

Amendments of the Guidance to the Rules for Classification of Steel Ships

Pt. 8

(For External opinion inquiry)



2023. 8.

Machinery Rule Development Team

- Main Amendments -

(2) Effective date : For ships constructed on or after 1 July 2024

- Deletion of requirements related to IACS UR F30.2.7
 - Related requirements deleted due to the UR is not effective anymore.

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 8 FIRE FIGHTING</p> <p style="text-align: center;">Section 1 Water Supply System</p> <p>⟨Omitted⟩</p> <p>102. Fire pump</p> <p>⟨Omitted⟩</p> <p>3. In applying 102. 3 (2) of the Rules, emergency fire pumps is not applicable to passenger ships of 1,000 gross tonnage and upwards and is also, in principle, to be complied with as follows,</p> <p>⟨Omitted⟩</p> <p>(6) Any service fuel tank shall contain sufficient fuel to enable the pump to run on full load for at least three hours 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.</p> <p>(7) The room where the pump and prime mover are installed is to have adequate space for maintenance work and inspections .</p> <p>(8) Where necessary to ensure priming, the emergency fire pump should be of the self priming type.</p> <p>(9) Where a power-operated emergency fire pump is fitted, its fuel or power supply is to be so arranged that it will not readily be affected by a fire in the compartment containing the main fire pumps. <u>The room where the emergency fire pump prime mover is located is to be illuminated and well ventilated from the emergency source of supply.</u></p> <p>⟨Omitted⟩</p>	<p style="text-align: center;">CHAPTER 8 FIRE FIGHTING</p> <p style="text-align: center;">Section 1 Water Supply System</p> <p>⟨Omitted⟩</p> <p>102. Fire pump</p> <p>⟨Omitted⟩</p> <p>3. In applying 102. 3 (2) of the Rules, emergency fire pumps is not applicable to passenger ships of 1,000 gross tonnage and upwards and is also, in principle, to be complied with as follows,</p> <p>⟨Omitted⟩</p> <p>(6) Any service fuel tank shall contain sufficient fuel to enable the pump to run on full load for at least three hours 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.</p> <p>(7) The room where the pump and prime mover are installed is to have adequate space for maintenance work and inspections .</p> <p>(8) Where necessary to ensure priming, the emergency fire pump should be of the self priming type.</p> <p>(9) Where a power-operated emergency fire pump is fitted, its fuel or power supply is to be so arranged that it will not readily be affected by a fire in the compartment containing the main fire pumps. <u>The room where the emergency fire pump prime mover is located is to be illuminated and well ventilated from the emergency source of supply. (2024)</u></p> <p>⟨Omitted⟩</p>	<p>– This requirement was exist based on IACS UR F30.2.7 however the UR was deleted and REC.135 established.</p> <p>– REC.135 is included in (7).</p>

Amendments of the Guidance to the Rules for Classification of Steel Ships

Pt. 8

(For External opinion inquiry)



2023. 11.

Machinery Rule Development Team

- Main Amendments -

(2) Effective date : For ships constructed on or after 1 July 2024

- Clarification for ships applicable to “AFP-C(EV)” Notation.
 - “AFP-C(EV)” notation was developed for vehicle carrier (PCTC/PCC) only. Therefore, it is clarified not to give misunderstanding to reader.
- Clarification for Annex 8-3
 - Special requirements for ships not engaged in international voyage or ships of less than 500 GT is clarified.

