

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 Class I on the 1st day of July 1986: and

(b) in the case of a ship of Class II on the date of commencement of this notice;

and for the purpose of this definition, “similar stage of construction” means the stage at which construction identifiable with the 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 such 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” (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 0.186m<sup>2</sup> per tonne of oil capacity:

“Special-category space” means any enclosed space 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:

“Surface effect ship” means a ship the weight of which the normal operating condition is partially supported by a cushion of air expelled from the ship and by the buoyancy of its immersed hull or hulls.

“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.

**2. Application**—This Code of Practice applies to Ships of Classes I and II except ships of Class II which are hydrofoil ships or surface effect ships.

**3. Automatic sprinkler, fire detection and fire alarm systems**—(1) In every ship of Class I, and every ship of Class II of 24m in length and over, manually operated call points shall be fitted throughout the passenger and crew spaces

which will enable the fire patrol required by Regulation 5 of the Shipping (Fire Appliances) Regulations 1989 to give an alarm immediately to the navigating bridge or fire control station.

(2) In every ship of Class I, and every ship of Class II of 24m in length and over, there shall be provided in any part of the ship, which in the opinion of the Chief Surveyor is not accessible to the fire patrol referred to in sub-clause (1) of this clause, a fixed fire detection and alarm system complying with the requirements of the Performance Standard for Fixed Fire Detection and Fire Alarms.

Provided the Chief Surveyor may exempt any ship from the requirement of this subclause if he is satisfied that to require compliance therewith would be unreasonable on account of the short duration of the voyages on which the ship is engaged.

(3) In every ship of Class I, and every ship of Class II of 24m in length and over, in any machinery space where propulsion and associated machinery including sources of main electrical supply are provided with automatic or remote control which are under continuous manned supervision from a control room, there shall be provided a fixed fire detection and fire alarm system complying with the requirements of the Performance Standard for Fixed Fire Detection and Fire Alarm Systems.

(4) In every ship of Class I and every ship of Class II of 24m in length and over, depending on the method of fire protection as required by The Shipping (Construction) Regulations 1989, used in the construction of the ship; there shall be installed throughout each separate zone whether vertical or horizontal in all accommodation and service spaces and where it is considered necessary by the Chief Surveyor in control rooms, either:

(a) a fixed fire detection and fire alarm system of an approved type and complying with the requirements of the Performance Standard for Fixed Fire Detection and Fire Alarm Systems so installed and arranged as to detect the presence of fire in such spaces; or

(b) an automatic sprinkler, fire detection and fire alarm system (of an approved type and complying with the requirements of the Performance Standard for Automatic Sprinkler, Fire Alarm and Fire Detection Systems) so installed and arranged as to protect such spaces and in addition a fixed fire detection and fire alarm system of an approved type (complying with the requirements of the Performance Standard for Fixed Fire Detection and Fire Alarm Systems) so installed and arranged as to provide smoke detection in corridors, stairways and escape routes within accommodation spaces.

Except that neither system need be installed in void spaces, sanitary spaces and spaces which afford no substantial fire risk.

(5) Every ship of Class I and Class II shall at all times when at sea, or in port (except when out of service), be so manned and equipped as to ensure that any initial fire alarm is immediately received by a responsible member of the crew.

(6) In every ship of Class I and every ship of Class II of 24m in length and over a special alarm, operated from the navigating bridge or fire control station, shall be fitted to summon the crew. This alarm may be part of the ship's general alarm system but it shall be capable of being sounded independently of the alarm to the passenger spaces.

(7) In every ship of Class I and Class II a public address system or other effective means of communication shall be available throughout the accommodation and service spaces and control stations.

(8) In every new Ship of Class II of less than 45m, but not less than 24m which is constructed of combustible materials or where in the opinion of the Chief Surveyor a fire hazard exists due to an appreciable amount of combustible material used in