

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part R

Fire Protection, Detection and Extinction

Guidance for the Survey and Construction of Steel Ships

Part R

2010

AMENDMENT NO.2

Notice No.94 15th October 2010

Resolved by Technical Committee on 6th July 2010

ClassNK
NIPPON KAIJI KYOKAI

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

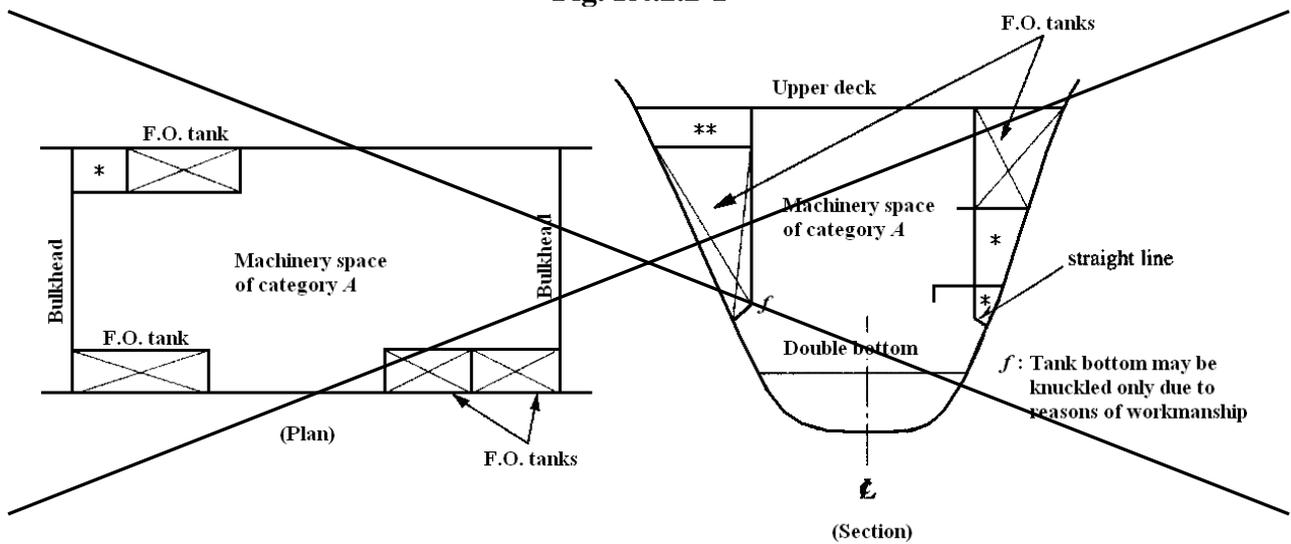
Part R FIRE PROTECTION, DETECTION AND EXTINCTION

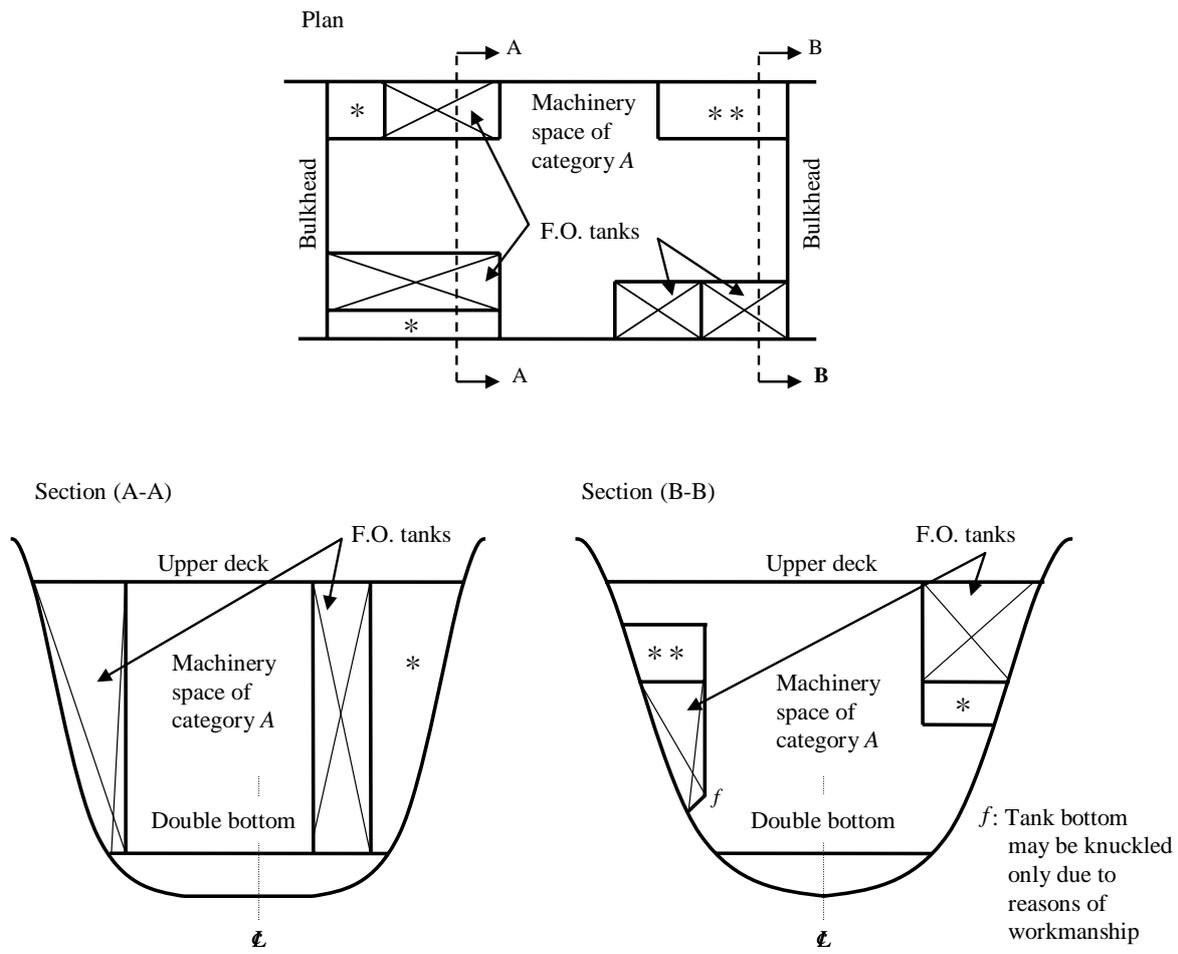
Amendment 2-1

R4 PROBABILITY OF IGNITION

Fig. R4.2.2-1 has been amended as follows.

Fig. R4.2.2-1





Notes

- * Cofferdams complying with the following requirements;
 1. to be gas-tight; and
 2. to be provided with sounding devices, air escape pipes and fittings for drainage (drain plug, etc.).
 3. cofferdams provided under fuel oil tanks are to have sufficient depth, and equipment that is highly combustible or flammable is not to be arranged under said cofferdams
- * * ~~In case where the top plates of fuel oil tanks are not common with upper deck, cofferdams are to be provided at the upper part of fuel oil tanks or the spaces between upper deck and fuel oil tanks. However, in case where such spaces are intended to be used for void spaces, pipe passages for those other than flammable liquids, fan rooms, air conditioning machinery room, refrigerating machinery room or rooms for hydraulic system and auxiliary machinery which are considered to have little fire risks, provision of the above mentioned cofferdams is not required. In this case, bulkheads exposed to machinery spaces of category A are to be of steel gas tight construction, and doors are to be of self closing type. Void spaces having sufficient depth are to be provided on the tops of fuel oil tanks, and are permitted to have openings. However, in cases where pipe passages for other than flammable liquids, and/or auxiliary machinery rooms having little fire risk, such as fan rooms, conditioning machinery rooms, refrigerating machinery rooms and rooms for hydraulic systems, are provided on the top of fuel oil tanks, it is not necessary to provide the aforementioned void space.~~

EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

1. The effective date of the amendments is 15 October 2010.
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.

R18 HELICOPTER FACILITIES

R18.2 Application

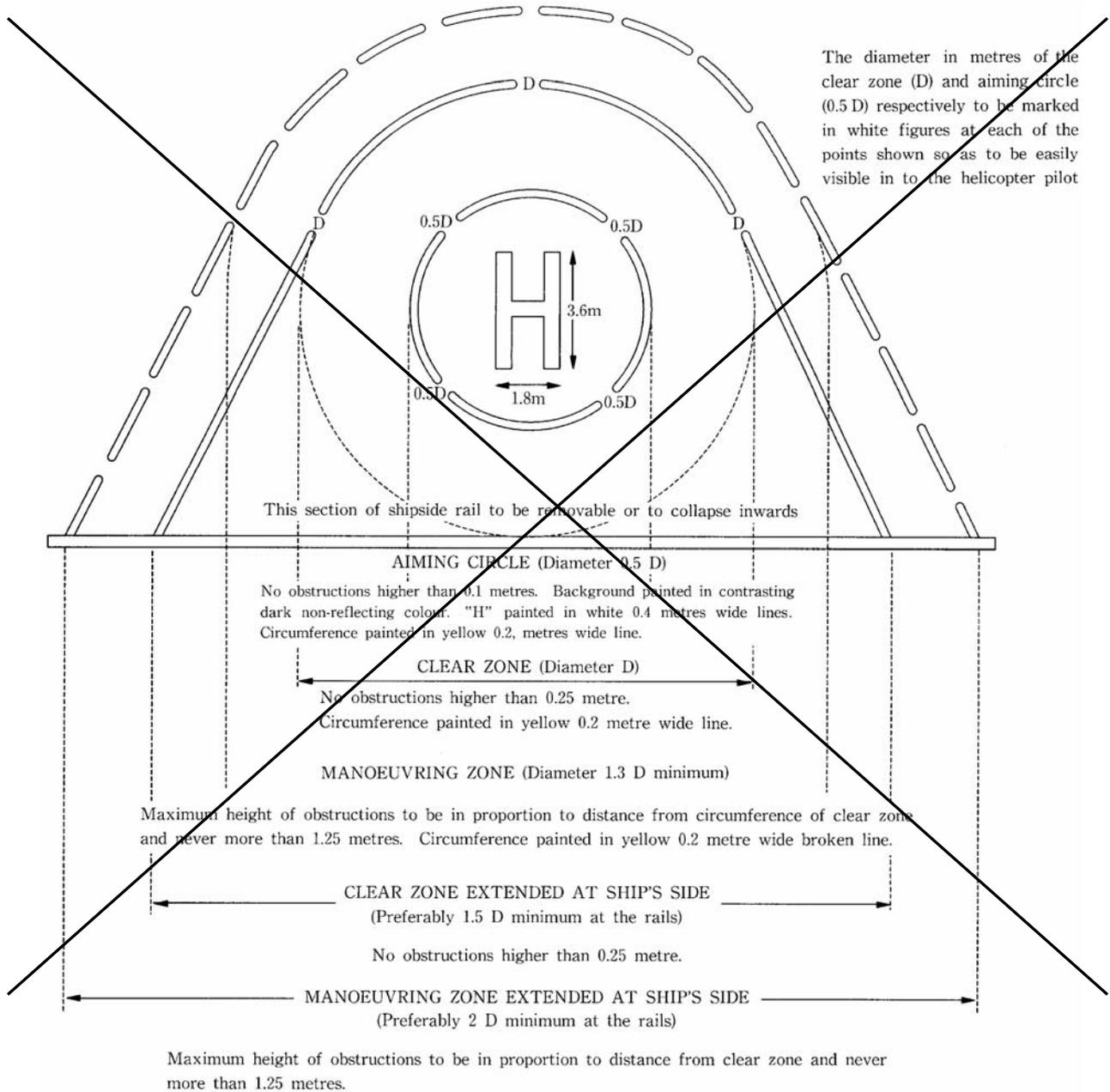
Paragraph R18.2.1 has been amended as follows.

