespective of the location of any fire risk object therein (see figure 2).

5 Fire risk objects include, but may not be limited to, those listed in SOLAS regulation II-2/3.31 and those defined in regulation II-2/3.34. Although not referred to in those regulations, they may also include items having a similar fire risk such as exhaust gas boilers or oil fuel tanks.

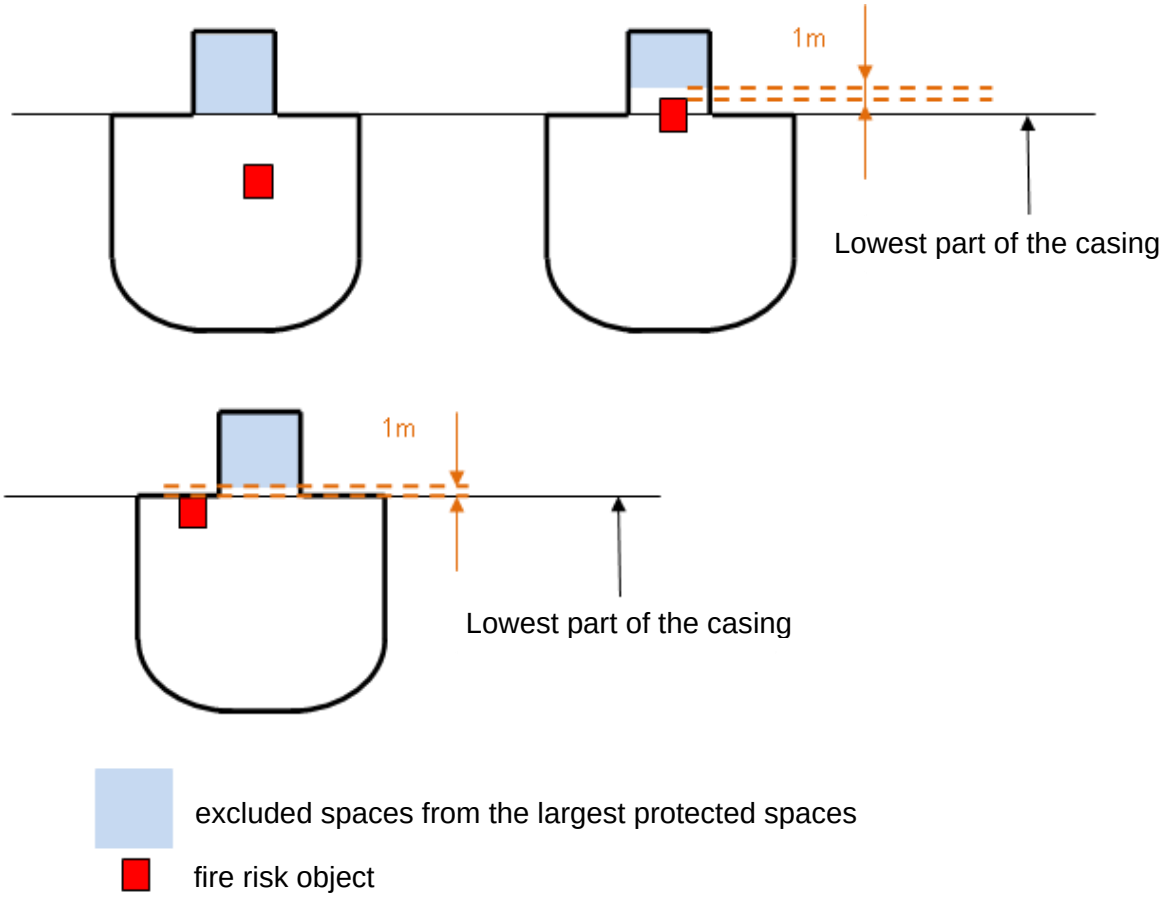

Figure 1: Machinery space including a casing

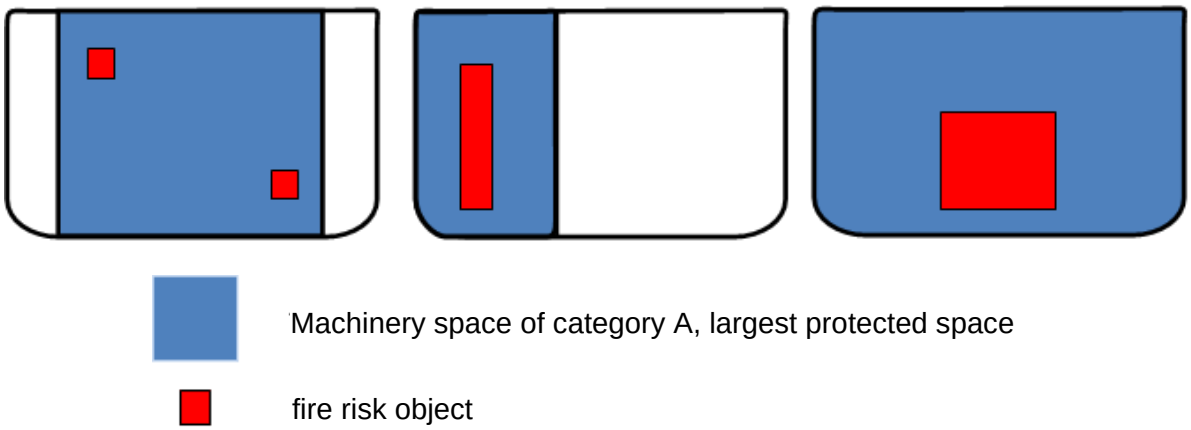

Figure 2: Machinery space not including a casing

CHAPTER 9 – FIXED FIRE DETECTION AND FIRE ALARM SYSTEM

Additional indicating unit in the cargo control room (paragraph 2.5.1.3, as amended by resolution MSC.339(91))

A space in which a cargo control console is installed, but does not serve as a dedicated cargo control room (e.g. ship's office, machinery control room), should be regarded as a cargo control room for the purposes of paragraph 2.5.1.3 of chapter 9 of the FSS Code, as amended by resolution MSC.339(91), and therefore be provided with an additional indicating unit.