

Subject

Adoption of IACS UI SC262

ClassNK

Technical Information

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To whom it may concern

Amendment of the International Code for Fire Safety Systems (FSS Code) Chapter 6 was adopted as IMO Resolution MSC.327(90) at the 90th session of the IMO Maritime Safety Committee (MSC90) held in May 2012 and will be applied to ships constructed on or after 1 January 2014.

Chapter 6 of this code specifies that sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the "largest protected space" within 10 minutes.

In order to clarify the extent of the "largest protected space", IACS newly adopted UI SC262.

This UI clarifies that the extent of the largest protected space is up to the lowest part of the casing or the level 1m above the highest point of the highest positioned fire risk objects within the machinery space, whichever is higher.

Please take note that this UI applies to a machinery space of category A protected by a fixed high-expansion foam fire-extinguishing system on ships contracted for construction on or after 1 January 2014.

(To be continued)

NOTES:

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Attachment:

1. IACS UI SC262 (New)
2. IMO Resolution MSC.327(90)

SC 262 (June 2013)

Fixed Foam Fire Extinguishing Systems, Foam-generating Capacity (FSS Code / CHAPTER 6 / 3.2.1.2 and 3.3.1.2 as amended by MSC.327(90))

FSS Code Ch. 6 (as amended by MSC Res. 327(90)) 6.3.2.1.2 and 6.3.3.1.2:

Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min.

Interpretation

1. This interpretation applies to a Machinery space of category A protected by a fixed high-expansion foam fire-extinguishing system complying with the provisions of the Fire Safety Systems Code.
2. Where such a machinery space includes a casing (e.g. a machinery space of category A containing internal combustion machinery, and/or a boiler, with an engine casing), the volume of such casing, above the *level up to which foam shall be filled to protect the highest positioned fire risk objects within the machinery space*, need not be included in the volume of the protected space.
3. The *level up to which foam shall be filled to protect the highest positioned fire risk objects within the machinery space* shall not be less than:
 - 1 m above the highest point of any such object; or
 - the lowest part of the casing,whichever is higher.
4. Where such a machinery space does not include a casing, the volume of the largest protected space shall be that of the space in its entirety, irrespective of the location of any fire risk object therein.
5. Fire risk objects include, but may not be limited to, those listed in SOLAS regulation II-2/3.31, and those defined in regulation II-2/3.34.

Notes

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2014.
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.

End of Document

ANNEX 3

**RESOLUTION MSC.327(90)
(adopted on 25 May 2012)**

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL
CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.98(73) by which it adopted the International Code for Fire Safety Systems (hereinafter referred to as "the FSS Code"), which has become mandatory under chapter II-2 of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as "the Convention"),

NOTING ALSO article VIII(b) and regulation II-2/3.22 of the Convention concerning the procedure for amending the FSS Code,

HAVING CONSIDERED, at its ninetieth session, amendments to the FSS Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the International Code for Fire Safety Systems, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 July 2013, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention the amendments shall enter into force on 1 January 2014, upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)

CHAPTER 6 FIXED FOAM FIRE-EXTINGUISHING SYSTEMS

- 5 The existing text of the chapter is replaced by the following:

"1 Application

This chapter details the specifications for fixed foam fire-extinguishing systems for the protection of machinery spaces in accordance with regulation II-2/10.4.1.1.2 of the Convention, cargo spaces in accordance with regulation II-2/10.7.1.1, cargo pump-rooms in accordance with regulation II-2/10.9.1.2 and vehicle, special category and ro-ro spaces in accordance with regulation II-2/20.6.1.3. This chapter does not apply to cargo pump-rooms of chemical tankers carrying liquid cargoes referred to in regulation II-2/1.6.2 of the Convention, unless the Administration specifically accepts the use of these systems based on additional tests with alcohol-based fuel and alcohol resistant foam. Unless expressly provided otherwise, the requirements of this chapter shall apply to ships constructed on or after 1 January 2014.

2 Definitions

2.1 *Design filling rate* is at least the minimum nominal filling rate used during the approval tests.

2.2 *Foam* is the extinguishing medium produced when foam solution passes through a foam generator and is mixed with air.

2.3 *Foam solution* is a solution of foam concentrate and water.