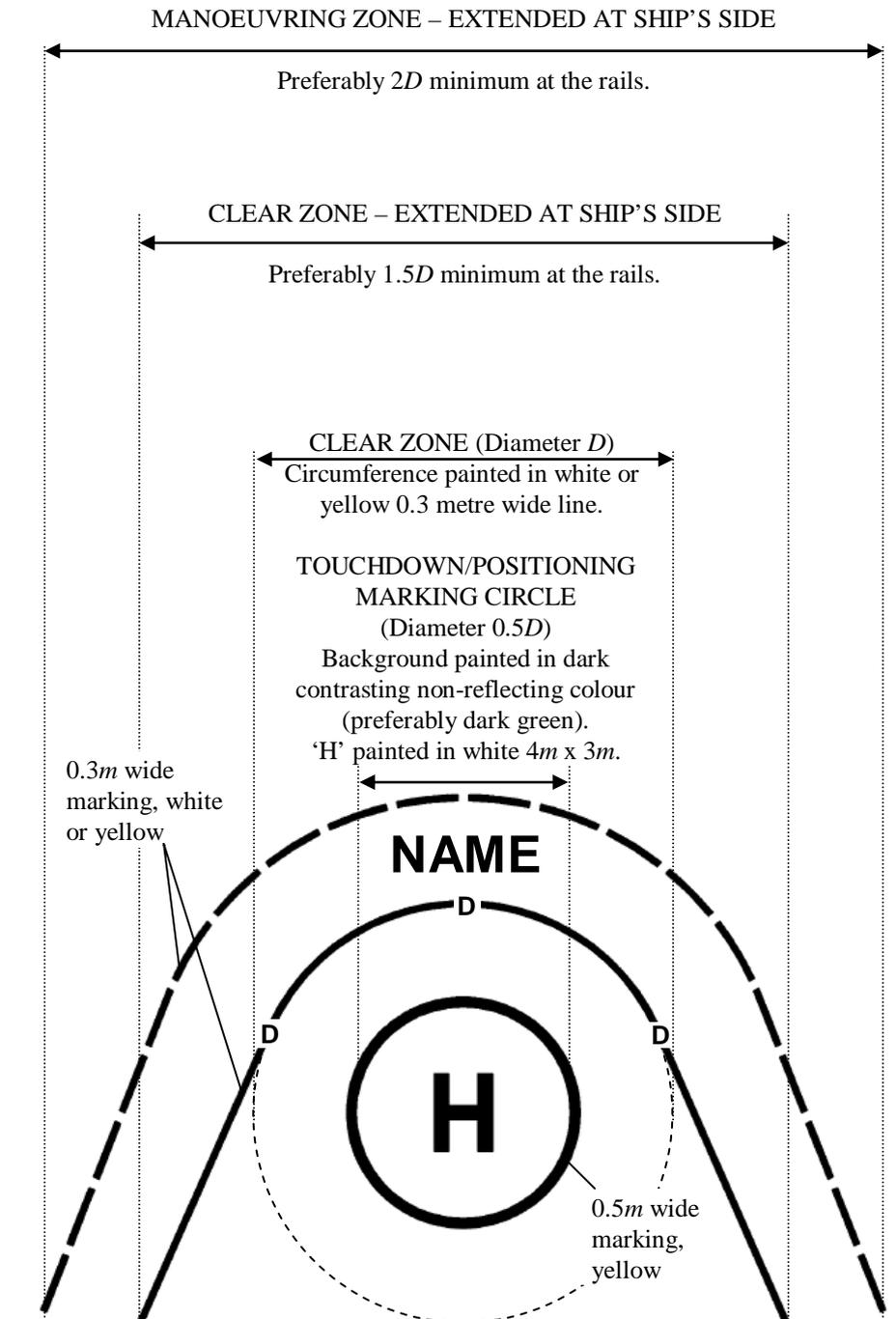
R18.2.1 Application

With respect to the requirements for helicopter decks in this Part, in principle, helicopter decks are exemplified as **Fig. R18.2.1-1**, **Fig. R18.2.1-2** ~~and~~, **Fig. R18.2.1-3** and **Fig. R18.2.1-4**.

Fig. R18.2.1-1 has been amended as follows.

