

# **RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS**

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

**Part R**

**Fire Protection, Detection and Extinction**

**Rules for the Survey and Construction of Steel Ships**

**Part R**

**2011 AMENDMENT NO.1**

**Guidance for the Survey and Construction of Steel Ships**

**Part R**

**2011 AMENDMENT NO.1**

Rule No.27 / Notice No.41      30th June 2011

Resolved by Technical Committee on 3rd February 2011

Approved by Board of Directors on 25th February 2011

**ClassNK**  
NIPPON KAIJI KYOKAI

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# **RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS**

**RULES**

**Part R**

**Fire Protection, Detection and  
Extinction**

## **2011 AMENDMENT NO.1**

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Rule No.27 30th June 2011

## AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Rules for the survey and construction of steel ships” has been partly amended as follows:

### **Part R FIRE PROTECTION, DETECTION AND EXTINCTION**

#### **Chapter 13 MEANS OF ESCAPE**

##### **13.3 Means of Escape from Control Stations, Accommodation and Service Spaces**

###### **13.3.3 Emergency Escape Breathing Devices**

Sub-paragraph -3 has been added as follows.

**3** The number and location of all these devices including spare devices is to be indicated on the fire control plan required by 15.2.2.

#### EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 30 June 2011.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date.  
(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less.

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# **GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS**

**Part R**

**Fire Protection, Detection and  
Extinction**

**GUIDANCE**

**2011 AMENDMENT NO.1**

Notice No.41      30th June 2011

Resolved by Technical Committee on 3rd February 2011

Notice No.41 30th June 2011

## AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Guidance for the survey and construction of steel ships” has been partly amended as follows:

### **Part R FIRE PROTECTION, DETECTION AND EXTINCTION**

#### Amendment 1-1

#### **R4 PROBABILITY OF IGNITION**

##### **R4.5 Cargo Areas of Tankers**

Paragraph R4.5.10 has been amended as follows.

##### **R4.5.10 Protection of Cargo Pump-Rooms**

**1** With respect to the requirements of **4.5.10(2), Part R of the Rules**, a caution plate giving that the lighting is interlocked with ventilation is to be provided nearby switches for the lighting. Where the lighting in cargo pump-rooms can be commonly used as the emergency lighting, this lighting may be accepted for use as emergency lighting and, therefore, interlock devices with ventilation systems may be omitted. ~~is to be interlocked with the ventilation systems in the manner that this interlock is not prevent operation of the emergency lighting in case of the loss of the main source of electrical power.~~

(-2 to -6 are omitted)

## R7 DETECTION AND ALARM

### R7.5 Protection of Accommodation and Service Spaces and Control Stations

Paragraph R7.5.2 has been added as follows.

#### **R7.5.2 Manually Operated Call Points**

**1** The wording “Manually operated call points are to be installed throughout the accommodation spaces, service spaces and control stations.” specified in **7.5.2, Part R of the Rules** means that manually operated call points are to be “readily accessible in the corridors of each deck such that no part of the corridor is more than 20 m from a manually operated call point” as specified in the same paragraph and, in addition, are to be installed at:

- (1)** each exit to the open deck from the corridor; and
- (2)** a location within 20 m (measured along the access route using the deck, stairs and/or corridors) from the exit of service spaces and control stations which have only one access, leading directly to the open deck.

**2** Notwithstanding the provisions in **-1** above, manually operated call points do not need to be installed at:

- (1)** spaces having little or no fire risk, such as voids and carbon dioxide rooms; and
- (2)** the navigation bridge where the control panel is located;

#### EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 30 June 2011.

## R5 FIRE GROWTH POTENTIAL

### R5.2 Control of Air Supply and Flammable Liquid to the Space

Paragraph R5.2.1 has been added as follows.

#### **R5.2.1 Closing Appliances and Stopping Devices of Ventilation**

**1** With respect to the requirements of **5.2.1-1, Part R of the Rules**, the provision of closing appliances for the ventilation of battery rooms may be exempted, subject to the following **(1)** to **(3)**:

**(1)** The battery room only opens directly onto an exposed deck.

**(2)** The height of the ventilation opening for the battery room above the deck is not less than *4.5 m* in the position I and not less than *2.3 m* in the position II specified in **20.1.2, Part C of the Rules**; and

**(3)** The battery room is not fitted with a fixed gas fire-extinguishing system.

**2** In cases where a closing appliance is provided for the ventilation of a battery room, a warning notice stating, for example “This closing device is to be kept open and only closed in the event of fire or other emergency – Explosive Gas”, is to be provided near the closing appliance mitigate the possibility of inadvertent closing.

#### EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 July 2011.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for construction\* is before the effective date.  
\* “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.

#### IACS PR No.29 (Rev.0, July 2009)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
  - (1) such alterations do not affect matters related to classification, or
  - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Note:

This Procedural Requirement applies from 1 July 2009.

## **R18 HELICOPTER FACILITIES**

### **R18.3 Structure**

Paragraph R18.3.1 has been amended as follows.

#### **R18.3.1 Construction of Steel or Other Equivalent Material**

For examination of the construction of the helicopter decks, reference is to be made to ~~7.3.5~~ **16.3.1-4** and **-5**, **Part P of the Rules**.

#### EFFECTIVE DATE AND APPLICATION (Amendment 1-3)

1. The effective date of the amendments is 1 January 2012.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to units the keels of which were laid or which were at *a similar stage of construction* before the effective date.  
(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific unit begins and the assembly of that unit has commenced comprising at least 50 *tonnes* or 1% of the estimated mass of all structural material, whichever is the less.

## R3 DEFINITIONS

### R3.2 Definitions

Paragraph R3.2.2 has been added as follows.

#### **R3.2.2 “A” Class Divisions**

The materials, details and arrangements of “A” class divisions and the means of affixing the insulation used on board ships are to be consistent with the detail drawings referred to on the Certificate of Approval for Fire Protection Material.

#### EFFECTIVE DATE AND APPLICATION (Amendment 1-4)

1. The effective date of the amendments is 1 January 2012.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for construction\* is before the effective date.  
\* “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.

#### IACS PR No.29 (Rev.0, July 2009)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
  - (1) such alterations do not affect matters related to classification, or
  - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Note:

This Procedural Requirement applies from 1 July 2009.