2.4 *Foam concentrate* is a liquid which, when mixed with water in the appropriate concentration forms a foam solution.

2.5 *Foam delivery ducts* are supply ducts for introducing high-expansion foam into the protected space from foam generators located outside the protected space.

2.6 *Foam mixing ratio* is the percentage of foam concentrate mixed with water forming the foam solution.

2.7 *Foam generators* are discharge devices or assemblies through which high-expansion foam solution is aerated to form foam that is discharged into the protected space. Foam generators using inside air typically consist of a nozzle or set of nozzles and a casing. The casing is typically made of perforated steel/stainless steel plates shaped into a box that enclose the nozzle(s). Foam generators using outside air typically consist of nozzles enclosed within a casing that spray onto a screen. An electric, hydraulic or pneumatically driven fan is provided to aerate the solution.

2.8 *High-expansion foam fire-extinguishing systems* are fixed total flooding extinguishing systems that use either inside air or outside air for aeration of the foam solution. A high-expansion foam system consists of both the foam generators and the dedicated foam concentrate approved during the fire testing specified in 3.1.3.

2.9 *Inside air foam system* is a fixed high-expansion foam fire-extinguishing system with foam generators located inside the protected space and drawing air from that space.

2.10 *Nominal flow rate* is the foam solution flow rate expressed in l/min.

2.11 *Nominal application rate* is the nominal flow rate per area expressed in l/min/m².

2.12 *Nominal foam expansion ratio* is the ratio of the volume of foam to the volume of foam solution from which it was made, under non-fire conditions, and at an ambient temperature of e.g. around 20°C.

2.13 *Nominal foam production* is the volume of foam produced per time unit, i.e. nominal flow rate times nominal foam expansion ratio, expressed in m³/min.

2.14 *Nominal filling rate* is the ratio of nominal foam production to the area, i.e. expressed in m²/min.

2.15 *Nominal filling time* is the ratio of the height of the protected space to the nominal filling rate, i.e. expressed in minutes.

2.16 *Outside air foam system* is a fixed high-expansion foam system with foam generators installed outside the protected space that are directly supplied with fresh air.

3 Fixed high-expansion foam fire-extinguishing systems

3.1 Principal performance

3.1.1 The system shall be capable of manual release, and shall be designed to produce foam at the required application rate within 1 minute of release. Automatic release of the system shall not be permitted unless appropriate operational measures or interlocks are provided to prevent any local application systems required by regulation II-2/10.5.6 of the Convention from interfering with the effectiveness of the system.

3.1.2 The foam concentrates shall be approved by the Administration based on the guidelines developed by the Organization*. Different foam concentrate types shall not be mixed in a high-expansion foam system.

3.1.3 The system shall be capable of fire extinction and manufactured and tested to the satisfaction of the Administration based on the guidelines developed by the Organization**.

* Refer to the Guidelines for the performance and testing criteria and surveys of high-expansion foam concentrates for fixed fire-extinguishing systems (MSC/Circ.670).

** Refer to the Guidelines for the approval of fixed high-expansion foam systems (MSC.1/Circ.1384).

3.1.4 The system and its components shall be suitably designed to withstand ambient temperature changes, vibration, humidity, shock, clogging and corrosion normally encountered on ships. Piping, fittings and related components inside the protected spaces (except gaskets) shall be designed to withstand 925°C.

3.1.5 System piping, foam concentrate storage tanks, components and pipe fittings in contact with the foam concentrate shall be compatible with the foam concentrate and be constructed of corrosion resistant materials such as stainless steel, or equivalent. Other system piping and foam generators shall be full galvanized steel or equivalent. Distribution pipework shall have self-draining capability.

3.1.6 Means for testing the operation of the system and assuring the required pressure and flow shall be provided by pressure gauges at both inlets (water and foam concentrate supply) and at the outlet of the foam proportioner. A test valve shall be installed on the distribution piping downstream of the foam proportioner, along with orifices which reflect the calculated pressure drop of the system. All sections of piping shall be provided with connections for flushing, draining and purging with air. All nozzles shall be able to be removed for inspection in order to prove clear of debris.