Fig. R18.2.1-1 ~~Example of~~ **Example of landing area at ship's side**



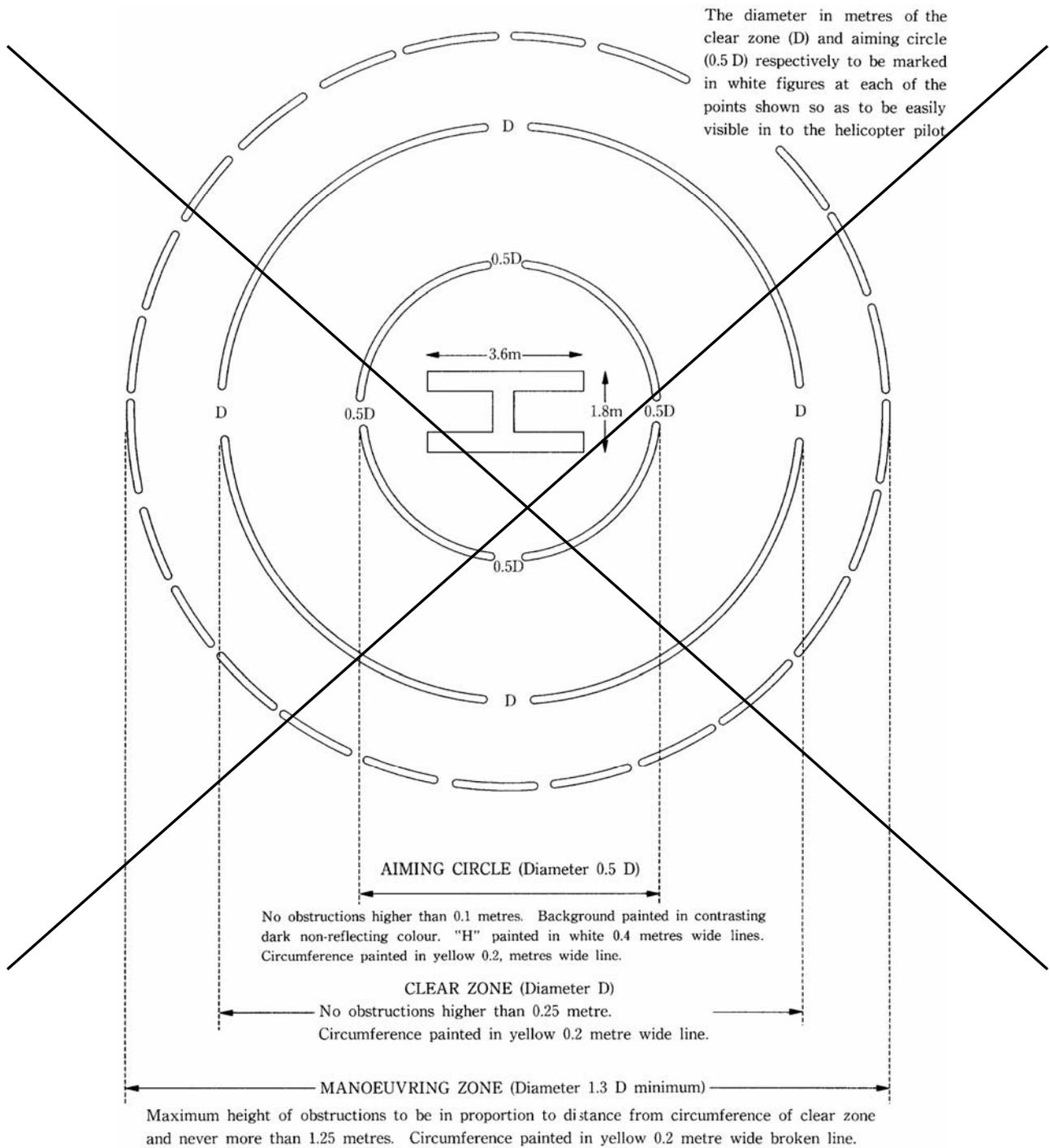


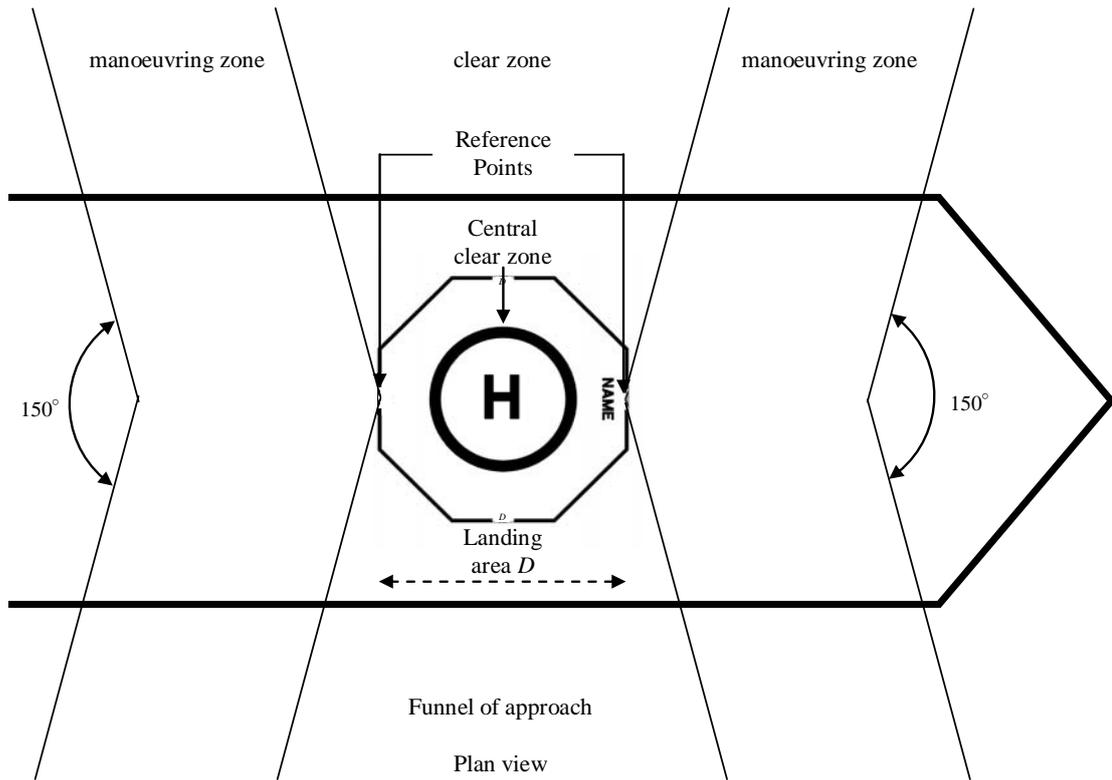
Notes:

