

CLUB CIRCULAR

Friday, 29 November, 2013
BSM-RM-10/009/13

To: All members

Recommendations for the Safety of Cargo Vessel of less than Convention Size Part IV / IV

Continued with BSM-RM-10/008/13

5. Fire Fighting Recommendation

Section 4: Fire Extinguishing Arrangements

The purpose of this Recommendation should suppress and swiftly extinguish a fire in the space of origin. For this purpose, the following functional Recommendations should be met:

- fixed fire-extinguishing systems should be installed, as applicable, having due regard to the fire growth potential of the protected spaces; and
- fire-extinguishing appliances should be readily available.

Machinery spaces of category 'A' on vessels with GT greater than or equal to 150 and operating in unrestricted or restricted waters, should be provided with an approved fixed fire extinguishing system, Fixed fire-fighting systems where required, should be in accordance with the requirements of the IMO FSS Code. If such a system is installed, it should be of an approved type. Machinery spaces of category 'A' on vessels operating in protected areas may be exempted from this recommendation. The Recommendations for the protection of paint lockers and flammable liquids lockers should be specially considered.

Portable Fire Extinguishers	
Accommodation and service spaces.	
Vessels greater than or equal to 150 GT	≥ 3
Vessels less than 150 GT (see 4.5.6.1)	≥ 1
Machinery spaces (one extinguisher per	≥ 2, ≤ 6

every 375 kW of internal combustion engine power)	
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All fire-extinguishers should be of approved types and designs. The extinguishing media employed should be suitable for extinguishing fires in the compartments in which they are intended to be used. The extinguishers required for use in the machinery spaces of cargo vessels using oil as fuel should be of a type discharging foam, carbon dioxide gas, dry powder or other approved media suitable for extinguishing oil fires.

The capacity of required portable fluid extinguishers should not exceed more than 13,5 litres but not less than 9 litres. Other extinguishers should be at least as portable as the 13,5 litre fluid extinguishers, and should have a fire-extinguishing capability at least equivalent to a 9 litre fluid extinguisher. The following capacities may be taken as equivalents:

- 9 litre fluid extinguisher (water or foam).
- 5 kg dry powder.
- 5 kg carbon dioxide.

A spare charge should be provided for each required portable fire-extinguisher that can be readily recharged on board. If this cannot be done, duplicate extinguishers should be provided.

The extinguishers should be stowed in readily accessible positions and should be spread as widely as possible and not be grouped. One of the portable fire extinguishers intended for use in any space should be stowed near the entrance to that space.

Accommodation spaces, service spaces and control stations should be provided with a sufficient number of portable fire-extinguishers to ensure that at least one extinguisher will be readily available for use in every compartment of the crew spaces. In any case, their number should be not less than three, except where this is impractical for very small vessels, in which case one extinguisher should be available at each deck having accommodation or service spaces, or control stations.

Section 5: Fire Fighting Equipment

The firefighting equipment should comply with the mini. Recommendations as specified below, regardless of unrestricted, restricted or protected service. A fire blanket should be provided. All cargo vessels greater than or equal to 150 GT should carry at least one firefighter's outfit complying with the Requirements of the IMO FSS Code.

In all cargo vessels, fire control plans should be permanently exhibited for the guidance of the vessel's officers, using graphical symbols that are in accordance with IMO Resolution A.952(23), which show clearly for each deck the control stations, the various fire sections enclosed by steel or 'A' Class divisions, together with particulars of:

- the fire detection and fire-alarm systems;
- fixed fire-fighting system;
- the fire-extinguishing appliances;
- the means of access to different compartments, decks, etc.;
- the position of the fireman's outfits;
- the ventilating system, including particulars of the fan control positions, the position of dampers and identification numbers of the ventilating fans serving each section; and
- the location and arrangement of the emergency stop for the oil fuel unit pumps and for closing the valves on the pipes from oil fuel tanks.

Alternatively, the details required by the above fire control plans may be set out in a booklet, a copy of which should be supplied to each officer, and one copy is at all times to be available on board in an accessible position.

The plans and booklets should be kept up to date, any alterations being recorded thereon as soon as practicable. Description in such plans and booklets should be in the official language of the Flag State and in the language as shown in the following Table. In addition, instructions concerning the maintenance and operation of all the equipment and installations on board for the fighting and containment of fire should be kept under one cover, readily available in an accessible position.

Language in Fire Control Plan

Service	Restrictions
Unrestricted	English
Restricted Protected	Official language(s) of the Administration(s) concerned with the ship's service, or language(s) recognized by such Administration(s) (possibly English) However, description in such plans and booklets for ships engaged in domestic service only may be in the official language of the Flag State only.

In all cargo vessels greater than or equal to 150 GT, a duplicate set of fire-control plans or a booklet containing such plans should be permanently stored in a prominently marked weathertight enclosure outside the deckhouse for the assistance of shoreside firefighting personnel.

Section 6: Additional Fire Safety Measures for tankers

The requirements for tankers of SOLAS Chapter II-2 should apply to tankers carrying crude oil and petroleum products, having a flash point not exceeding 60°C, and other liquid products having a similar fire hazard.

The additional requirements for tankers of SOLAS Chapter II-2 should apply to tankers carrying crude oil and petroleum products having a flash point not exceeding 60°C (closed cup test), as determined by an approved flash point apparatus, and a Reid vapour pressure which is below atmospheric pressure, and other liquid products having a similar fire hazard. Tankers carrying petroleum products having a flashpoint exceeding 60°C (closed cup test), as determined by an approved flashpoint apparatus, should comply with the provisions of the sub-paragraphs of the Recommendations.

At least one mobile foam appliance should be provided for use on the cargo tank deck including the cargo manifolds. It should be capable of simple and rapid operation. Where the appliance is of the inductor type it should comply with sub-paragraph of the Recommendations. Self contained appliances should have a foam solution capacity of at least 135 litres.

A portable foam applicator unit should consist of an air foam nozzle of an inductor type capable of being connected to the fire main by a fire hose, together with a portable tank containing at least 20 litres of foam-making liquid and one spare tank. The nozzle should be capable of producing effective foam, suitable for extinguishing an oil fire, at the rate of at least 1,5 m³/min. The type of foam used should be suitable for the cargoes to be carried.

Section 7: Alternative design and arrangements

The purpose of this recommendation should provide a methodology for alternative design and arrangements for fire safety. When fire safety design or arrangements deviate from the Recommendations of this part, engineering analysis, evaluation and approval of the alternative design and arrangements should be carried out in accordance with this regulation. The reference can be made to MSC/Circ. 1002 Guidelines on alternative design and arrangements for fire safety

Section 8: Fire extinguishing Recommendations for vessels not fitted with propelling machinery

Arrangements for fire protection, detection and extinction in vessels not fitted with propelling machinery should be specially considered in each case and should depend on the size and purpose of the vessel and the presence of



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accommodation spaces, machinery and combustible materials on board.

If our valued member has any doubt, please contact our Risk Management Department at riskmanagement@britishsteamship.com.

Yours faithfully

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