3.1.7 Means shall be provided for the crew to safely check the quantity of foam concentrate and take periodic control samples for foam quality.

3.1.8 Operating instructions for the system shall be displayed at each operating position.

3.1.9 Spare parts shall be provided based on the manufacturer's instruction.

3.1.10 If an internal combustion engine is used as a prime mover for the seawater pump for the system, the fuel oil tank to the prime mover shall contain sufficient fuel to enable the pump to run on full load for at least 3 h and sufficient reserves of fuel shall be available outside the machinery space of category A to enable the pump to be run on full load for an additional 15 h. If the fuel tank serves other internal combustion engines simultaneously, the total fuel tank capacity shall be adequate for all connected engines.

3.1.11 The arrangement of foam generators and piping in the protected space shall not interfere with access to the installed machinery for routine maintenance activities.

3.1.12 The system source of power supply, foam concentrate supply and means of controlling the system shall be readily accessible and simple to operate, and shall be arranged at positions outside the protected space not likely to be cut off by a fire in the protected space. All electrical components directly connected to the foam generators shall have at least an IP 54 rating.

3.1.13 The piping system shall be sized in accordance with a hydraulic calculation technique* to ensure availability of flows and pressures required for correct performance of the system.

3.1.14 The arrangement of the protected spaces shall be such that they may be ventilated as the space is being filled with foam. Procedures shall be provided to ensure that upper level dampers, doors and other suitable openings are kept open in case of a fire. For inside air foam systems, spaces below 500 m³ need not comply with this requirement.

3.1.15 Onboard procedures shall be established to require personnel re-entering the protected space after a system discharge to wear breathing apparatus to protect them from oxygen deficient air and products of combustion entrained in the foam blanket.

3.1.16 Installation plans and operating manuals shall be supplied to the ship and be readily available on board. A list or plan shall be displayed showing spaces covered and the location of the zone in respect of each section. Instructions for testing and maintenance shall be available on board.

3.1.17 All installation, operation and maintenance instructions/plans for the system shall be in the working language of the ship. If the working language of the ship is not English, French, nor Spanish, a translation into one of these languages shall be included.

3.1.18 The foam generator room shall be ventilated to protect against overpressure, and shall be heated to avoid the possibility of freezing.

3.1.19 The quantity of foam concentrate available shall be sufficient to produce a volume of foam equal to at least five times the volume of the largest protected space enclosed by steel bulkheads, at the nominal expansion ratio, or enough for 30 min of full operation for the largest protected space, whichever is greater.

3.1.20 Machinery spaces, cargo pump-rooms, vehicle spaces, ro-ro spaces and special category spaces shall be provided with audible and visual alarms within the protected space warning of the release of the system. The alarms shall operate for the length of time needed to evacuate the space, but in no case less than 20 s.

3.2 Inside air foam systems

3.2.1 Systems for the protection of machinery spaces and cargo pump-rooms

3.2.1.1 The system shall be supplied by both main and emergency sources of power. The emergency power supply shall be provided from outside the protected space.

* Where the Hazen-Williams method is used, the following values of the friction factor C for different pipe types which may be considered should apply:

<i>Pipe type</i>	<i>C</i>
Black or galvanized mild steel	100
Copper or copper alloys	150
Stainless steel	150

3.2.1.2 Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min.

3.2.1.3 The arrangement of foam generators shall in general be designed based on the approval test results. A minimum of two generators shall be installed in every space containing combustion engines, boilers, purifiers, and similar equipment. Small workshops and similar spaces may be covered with only one foam generator.

3.2.1.4 Foam generators shall be uniformly distributed under the uppermost ceiling in the protected spaces including the engine casing. The number and location of foam generators shall be adequate to ensure all high risk areas are protected in all parts and at all levels of the spaces. Extra foam generators may be required in obstructed locations. The foam generators shall be arranged with at least 1 m free space in front of the foam outlets, unless tested with less clearance. The generators shall be located behind main structures, and above and away from engines and boilers in positions where damage from an explosion is unlikely.

