

## STATUTORY INSTRUMENTS

1986 No. 1070

## MERCHANT SHIPPING

## SAFETY

**The Merchant Shipping (Fire Protection and Fire Appliances) (Amendment) Regulations 1986***Laid before Parliament in draft**Made - - - - - 25th June 1986**Coming into Operation 1st July 1986*

The Secretary of State for Transport, after consulting with the persons referred to in section 22(2) of the Merchant Shipping Act 1979(a), in exercise of the powers conferred on him by section 21(1)(a) and (b), (3) and (4) and section 22(1) of that Act and of all other powers enabling him in that behalf, hereby makes the following Regulations:

1. These Regulations may be cited as the Merchant Shipping (Fire Protection and Fire Appliances) (Amendment) Regulations 1986 and shall come into operation on 1st July 1986.

2. The Merchant Shipping (Fire Protection) Regulations 1984(b) shall be further amended as follows:

(1) in regulation 1(2) (interpretation):

(a) after the definition of "Accommodation spaces" there shall be inserted the following definition:

""Approved" means approved by the Secretary of State;";

(b) the definition of "Cargo area" shall be replaced by the following:

""Cargo area" means that part of the ship which contains:

(a) the cargo tanks, slop tanks and cargo pump rooms; and

(b) the following spaces when they are adjacent to the cargo tanks; namely, pump rooms other than cargo pump rooms, cofferdams, ballast spaces and void spaces;

and extends fore and aft between the forward end of the most forward of those tanks or other spaces and the after end of the aftermost of those tanks or other spaces and athwartships over the whole breadth of the ship; and the deck area over that part of the ship;";

(a) 1979 c. 39.

(b) S.I. 1984/1218, amended by S.I. 1985/1193.

- (c) the definition of “Fishing vessel” shall be replaced by the following:  
““Fishing vessel” means a vessel used for catching, otherwise than for sport, fish, whales, seals, walrus or other living resources of the sea and includes a fishery research vessel”;
- (2) in regulation 1 after paragraph (4) there shall be inserted as paragraph (5):  
“(5) Any approval given in pursuance of these Regulations shall be given in writing and shall specify the date on which it takes effect and the conditions (if any) on which it is given.”;
- (3) after the words “fire alarm system” where they appear in the regulations listed hereunder there shall be inserted “of an approved type”;
- (a) regulation 10(1)(a), (2) and (3);
  - (b) regulation 36(1), (2) and (3);
  - (c) regulation 86(1)(a) and (b);
  - (d) regulation 88(a);
  - (e) regulation 102(1)(a) and (b);
  - (f) regulation 104(a);
  - (g) regulation 123(1), (2) and (3);
  - (h) regulation 140; and
  - (i) regulation 143(6)(f);
- (4) in regulation 43(4) in the heading of the table the words “or buckets” shall be deleted;
- (5) in regulation 49 after paragraph (7) there shall be inserted as paragraph (8):  
“(8) Where a liquid cargo (other than one of those referred to in paragraph (2)) which presents particular fire hazards is intended to be carried a means or system of fire extinguishing appropriate to the cargo to be carried shall be provided to the satisfaction of the Secretary of State;”;
- (6) regulation 50(3) shall be replaced by the following:  
“(3) When the ship is not provided with an inert gas system, the operation shall be such that the flammable vapour is discharged:
- (a) through the vent outlets as specified in regulation 12 of the Merchant Shipping (Cargo Ship Construction and Survey) Regulations 1984; or
  - (b) with a vertical exit velocity of at least 20 metres per second through outlets at least 2 metres above the cargo tank deck level and through devices (other than flame screens) complying with Schedule 1 to the Merchant Shipping (Cargo Ship Construction and Survey) Regulations 1984 so as to prevent the passage of flame into the cargo tanks, until the flammable vapour concentration in the outlet has been reduced to 30 per cent of the lower flammable limit. Thereafter the discharge of the vapour mixture may be at the cargo tank deck level.”;

