

(a) If discharging carbon dioxide mass required

<i>Net Volume of Spaces to be Protected: Cubic Metres</i>	<i>Mass of Carbon Dioxide in Kilograms</i>
0 to 5m <sup>3</sup>	1.0 kg CO <sub>2</sub> per 0.87m <sup>3</sup> space
5 to 15m <sup>3</sup>	1.0 kg CO <sub>2</sub> per 0.93m <sup>3</sup> space
15 to 45m <sup>3</sup>	1.0 kg CO <sub>2</sub> per 1.00m <sup>3</sup> space
45 to 125m <sup>3</sup>	1.0 kg CO <sub>2</sub> per 1.12m <sup>3</sup> space
125 and over	1.0 kg CO <sub>2</sub> per 1.25m <sup>3</sup> space

(b) If discharging a fire-smothering gas other than carbon dioxide the installation shall have a capacity approved by the Chief Surveyor.

(4) The fixed installation required under sub-clause (3) of this clause may be manually or automatically operated, but any automatically operated installation shall be provided with an alarm giving audible warning to persons within the protected spaces.

(5) Where in the opinion of the Chief Surveyor the propelling machinery and fuel-storage tanks of any ship to which this clause applies are so open to the atmosphere as to make the fitting of a fixed fire-smothering gas installation ineffective, he may allow the requirements of sub-clause (2) of this clause to be dispensed with.

(6) Where a ship to which Part III of this Code of Practice applies fitted with propelling machinery which uses fuel having a flash point of less than 60°C is fitted with a fixed fire-smothering gas installation, the number of fire extinguishers of a type suitable for use on oil fires required under the provisions of clause 25 of this Code may be reduced by 1. Provided the number of fire extinguishers onboard shall not be less than 1.

(7) Every ship to which Part III of this Code of Practice applies fitted with propelling machinery which uses fuel having a flash point of less than 60°C shall be provided with a system for the automatic detection of fuel-gas vapour in the spaces containing the propelling machinery and the fuel storage tanks. That automatic gas detector shall be capable of giving a visible and audible warning of the presence of fuel-gas vapour.

**28. Machinery spaces containing steam engines**—(1) In every ship to which Part III of this Code of Practice applies there shall be provided for the protection of every space containing steam turbines or enclosed pressure-lubricated steam engines used for main-propulsion or auxiliary purposes:

(a) At least 1 foam fire extinguisher of not less than 45 litres capacity or 1 carbon dioxide fire extinguisher of not less than 16 kg capacity:

Provided that such an extinguisher shall not be required in any machinery space containing only auxiliary machinery; and

(b) At least 2 portable fire extinguishers in every space containing main-propulsion machinery and at least 1 portable extinguisher in every space containing only auxiliary machinery.

(2) The fire extinguishers specified in sub-clause (1) of this clause shall not be required if equivalent protection is provided in such spaces by fire extinguishers provided in accordance with the provisions of clause 25 of this Code.

**29. Fire crew outfits**—Every ship to which Part III of this Code of Practice applies but over 9m in length shall carry at least 1 fire crew axe and 1 safety lamp each complying with the requirements of clause 30 of the general code and with the Performance Standard referred to therein.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

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## The Fire Appliances (Code of Practice for General Requirements for Fire Appliances) Notice 1989

Pursuant to section 235 of the Shipping and Seamen Act 1952, the Minister of Transport hereby gives the following notice.

## Notice

**1. Title and commencement**—(1) This notice may be cited as the Fire Appliances (Code of Practice for General Requirements for Fire Appliances) Notice 1989.

(2) This notice shall come into force on the 1st day of November 1989.

**2. Code of Practice prescribed**—The Code of Practice set out in the Schedule to this notice is hereby prescribed for the purposes of the Shipping (Fire Appliances) Regulations 1989.

## Schedule

### Code of Practice for General Requirements for Fire Appliances

**1. Interpretation**—In this Schedule, unless the context otherwise requires,—

“The Act” means the Shipping and Seamen Act 1952:

“Accommodation spaces” means passenger spaces, public spaces, corridors, lavatories, cabins, offices, crew spaces, shops isolated pantries and lockers and similar spaces:

“Approved” means approved in writing by the Director:

“Chief Surveyor” means the officer of the Ministry of Transport for the time being holding the appointment of Chief Surveyor of Ships; and includes his deputy:

“Classes I, II, III, IV, V, VI, VII, VIIA, VIII, IX and X” are as stated in the Shipping (Fire Appliances) Regulations 1989.

“Control station” means any space in which radio, main navigating equipment, or the emergency source of electrical power is centralised:

“Crew space” has the same meaning as the expression “crew accommodation”, as defined in The Shipping and Seaman Act 1952.

“General Code” means The Fire Appliances (Code of Practice for General Requirements for Fire Appliances) Notice 1989.

“Main vertical zone” means those sections into which the hull, superstructure, and deckhouses are divided by “A” class divisions the mean length of which on any one deck does not, except in special circumstances, exceed 40m.

“Machinery spaces of category ‘A’” means those spaces and trunks to such spaces which contain—

(a) internal combustion machinery used for main propulsion; or

(b) internal combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total power output of not less than 375 kW; or

(c) any oil-fired boiler or oil fuel unit.

“Machinery spaces” means all machinery spaces of category 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,

(a) in the case of a ship of Classes I, VII and VIIA on the 1st day of July 1989; and

(b) in the case of a ship of Classes II, III, IV, V, VI, VIII, IX and X 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