Amendment	Note
<p style="text-align: center;">Annex 8–9 Special Requirements of Fire Protection and Fire Extinction for Cargo Ships (2021)</p> <p style="text-align: center;">Section 1 General Requirements</p> <p>101. Application</p> <p>The AFP(Additional Fire Protection and fire extinction) notations as additional special features are given to the cargo ships complying with the requirements of this annex, and the details are as follows. In addition, requirements of SOLAS Convention, FSS Code and the Flag Administration are also to be complied with. (2022)</p> <ul style="list-style-type: none"> (1) AFP–A: Ships whose accommodation spaces comply with the requirement of Sec 2. (2) AFP–M: Ships whose machinery spaces comply with the requirement of Sec 3. (3) AFP–C: Ships whose cargo spaces comply with to the related requirement of Section 4. <ul style="list-style-type: none"> (A) In case the container ships, the class notation of the below may be assigned to ships which have been constructed to comply with the related requirements. <ul style="list-style-type: none"> (a) AFP–C(1): Container ships whose cargo spaces comply with the requirements specified in 405. 2 (b) AFP–C(2): Container ships whose cargo spaces comply with the requirements specified in 405. 3 (c) AFP–C(3): Container ships whose cargo spaces comply with the requirements specified in 405. 4 (d) AFP–C(FSC): Container ships whose cargo spaces comply with the requirements specified in 405. 5 (B) In case the ro-ro ships and vehicle carriers, the class notation as following may be assigned to ships which have been constructed to comply with the related requirements. (2022) <ul style="list-style-type: none"> (a) AFP–C: Ro-ro ships and vehicle carriers whose cargo spaces comply with the requirements specified in 402. 2 (b) AFP–C(EV): Ro-ro ships and vehicle carriers <u>PCC notation assigned pure car carriers or pure car/truck carriers</u> whose cargo spaces comply with the requirements specified in 402. 3 (2024) (4) Requirements of Section 2, Section 3 and Section 4 can be combined and applied. In case the cargo ship which complies with Section 2 and Section 3 is given a notation “AFP–AM” as addition special feature notation. <p>⟨Omitted⟩</p>	<p>– Clarified for application of AFP–C(EV) notation.</p>

Present	Amendment	Note
<p style="text-align: center;">Annex 8-9 Special Requirements of Fire Protection and Fire Extinction for Cargo Ships (2021)</p> <p style="text-align: center;">Section 4 Protection of Cargo areas</p> <p>〈Omitted〉</p> <p>402. Ro-ro ship and vehicle carrier (2022)</p> <p>1. Application</p> <p>This article is applicable to the ro-ro ship and vehicle carrier which apply to the following notations.</p> <p>(1) AFP-C: Ships whose cargo spaces comply with the requirements specified in 402. 2</p> <p>(2) AFP-C(EV): Ships whose cargo spaces comply with the requirements specified in 402. 3</p> <p>2. AFP-C</p> <p>The fixed fire detection and fire alarm systems for all ro-ro spaces and vehicle spaces are to be capable of individually identifying each detector.</p> <p>3. AFP-C(EV) (2022)</p> <p>The following requirements are to be satisfied for ro-ro spaces and vehicle spaces intended for the carriage of battery-powered electric vehicles and a plan for fighting its fire is to be available on board.</p> <p>〈Omitted〉</p>	<p style="text-align: center;">Annex 8-9 Special Requirements of Fire Protection and Fire Extinction for Cargo Ships (2021)</p> <p style="text-align: center;">Section 4 Protection of Cargo areas</p> <p>〈Omitted〉</p> <p>402. Ro-ro ship and vehicle carrier (2022)</p> <p>1. Application</p> <p>This article is applicable to the ro-ro ship and vehicle carrier which apply to the following notations.</p> <p>(1) AFP-C: Ships whose cargo spaces comply with the requirements specified in 402. 2</p> <p>(2) AFP-C(EV): Ships-PCC notation assigned pure car carriers or pure car/truck carriers whose cargo spaces comply with the requirements specified in 402. 3 (2024)</p> <p>2. AFP-C</p> <p>The fixed fire detection and fire alarm systems for all ro-ro spaces and vehicle spaces are to be capable of individually identifying each detector.</p> <p>3. AFP-C(EV) (2022)</p> <p>The following requirements are to be satisfied for ro-ro spaces and vehicle spaces intended for the carriage of battery-powered electric vehicles and a plan for fighting its fire is to be available on board.</p> <p>〈Omitted〉</p>	<p>- Clarified for application of AFP-C(EV) notation.</p>