- (7) in regulations 86(1)(a) and 102(1)(a);
- (a) sub-paragraph (a) shall be renumbered as (a)(i) and at the end for “or” there shall be substituted “and”; and
- (b) after sub-paragraph (a)(i) the following shall be inserted:  
“(ii) in a ship the keel of which was laid or which was at a similar stage of construction on or after 1st July 1986 a fixed fire detection and fire alarm system of an approved type complying with the requirements of Schedule 11 so installed and arranged as to provide smoke detection in corridors, stairways and escape routes within the accommodation spaces; or”;
- (8) in regulations 87(1)(a) and 103(a) for the words “overall height of the zone does not exceed 12 metres” there shall be substituted “total overall clear height for vehicles does not exceed 10 metres”;
- (9) in regulation 110:
- (a) sub-paragraph (2)(j) shall be deleted; and
- (b) after paragraph (8) there shall be added as paragraph (9):  
“(9) In every ship one of the means of escape from the machinery spaces where the crew is normally employed shall avoid access to any special category spaces or ro/ro cargo spaces”;
- (10) in regulation 123 paragraph (4) shall be deleted;
- (11) in regulation 127, after the words “having a similar” there shall be inserted “or additional”;
- (12) for regulation 129 the following shall be substituted:
- “**129.**—(1) Exterior boundaries of superstructures and deckhouses enclosing accommodation, including any overhanging decks which support such accommodation, shall be insulated to ‘A-60’ standard for the whole of the portions which face the cargo area and on the side portions for a distance of not less than 3 metres from the portions which face the cargo area.
- (2) Entrances, air inlets and openings to accommodation spaces, service spaces and control stations shall not face the cargo area. They shall be located on the transverse bulkhead not facing the cargo area or on the outboard side of the superstructure or deckhouse at a distance of at least 4 per cent of the length of the ship but not less than 3 metres from the end of the superstructure or deckhouse facing the cargo area; provided that such distance need not exceed 5 metres.
- (3) No doors shall be fitted within the limits specified in paragraph (2) except that the Secretary of State may permit doors to a space within those limits if:
- (a) that space is a cargo control station, provisions room or store room, and
- (b) that space does not have access to any accommodation space, service space or control station.
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Where such doors are fitted to a space located aft of the cargo area, the boundaries of the space shall be insulated to 'A-60' standard, with the exception of the boundary facing the cargo area. Bolted plates for removal of machinery may be fitted within the limits specified in paragraph (2). Wheelhouse doors and wheelhouse windows may be located within the limits specified in paragraph (2) so long as they are designed to ensure that the wheelhouse can be made rapidly and efficiently gas and vapour tight.

(4) Windows and sidescuttles facing the cargo area and on the sides of the superstructures and deckhouses within the limits specified in paragraph (2) shall be of the fixed (non-opening) type. Such windows and sidescuttles in the first tier on the main deck shall be fitted with inside covers of steel or other equivalent material.”; and

(13) in regulation 140 the words “except that such smoke detection need not be installed until 1st September 1985.” shall be deleted.

3. In the Merchant Shipping (Fire Appliances) Regulations 1980(a) and in the Merchant Shipping (Fire Protection) (Ships Built Before 25th May 1980) Regulations 1985(b) the definition of “fishing vessel” shall be replaced by the following:

““fishing vessel” means a vessel used for catching, otherwise than for sport, fish, whales, seals, walrus or other living resources of the sea and includes a fishery research vessel;”.

*John Moore,*  
Secretary of State for Transport.

25th June 1986.

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(a) S.I. 1980/544; relevant amendments are S.I. 1981/574, 1985/1194.  
(b) S.I. 1985/1218.

## EXPLANATORY NOTE

*(This Note is not part of the Regulations.)*

These Regulations further amend the Merchant Shipping (Fire Protection) Regulations 1984 to give effect to the amendments to Chapter II-2 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS) adopted on 17th June 1983 by the Maritime Safety Committee of the International Maritime Organization (IMO) at its 48th Session.

The principal changes are as follows:

- (a) a requirement for tankers carrying chemical cargoes which create additional fire hazards:
  - (i) to provide appropriate means of fire extinguishing; and
  - (ii) to comply with the same structural fire requirements as those carrying cargoes with low flash-points;
- (b) an additional requirement for smoke detection for passenger ships built after 1st July 1986.

In addition some requirements of the 1984 Regulations have been clarified.

These Regulations also amend the definition of "fishing vessel" in the Merchant Shipping (Fire Protection) Regulations 1984, in the Merchant Shipping (Fire Appliances) Regulations 1980 and in the Merchant Shipping (Fire Protection) (Ships Built Before 25th May 1980) Regulations 1985.

The amendments to the International Convention for Safety of Life at Sea, 1974 are contained in the IMO publication "1983 Amendments to the International Convention for the Safety of Life at Sea, 1974, Volume I" which can be obtained from IMO, 4, Albert Embankment, London SE1 7SR.

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