

M75 Ventilation of emergency generator rooms

(Feb 2016)

(Rev.1

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1. ~~Introduction~~ Application

~~Emergency generator rooms are provided with ventilation openings for the admission of combustion air to engines and the removal of heat. These openings are usually provided with louvers which can be closed (when fire breaks out in emergency generator rooms). The louvers may be hand-operated or power-operated. Alternatively, the louvers may be of fixed type with a closing door which may be hand-operated or automatic. The following requirements apply to closable ventilation louvers and ventilator closing appliances serving emergency generator rooms, where fitted.~~

2. Requirements

~~The following requirements apply to ventilation louvers for emergency generator rooms and to closing appliances where fitted to ventilators serving emergency generator rooms:~~

2.1 Ventilation louvers and closing appliances may either be hand-operated or power-operated (hydraulic / pneumatic / electric) and are to be operable under a fire condition.

2.2 Hand-operated ventilation louvers and closing appliances are to be kept open during normal operation of the vessel. Corresponding instruction plates are to be provided at the location where hand-operation is provided.

2.3 Power-operated ventilation louvers and closing appliances shall be of a fail-to-open type. Closed power-operated ventilation louvers and closing appliances are acceptable during normal operation of the vessel.

Power-operated ventilation louvers and closing appliances shall open automatically whenever the emergency generator is starting / in operation.

2.4 It shall be possible to close ventilation openings by a manual operation from a clearly marked safe position outside the space where the closing operation can be easily confirmed. The louver status (open / closed) shall be indicated at this position. Such closing shall not be possible from any other remote position.

Note:

1. This UR is to be uniformly implemented by IACS Societies for ships contracted for construction on and after 1 January 2017.
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.
3. Rev.1 of this UR is to be uniformly implemented by IACS Societies for ships contracted for construction on and after 1 January 2022.

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