Present	Amendment	Note
<p>Annex 8-3 Special Requirements for Ships which are not engaged in international voyage or Ships of less than 500 gross tonnage (Fire-fighting system of ships which are subject to Ships Safety Law of the Korean Government, but not SOLAS, shall follow the relevant requirements)</p> <p>1. For ships of less than 500 gross tonnage or not engaged in international voyage and for restricted service, such ships may be also loosened as follows.</p> <p>〈Omitted〉</p> <p>(3) Where ship is not engaged in international voyage or Ships of less than 500 gross tonnage, the machinery system may be dispensed with as follows:</p> <p>(A) 〈Omitted〉</p> <p>(B) In case of passenger ships, it is to be omitted for the requirement of oil level gauges given in Ch 2, 102. 3 (5) (B) (a) of the Rules.</p> <p>(C) 〈Omitted〉</p> <p>(D) 〈Omitted〉</p> <p>(E) In application to Ch 2, 102. 3 (5) (B) of the Rules, where the glass level gauges comply with the following, tanks having 1 m³ or less in its full capacity may be provided with round glass level gauges. For small oil tanks other than fuel oil tanks, level gauges made of synthetic resin instead of glass may be used.</p> <p>(a) Those are to be approved by the Society or to comply with "KS V 7222 (Glass Level Gauges with Self-closing Valve for Vessels)".</p> <p>(b) Where connection pipe of glass level gauge is located under overflow pipe, valve or cock is to be provided on upper part of level gauge.</p> <p>(c) Those are to be provided with <i>K</i> or <i>L</i> type protection according to <i>KS V 7222</i>.</p> <p>〈Omitted〉</p>	<p>Annex 8-3 Special Requirements for Ships which are not engaged in international voyage or Ships of less than 500 gross tonnage (Fire-fighting system of ships which are subject to Ships Safety Law of the Korean Government, but not SOLAS, shall follow the relevant requirements)</p> <p>1. For ships of less than 500 gross tonnage or not engaged in international voyage and for restricted service, such ships may be also loosened as follows.</p> <p>〈Omitted〉</p> <p>(3) Where ship is not engaged in international voyage or Ships of less than 500 gross tonnage, the machinery system may be dispensed with as follows:</p> <p>(A) 〈Omitted〉</p> <p>(B) In case of passenger ships, it is to be omitted for the requirement of oil level gauges given in Ch 2, 102. 3 (5) (B) (a) of the Rules.</p> <p>(C) 〈Omitted〉</p> <p>(D) 〈Omitted〉</p> <p>(E) In application to Ch 2, 102. 3 (5) (B) of the Rules, where the glass level gauges comply with the following, tanks having 1 m³ or less in its full capacity may be provided with round glass level gauges. For small oil tanks other than fuel oil tanks, level gauges made of synthetic resin instead of glass may be used.</p> <p>(a) Those are to be approved by the Society or to comply with "KS V 7222 (Glass Level Gauges with Self-closing Valve for Vessels)".</p> <p>(b) Where connection pipe of glass level gauge is located under overflow pipe, valve or cock is to be provided on upper part of level gauge.</p> <p>(c) Those are to be provided with <i>K</i> or <i>L</i> type protection according to <i>KS V 7222</i>.</p> <p><u>(F) The oil-level gauge installation requirement specified in Ch 2, 102. 3 (5) (A) (a) of the Rules may be omitted for fuel oil tanks located in the double bottom of ships other than passenger ships. (2024)</u></p> <p>〈Omitted〉</p>	<p>- Newly established of (F) as below background.</p> <p>- Sounding pipe and level gauge is required under current regulations.</p> <p>- relaxation for double bottom tank is identified in KR Rule 2006.</p> <p>- It is known that the level gauge for double bottom tank is not installed for domestic tugboat</p>

Amendments of the Rules

(External review)

Pt. 8 Fire Protection and Fire Extinction



2020. 07

Hull Rule Development Team

Background and main contents of the amendments

1. Background of amendments

(1) IACS UI SC120(Corr.1)

: Access to forecastle spaces containing sources of ignition may be permitted through doors facing the cargo space, provided the doors are located outside hazardous areas

Current :

– IGC code Reg. 3.2.4 → Pt 7 Ch 5 302. 4(1)

‘(4) One access door to a forecastle with an ignition source facing the cargo space is permitted.’ (2016 edition)