3.2.2 *Systems for the protection of vehicle, ro-ro, special category and cargo spaces*

3.2.2.1 The system shall be supplied by the ship's main power source. An emergency power supply is not required.

3.2.2.2 Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min. However, for systems protecting vehicle and ro-ro spaces and special category spaces, with decks that are reasonably gas-tight and that have a deck height of 3 m or less, the filling rate shall be not less than two thirds of the design filling rate and in addition sufficient to fill the largest protected space within 10 min.

3.2.2.3 The system may be divided into sections, however, the capacity and design of the system shall be based on the protected space demanding the greatest volume of foam. Adjacent protected spaces need not be served simultaneously if the boundaries between the spaces are "A" class divisions.

3.2.2.4 The arrangement of foam generators shall in general be designed based on the approval test results. The number of generators may be different, but the minimum design filling rate determined during approval testing shall be provided by the system. A minimum of two generators shall be installed in every space. The foam generators shall be arranged to uniformly distribute foam in the protected spaces, and the layout shall take into consideration obstructions that can be expected when cargo is loaded on board. As a minimum, generators shall be located on every second deck, including movable decks. The horizontal spacing of the generators shall ensure rapid supply of foam to all parts of the protected space. This shall be established on the basis of full scale tests.

3.2.2.5 The foam generators shall be arranged with at least 1 m free space in front of the foam outlets, unless tested with less clearance.

3.3 Outside air foam systems

3.3.1 *Systems for the protection of machinery spaces and cargo pump-rooms*

3.3.1.1 The system shall be supplied by both main and emergency sources of power. The emergency power supply shall be provided from outside the protected machinery space.

3.3.1.2 Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min.

3.3.1.3 The arrangement of foam delivery ducts shall in general be designed based on the approval test results. The number of ducts may be different, but the minimum design filling rate determined during approval testing shall be provided by the system. A minimum of two ducts shall be installed in every space containing combustion engines, boilers, purifiers, and similar equipment. Small workshops and similar spaces may be covered with only one duct.

3.3.1.4 Foam delivery ducts shall be uniformly distributed under the uppermost ceiling in the protected spaces including the engine casing. The number and location of ducts shall be adequate to ensure all high risk areas are protected in all parts and at all levels of the spaces. Extra ducts may be required in obstructed locations. The ducts shall be arranged with at least 1 m free space in front of the foam delivery ducts, unless tested with less clearance. The ducts shall be located behind main structures, and above and away from engines and boilers in positions where damage from an explosion is unlikely.

3.3.1.5 The arrangement of the foam delivery ducts shall be such that a fire in the protected space will not affect the foam-generating equipment. If the foam generators are located adjacent to the protected space, foam delivery ducts shall be installed to allow at least 450 mm of separation between the generators and the protected space, and the separating divisions shall be class "A-60" rated. Foam delivery ducts shall be constructed of steel having a thickness of not less than 5 mm. In addition, stainless steel dampers (single or multi-bladed) with a thickness of not less than 3 mm shall be installed at the openings in the boundary bulkheads or decks between the foam generators and the protected space. The dampers shall be automatically operated (electrically, pneumatically or hydraulically) by means of remote control of the foam generator related to them, and arranged to remain closed until the foam generators begin operating.

3.3.1.6 The foam generators shall be located where an adequate fresh air supply can be arranged.

3.3.2 *Systems for the protection of vehicle and ro-ro spaces and special category and cargo spaces*

3.3.2.1 The system shall be supplied by the ship's main power source. An emergency power supply is not required.

3.3.2.2 Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min. However, for systems protecting vehicle and ro-ro spaces and special category spaces, with decks that are

reasonably gas-tight and that have a deck height of 3 m or less, the filling rate shall be not less than two thirds of the design filling rate and in addition sufficient to fill the largest protected space within 10 min.

3.3.2.3 The system may be divided into sections, however, the capacity and design of the system shall be based on the protected space demanding the greatest volume of foam. Adjacent protected spaces need not be served simultaneously if the boundaries between the spaces are "A" class divisions.

3.3.2.4 The arrangement of foam delivery ducts shall in general be designed based on the approval test results. The number of ducts may be different, but the minimum design filling rate determined during approval testing shall be provided by the system. A minimum of two ducts shall be installed in every space. The foam generators shall be arranged to uniformly distribute foam in the protected spaces, and the layout shall take into consideration obstructions that can be expected when cargo is loaded on board. As a minimum, ducts shall be led to every second deck, including movable decks. The horizontal spacing of the ducts shall ensure rapid supply of foam to all parts of the protected space. This shall be established on the basis of full scale tests.

