

A and all other spaces containing propulsion machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilising, ventilation and air-conditioning machinery, and similar spaces, and trunks to such spaces:

“New ship” means a ship of which the keel is laid, or in respect of which a similar stage of construction is reached in the case of a ship of Class IX on the date of commencement of this Notice;

and for the purposes of this definition, “similar stage of construction” means the stage at which construction identifiable with ship comprises at least 50 tonnes or 1 per cent of the estimated mass of the structural material of the completed ship, whichever is the less. A cargo ship, whenever built, which is converted to a passenger ship shall be treated as a passenger ship constructed on the date on which a conversion commences.

“Oil-fuel unit” means the equipment used for the preparation of oil fuel for delivery to the oil burners of an oil-fired boiler, or equipment used for the preparation of heated oil for delivery to an internal combustion engine; and includes any oil-pressure pumps, filters, and heaters dealing with oil at a pressure of more than 180 kilopascals gauge:

“Passenger Space” means space provided for the use of passengers.

“Portable fire extinguisher” means (except where otherwise specified in this code) means a fire extinguisher in which the capacity for the fire fighting medium if a fluid is not more than 13.5 litres and not less than 9 litres. Extinguishers using other fire fighting medium shall be at least as portable as the 13.5 litres fluid extinguisher and shall have a fire extinguishing capability at least equivalent to that of a 9 litres fluid extinguisher:

“Public spaces” means those portions of the accommodation which are used for halls, dining rooms, lounges, and similar enclosed spaces:

“Services spaces” means galleys, main pantries, laundries, store rooms (except isolated pantries and lockers), mail rooms, specie rooms, lamp rooms, paint rooms, workshops other than those forming part of machinery spaces and trunkways leading to such spaces:

“Settling tank” means an oil fuel storage tank having a heating surface of not less than 0.186m² per tonne of oil capacity.

“Special-category space” means any enclosed spaces above or below the bulkhead deck for the carriage of motor vehicles with fuel in their tanks for their own propulsion, being a space into and from which such vehicles can be driven and to which passengers have access.

“Water fog applicator” means an “L” shaped pipe the long limb being about 2m in length capable of being fitted to a fire hose and the short limb being about 250mm in length fitted with a fixed water fog nozzle or capable of being fitted with a water spray nozzle.

Other expressions defined in the Act have the meanings so defined.

PART I

Ships of Class IX of 45m in Length or Over

2. Application—Part 1 of this Code of Practice applies to Ships of Class IX of 45m in length or over plying within extreme limits.

3. Automatic Sprinkler, Fire Detection and Fire Alarm Systems—(1) Every new ship to which Part 1 of this Code of Practice applies with a gross tonnage of 500 and over shall be provided with 1 of the following systems depending on which method of fire protection, as prescribed in the Codes of

Practice issued under the Shipping (Construction) Regulations 1989, used in the construction of the ship.

(a) In ships in which “Method IC” Fire Protection is adopted, a fixed fire detection and fire alarm system of an approved type shall be so installed and arranged as to provide smoke detection and manually operated call points in all corridors, stairways and escape routes within accommodation spaces.

(b) In ships in which “Method IIC” Fire protection is adopted, an automatic sprinkler, fire detection and fire alarm system of an approved type complying with the relevant requirements of the Performance Standard referred to in clause 28 of the general code shall be so installed and arranged as to protect accommodation spaces, galleys and other service spaces, except spaces which afford no substantial fire risk such as void spaces and sanitary spaces. In addition, a fixed detection and fire alarm system of an approved type complying with the requirements of the Performance Standard referred to in clause 29 of the general code shall be so installed as to provide smoke detection and manually operated call points in all corridors, stairways and escape routes within accommodation spaces.

(c) In ships in which “Method IIIC” fire protection is adopted, a fixed fire detection and fire alarm system of an approved type complying with the requirements of the Performance Standard referred to in clause 29 of the general code shall be so installed and arranged as to detect the presence of fire in all accommodation spaces and service spaces, except spaces which afford no substantial fire risk such as void spaces and sanitary spaces.

(2) Every existing ship to which Part I of this Code of Practice applies with a gross tonnage of 500 or over shall be provided in the accommodation spaces with electrically operated fire-alarm bells actuated from the navigation bridge and from manually operated call points suitably located throughout the accommodation spaces.

(3) The alarm bells required to be provided in compliance with subclause (2) of this clause shall be additional to any electrically operated alarm signal actuated from the navigation bridge or control station unless the electrically operated alarm signal can also be operated from manually operated call points suitably located throughout the accommodation spaces.

(4) The fire-alarm bells required to be provided in compliance with subclause (2) of this clause shall be supplied with electrical power from 2 separate sources, 1 of which shall be the ship’s emergency source of electric power, and may form part of the alarm system required in compliance with the Lifesaving Appliances (Codes of Practice).

4. Fire pumps—(1) Every ship to which Part I of this Code of Practice applies with a gross tonnage of 1000 or over shall be provided with at least 2 power-operated fire pumps. Each such pump shall be capable of delivering at least 1 jet of water simultaneously from each of any 2 fire hydrants, hoses, or nozzles provided in the ship, and shall comply with the requirements of clause 16(2) of the general code.

(2) Every ship to which Part I of this Code of Practice applies with a gross tonnage of less than 1000 but not less than 500 shall be provided with at least 2 power-operated fire pumps, each of which shall be capable of delivering at least 1 jet of water from any fire hydrant, hose or nozzle provided in the ship and shall comply with the requirements of clause 16(2) of the general code.

(3) If in any ship to which Part I of this Code of Practice applies with a gross tonnage of 2000 or over, a fire in any one compartment could put all the fire pumps out of action, there shall be provided a fixed independent driven emergency fire pump complying with the provisions of clause 16(7) of the general code.

(4) If in any ship to which Part I of this Code of Practice applies with a gross tonnage of less than 2000 but not less