1. The diameter in metres, rounded down to the nearest whole number, of the clear zone 'D' is to be marked in 0.6m high white figures at each of the points shown, so as to be easily visible to helicopter pilots. The diameter (in metres) of the clear zone is to be equal or greater than the overall length of a visiting helicopter with rotors running.
2. Where practical, the name of the ship is to be painted in a contrasting colour (preferably white) on the inboard side of the manoeuvring zone in (minimum) 1.2m high characters.

Fig. R18.2.1-2 has been amended as follows.

Fig. R18.2.1-2 ~~Example of amidships centreline landing area without unobstructed access from ship's side~~





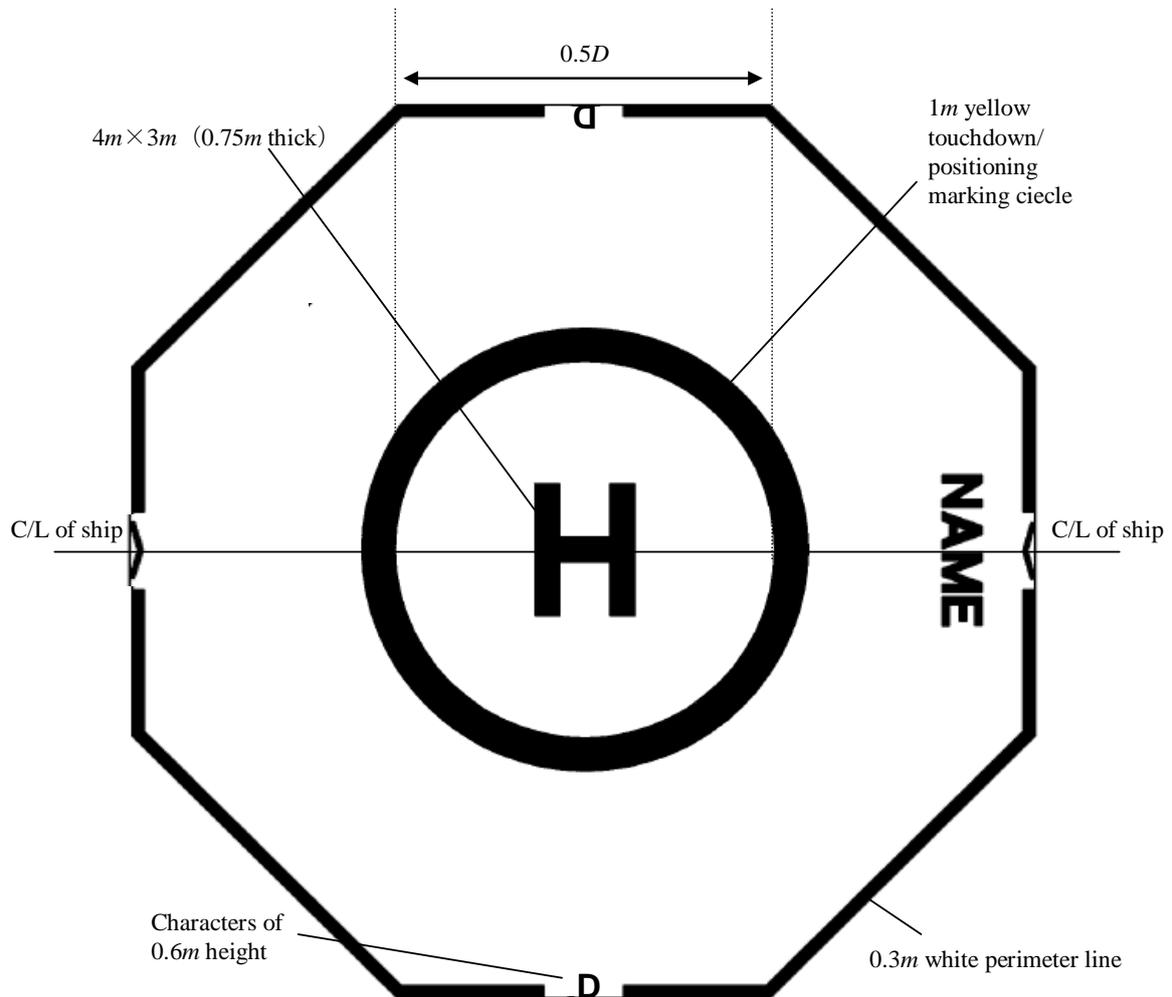
D : Helicopter largest overall dimension

Notes:

1. Where it is not possible to accommodate a ship side arrangement, it may be possible to provide a landing area located on or near to the centreline of the ship.
2. Reference points of limited obstacle areas are to be located on the centreline of the circumference of the landing area.