– IBC code Reg. 3.2.3 → Pt 7 Ch 6 302. 3

– SOLAS Reg. II-2 / 4.5.2.1, 4.5.2.2 → Pt 8 Ch2 402. 1, 2

Guidance: ‘~ Access door, air inlets and opening facing cargo area may be provided subject to no sources of ignition in hazardous areas ~ ’

2. Main Contents: Refer to the amendments

Pt. 8 Fire Protection and Fire Extinction

Present		Note
<p style="text-align: center; color: blue;">〈Rules〉</p> <h3 style="text-align: center;">CHAPTER 2 PROBABILITY OF IGNITION</h3> <p>Section 4 Cargo Areas of Tankers [See Guidance]</p> <p>401. 〈omit〉</p> <p>402. Restriction on boundary openings</p> <p>1. Except as permitted in 2 access doors, air inlets and openings to accommodation spaces, service spaces, control stations and machinery spaces 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 % of the length of the ship but not less than 3m from the end of the superstructure or deckhouse facing the cargo area. This distance need not exceed 5 m. 【See Guidance】</p> <p>2. ~ 6. 〈omit〉</p> <p>403. ~ 410. 〈omit〉</p>	<p style="text-align: center; color: blue;">〈Rules〉</p> <h3 style="text-align: center;">CHAPTER 2 PROBABILITY OF IGNITION</h3> <p>Section 4 Cargo Areas of Tankers [See Guidance]</p> <p>〈same as current〉</p>	<p>– SOLAS II-2 4.5.2.</p>

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 2 PROBABILITY OF IGNITION</p> <p style="text-align: center;">Section 4 Cargo Areas of Tankers [See Guidance]</p> <p>401. <omit></p> <p>402. Restriction on boundary openings</p> <p>1. Owing to the design of a ship, where it is impossible or impractical to satisfy the requirements specified in 402. 1 of the Rules, access doors, air inlets and opening facing cargo areas may be provided subject to no sources of ignition in a hazardous areas as defined in Pt 7, Ch 1, 1101. 2. In such cases, explosion-protected electrical equipment complying with IEC 60092-502 is not regarded as a source of ignition. 【See Rule】</p> <p>2. ~ 3. <omit></p> <p>403. ~ 410 <omit></p>	<p style="text-align: center;">CHAPTER 2 PROBABILITY OF IGNITION</p> <p style="text-align: center;">Section 4 Cargo Areas of Tankers [See Guidance]</p> <p>401. <omit></p> <p>402. Restriction on boundary openings</p> <p>1. Owing to the design of a ship, where it is impossible or impractical to satisfy the requirements specified in 402. 1 of the Rules, access doors, air inlets and opening facing cargo areas may be provided subject to no sources of ignition in a hazardous areas as defined in Pt 7, Ch 1, 1101. 2. In such cases, explosion-protected electrical equipment complying with IEC 60092-502:1999 is not regarded as a source of ignition. <u>In application of 402. 1 of the Rules, access to forecandle spaces containing sources of ignition may be permitted through doors facing the cargo area, provided the doors are located outside hazardous areas as defined in IEC 60092-502:1999.</u></p> <p>2. ~ 3. <omit></p> <p>403. ~ 410 <omit></p>	<p>- IACS UI SC 120 Corr.1)</p>

Amendments of the Guidance relating to the Rules

(External Development Review-External Opinion Inquiry)

Part 8 Fire Protection and Fire Extinction



2023.09.

Hull Rule Development Team

Main Amendments

(1) Background of Amendment

- 1) MSC.1/Circ.1276/Rev.1 reflected (clarification of fire protection application scope for trunk/duct contiguous to the enclosed space)
- 2) MSC.1/Circ.1655 reflected (reflection of no clearance between the duct and the B class division)

(2) Effective date : ships contracted for construction on or after 05 June 2023¹⁾ (circular will be issued)

- ¹⁾ MSC.1/Circ.1276/Rev.1 reflected (published on 27 June 2023)

