

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 0.186m<sup>2</sup> 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 X of 55m in Length or Over*

**2. Application**—Part I of this Code of Practice applies to Ships of Class X of 55m in length or over.

**3. Automatic sprinkler, fire detection and fire alarm systems**—(1) Every new ship to which Part I of this Code of Practice applies shall be provided in the accommodation and service spaces, with an automatic sprinkler, fire detection and fire alarm system complying with the requirements of the performance standard referred to in clause 28 of the general code.

Provided that such an installation shall not be required in any ship where the internal divisional bulkheads in accommodation and service spaces are constructed in non-combustible material with insulation values acceptable to the Chief Surveyor.

Provided further that such an installation shall not be required in any ship where there is no restriction on the type of internal divisional bulkhead but where the area of any accommodation or service spaces bounded by bulkheads constructed in non-combustible material with insulation values acceptable to the Chief Surveyor does not exceed 50 m<sup>2</sup> in area and a fixed fire alarm and detection system is provided complying with the requirements of the Performance Standard referred to in clause 29 of the general code.

The Chief Surveyor may increase the limitation on area in respect of public spaces. Neither system need be installed in void spaces, sanitary spaces and spaces which afford no substantial fire risk.

(2) Every existing ship to which Part I of this Code of Practice applies not complying with the provisions of sub-clause (1) of this clause shall be provided in the accommodation spaces with either:

(a) Electrically operated fire-alarm bells actuated from the navigating bridge and from manually operated call points suitably located throughout the accommodation spaces. Such fire alarm bells shall be supplied with electrical power from 2 separate sources of which 1 shall be the ship's emergency source of electrical power; or

(b) Manual fire alarm bells sufficient in number, so distributed and of such type that in the event of a fire being detected in or adjacent to the accommodation spaces, whether at sea or in port, an alarm bell is readily accessible and is clearly audible throughout the adjacent accommodation spaces.

(3) The alarm bells required to be provided in compliance with

sub-clause (2)(a) of this clause shall be additional to any electrically operated alarm signal actuated from the navigating bridge or control station unless the electrically operated system can also be actuated from manually operated call points suitably located throughout the accommodation spaces.

(4) The alarm bells required to be provided in compliance with sub-clause (2)(b) of this clause shall be permanently secured to the ship's structure and shall be clearly labelled.

**4. Fire pumps**—(1) At least 2 power operated fire pumps shall be provided in every ship to which Part I of the Code of Practice applies. Each such pump shall be capable of delivering the jets of water required by clause 5 of this Code and shall comply with the requirements of clause 16(3) of the general code.

(2) If in any ship to which Part I of this Code of Practice applies a fire in any 1 compartment could put all the fire pumps out of action, there shall be provided an emergency fire pump which shall comply with the requirements of clause 16(8) of the general code. Provided that in any ship of this class and length but less than 75m the emergency fire pump may be manually operated and shall comply with the requirements of clause 16(9) of the general code.

**5. Fire main, water-service pipes, hydrants, hoses, and nozzles**—(1) Every ship to which Part I of this Code of Practice applies shall be provided with a fire main, water-service pipes, and hydrants complying with the provisions of clause 17 of the general code and with fire hoses and nozzles complying with the provisions of clause 18 of the general code.

(2) In every ship to which Part I of this Code of Practice applies the arrangements of fire main and water service pipes and the number and position of fire hydrants shall be such that:

(a) At least 2 jets of water not emanating from the same hydrant, 1 of which shall be from a single length of fire hose, may reach any part of the ship normally accessible to passengers or crew while the ship is being navigated and any store room and any part of any cargo space when empty; and

(b) Isolating valves separating the section of the fire main within the machinery space containing the main fire pump or pumps from the rest of the fire main shall be fitted in an easily accessible and tenable position outside the machinery spaces. The fire main shall be so arranged that when the isolating valves are shut all the hydrants on the ship, except those in the machinery space referred to above, can be supplied with water by a fire pump not located in this machinery space through pipes which do not enter this space. Provided that the Chief Surveyor may permit short lengths of the emergency fire pump suction and discharge piping to penetrate the machinery space if it is impracticable to route it externally provided that the integrity of the fire main is maintained by the enclosure of the piping in a substantial steel casing; and

(c) In accommodation spaces, service spaces, and machinery spaces the requirements of paragraph (a) of this sub clause and clause 17(4) of the General Code can be complied with when all watertight doors are closed; and,

(d) One hydrant shall be located near the entrance of the space to be protected.

(3) Every ship to which Part I of this Code of Practice applies shall be provided with a hose and dual purpose nozzle for each hydrant fitted in the ship. In addition there shall be 1 spare hose.

**6. Portable fire extinguishers in control stations, accommodation and service spaces**—Every ship to which Part I of this Code of Practice applies shall be provided with a sufficient number of portable fire extinguishers to ensure that at least 1 such extinguisher will be readily available for use in control stations and in any part of the accommodation and service spaces. The number of such extinguishers shall not be