

SC169 Foam systems positions of aft monitors

(June 2002)
(Corr.1
Feb 2003)
(Rev.1
Nov 2021)

Interpretation of SOLAS chapter II-2, regulation 10.8 and the FSS Code chapter 14, paragraph 2.3.2.3, as amended by resolution MSC.99(73)

~~(SOLAS 2000 Amendments (MSC.99(73)), Reg-II 2/10.8 and FSS Code Ch.14.2.3.2.3)~~

SOLAS II-2/10.8 reads as follows:

8.1 Fixed deck foam fire-extinguishing systems

8.1.1 For tankers of 20,000 tonnes deadweight and upwards, a fixed deck foam fire-extinguishing system shall be provided in accordance with the requirements of the Fire Safety Systems Code, except that, in lieu of the above, the Administration, after having given consideration to the ship's arrangement and equipment, may accept other fixed installations if they afford protection equivalent to the above, in accordance with regulation I/5. The requirements for alternative fixed installations shall comply with the requirements in paragraph 8.1.2.

8.1.2 In accordance with paragraph 8.1.1, where the Administration accepts an equivalent fixed installation in lieu of the fixed deck foam fire-extinguishing system, the installation shall:
.1 be capable of extinguishing spill fires and also preclude ignition of spilled oil not yet ignited;
and .2 be capable of combating fires in ruptured tanks.

8.1.3 Tankers of less than 20,000 tonnes deadweight shall be provided with a deck foam fire-extinguishing system complying with the requirements of the Fire Safety Systems Code.

Paragraph 2.3.2.3 of the FSS Code, chapter 14 reads as follows:

A monitor and hose connection for a foam applicator shall be situated both port and starboard at the front of the poop or accommodation spaces facing the cargo tanks deck. The monitors and hose connections shall be aft of any cargo tanks, but may be located in the cargo area above pump-rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks if capable of protecting the deck below and aft of each other. On tankers of less than 4,000 tonnes deadweight a hose connection for a foam applicator shall be situated both port and starboard at the front of the poop or accommodation spaces facing the cargo tanks deck.

Interpretation

The Port and starboard monitors required by this paragraph regulation may be located in the cargo area as defined in Reg. II 2/3.6, provided they are aft of cargo tanks and that they protect above oil bunker tanks adjacent to cargo tanks if capable of protecting the deck below and aft of each other.

(MSC.1/Circ.1491)

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Members and Associates from 1 January 2003.
2. Rev.1 of this Unified Interpretation is to be uniformly implemented by IACS Societies from 1 January 2023

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