Present	Amendment	Note
<p style="text-align: center;">CHAPTER 7 CONTAINMENT OF FIRE</p> <p style="text-align: center;">Section 1 ~ Section 5 <omitted> Section 6 Ventilation Systems [See Rule]</p> <p>601. General <omitted></p> <p>602. Arrangement of ducts</p> <ol style="list-style-type: none"> 1. In applying 602. 4 of the Rules, "A-60" class insulation" is, as a standard, to be an insulation with rock-wool approved as non-combustible material, or insulation approved as "A-60" class standard and arrangement of ducts are to be in accordance with Fig 8.7.5 of the Guidance. 2. In applying 602. 2 & 3 of the Rules for determining fire insulation for trunks and ducts which pass through an enclosed space, the term "pass through" means the part of the trunk/duct contiguous to the enclosed space. (see Fig 8.7.6 of the Guidance.) <p style="text-align: center;">Fig 8.7.6 Examples of ducts contiguous to enclosed space</p>	<p style="text-align: center;">CHAPTER 7 CONTAINMENT OF FIRE</p> <p style="text-align: center;">Section 1 ~ Section 5 <same as the present> Section 6 Ventilation Systems [See Rule]</p> <p>601. General <same as the present></p> <p>602. Arrangement of ducts</p> <ol style="list-style-type: none"> 1. In applying 602. 4 of the Rules, "A-60" class insulation" is, as a standard, to be an insulation with rock-wool approved as non-combustible material, or insulation approved as "A-60" class standard and arrangement of ducts are to be in accordance with Fig 8.7.5 of the Guidance. 2. In applying 602. and 605. of the Rules for determining fire insulation for trunks and ducts which pass through an enclosed space, the term "pass through" means the part of the trunk/duct contiguous to the enclosed space. (see Fig 8.7.6 of the Guidance.) <p style="text-align: center;">Fig 8.7.6 Examples of ducts contiguous to enclosed space</p>	<p>MSC.1/Circ.1276/Rev. 1 reflected (clarification of fire protection application scope for trunk/duct contiguous to the enclosed space)</p>

Present	Amendment	Note
<p>603. Details of fire dampers and duct penetrations</p> <ol style="list-style-type: none"> 1. In applying 603. 1 (3) of the Rules, "Fire dampers automatically" is to be the fuse type dampers or those considered to be equivalent by the Society. "Being closed manually" means closing by mechanical means of release or by remote operation of the fire damper by means of a fail-safe electrical switch or pneumatic release(spring-loaded, etc.) on both sides of the division. 2. Ventilation inlets and outlets located at outside boundaries are to be fitted with closing appliances as required by Ch 3 101. of the Rules and need not comply with 603. of the Rules. 3. In applying 603. 1 of the Rules, ducts or pipes with free sectional area of 0.075 m^2 or less need to be fitted with fire damper at their passage through Class "A" divisions in those cases indicated in 602. 2 and 3 of the Rules. The fire damper can be omitted if the duct is arranged in compliance with the requirements of 602. 4 (5) and (6) of the Rules. <p>⟨below omitted⟩</p>	<p>603. Details of fire dampers and duct penetrations</p> <ol style="list-style-type: none"> 1. In applying 603. 1 (3) of the Rules, "Fire dampers automatically" is to be the fuse type dampers or those considered to be equivalent by the Society. "Being closed manually" means closing by mechanical means of release or by remote operation of the fire damper by means of a fail-safe electrical switch or pneumatic release(spring-loaded, etc.) on both sides of the division. 2. Ventilation inlets and outlets located at outside boundaries are to be fitted with closing appliances as required by Ch 3 101. of the Rules and need not comply with 603. of the Rules. 3. In applying 603. 1 of the Rules, ducts or pipes with free sectional area of 0.075 m^2 or less need to be fitted with fire damper at their passage through Class "A" divisions in those cases indicated in 602. 2 and 3 of the Rules. The fire damper can be omitted if the duct is arranged in compliance with the requirements of 602. 4 (5) and (6) of the Rules. 4. <u>When a duct passing through a division is to be in accordance with 201.2 and 603. 2 of the Rules, no clearance should be allowed between the duct and the B class division.</u> <p>⟨below same as the present⟩</p>	<p>MSC.1/Circ.1655 reflected (reflection of no clearance between the duct and the B class division)</p>