

SC 245

Suction piping of emergency fire pumps, which are run through the machinery space (SOLAS II-2/10.2.1.4.1)

(June 2011)

Regulation

SOLAS Ch. II-2 Reg. 10.2.1.4.1

The emergency fire pump, its seawater inlet, and suction and delivery pipes and isolating valves shall be located outside the machinery space. If this arrangement cannot be made, the sea-chest may be fitted in the machinery space if the valve is remotely controlled from a position in the same compartment as the emergency fire pump and the suction pipe is as short as practicable. Short lengths of suction or discharge piping may penetrate the machinery space, provided they are enclosed in a substantial steel casing, or are insulated to "A-60" class standards. The pipes shall have substantial wall thickness, but in no case less than 11 mm, and shall be welded except for the flanged connection to the sea inlet valve.

Interpretation

- .1 "the valve" in second sentence means "sea inlet valve";
- .2 in cases where suction or discharge piping penetrating machinery spaces are insulated to "A-60" class standards, it is not necessary to insulate "distance pieces", "sea inlet valves" and "sea-chests" to "A-60" class standards;
- .3 the method for insulating pipes to "A-60" class standards" is that they are to be covered/protected in a practical manner by insulation material which is approved as a part of "A-60" class divisions in accordance with the FTP Code; and
- .4 where the sea inlet valve is in the machinery space, the valve should not be a fail-close type. Where the sea inlet valve is in the machinery space and is not a fail-open type, measures should be taken so that the valve can be opened in the event of fire, e.g. control piping, actuating devices and/or electric cables with fire resistant protection equivalent to "A-60" class standards.
- .5 In cases where main fire pumps are provided in compartments outside machinery spaces and where the emergency fire pump suction piping penetrates such compartments, the above interpretation is to be applied to the piping.

Notes:

1. This Unified Interpretation is to be applied by IACS Societies on ships contracted for construction on or after 1 July 2012.
2. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.

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