3.3.2.5 The system shall be arranged with at least 1 m free space in front of the foam outlets, unless tested with less clearance.

3.3.2.6 The arrangement of the foam delivery ducts shall be such that a fire in the protected space will not affect the foam-generating equipment. If the foam generators are located adjacent to the protected space, foam delivery ducts shall be installed to allow at least 450 mm of separation between the generators and the protected space, and the separating divisions shall be class "A-60" rated. Foam delivery ducts shall be constructed of steel having a thickness of not less than 5 mm. In addition, stainless steel dampers (single or multi-bladed) with a thickness of not less than 3 mm shall be installed at the openings in the boundary bulkheads or decks between the foam generators and the protected space. The dampers shall be automatically operated (electrically, pneumatically or hydraulically) by means of remote control of the foam generator related to them, and arranged to remain closed until the foam generators begin operating.

3.3.2.7 The foam generators shall be located where an adequate fresh air supply can be arranged.

3.4 Installation testing requirements

3.4.1 After installation, the pipes, valves, fittings and assembled systems shall be tested to the satisfaction of the Administration, including functional testing of the power and control systems, water pumps, foam pumps, valves, remote and local release stations and alarms. Flow at the required pressure shall be verified for the system using orifices fitted to the test line. In addition, all distribution piping shall be flushed with freshwater and blown through with air to ensure that the piping is free of obstructions.

3.4.2 Functional tests of all foam proportioners or other foam mixing devices shall be carried out to confirm that the mixing ratio tolerance is within +30 to -0% of the nominal mixing ratio defined by the system approval. For foam proportioners using foam concentrates of Newtonian type with kinematic viscosity equal to or less than 100 cSt at 0°C and density equal to or less than 1,100 kg/m³, this test can be

performed with water instead of foam concentrate. Other arrangements shall be tested with the actual foam concentrate.

3.5 Systems using outside air with generators installed inside the protected space

Systems using outside air but with generators located inside the protected space and supplied by fresh air ducts may be accepted by the Administration provided that these systems have been shown to have performance and reliability equivalent to systems defined in 3.3. For acceptance, the Administration should consider the following minimum design features:

- .1 lower and upper acceptable air pressure and flow rate in supply ducts;
- .2 function and reliability of damper arrangements;
- .3 arrangements and distribution of air delivery ducts including foam outlets; and
- .4 separation of air delivery ducts from the protected space.

4 Fixed low-expansion foam fire-extinguishing systems

4.1 Quantity and foam concentrates

4.1.1 The foam concentrates of low-expansion foam fire-extinguishing systems shall be approved by the Administration based on the guidelines adopted by the Organization*. Different foam concentrate types shall not be mixed in a low-expansion foam system. Foam concentrates of the same type from different manufacturers shall not be mixed unless they are approved for compatibility.

4.1.2 The system shall be capable of discharging through fixed discharge outlets, in no more than 5 min, a quantity of foam sufficient to produce an effective foam blanket over the largest single area over which oil fuel is liable to spread.

4.2 Installation requirements

4.2.1 Means shall be provided for effective distribution of the foam through a permanent system of piping and control valves or cocks to suitable discharge outlets, and for the foam to be effectively directed by fixed sprayers onto other main fire hazards in the protected space. The means for effective distribution of the foam shall be proven acceptable to the Administration through calculation or by testing.

4.2.2 The means of control of any such systems shall be readily accessible and simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in the protected space."

* Refer to the Revised Guidelines for the performance and testing criteria and surveys of low-expansion foam concentrates for fixed fire-extinguishing systems (MSC.1/Circ.1312).

CHAPTER 8

AUTOMATIC SPRINKLER, FIRE DETECTION AND FIRE ALARM SYSTEMS

6 In paragraph 2.1.1, the following sentence is inserted between the existing first and second sentences:

"Control stations, where water may cause damage to essential equipment, may be fitted with a dry pipe system or a pre-action system as permitted by regulation II-2/10.6.1.1 of the Convention."