Fig. R18.2.1-3 has been renumbered to Fig. R18.2.1-4 and Fig. R18.2.1-3 has been added as follows.

Fig. R18.2.1-3 Example of Markings for amidships centreline landing area

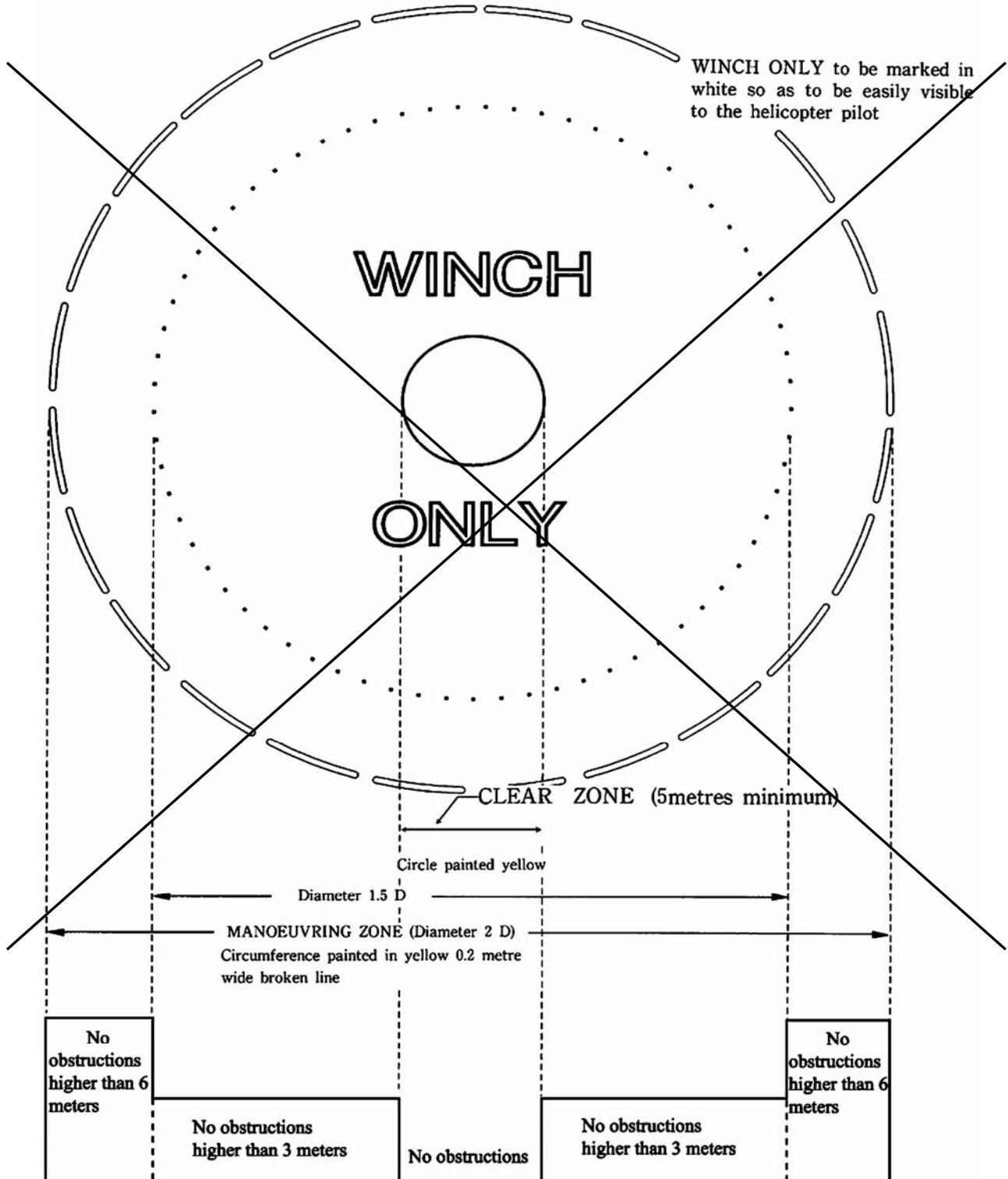


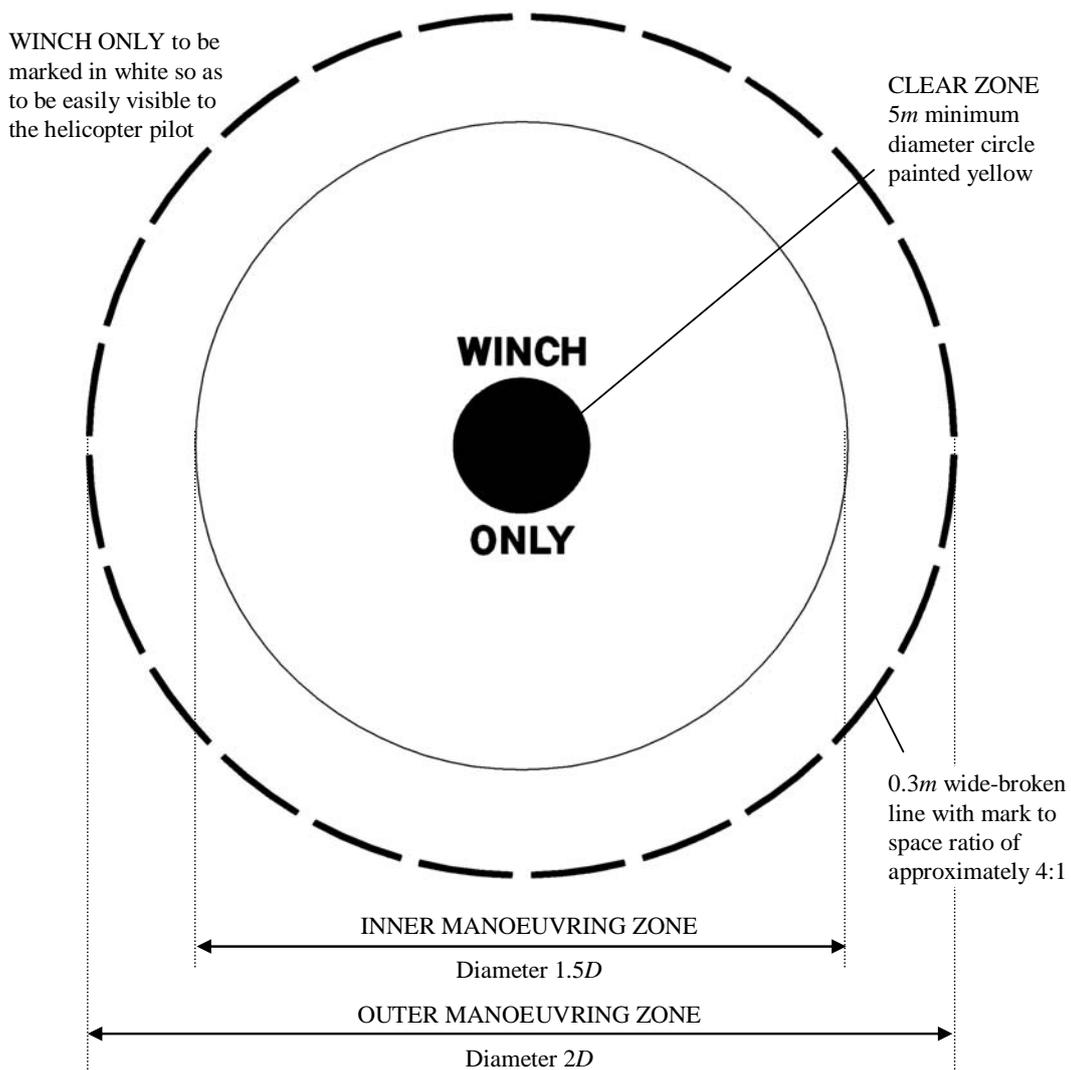
Notes:

1. The landing area is to be painted in a colour, preferably dark green, that contrasts clearly with the colour of the ship's deck.
2. The diameter in metres, rounded down to the nearest whole number, of the landing area 'D' is to be marked in 0.6m high white figures at each of the points shown, so as to be easily visible to helicopter pilots. The diameter (in metres) of the landing area is to be equal or greater than the overall length of a visiting helicopter with rotors running.
3. Where practical, the name of the ship is to be painted in a contrasting colour (preferably white) within the landing area, aligned across the centreline. The minimum height of the painted characters is to be 1.2m.

Fig. R18.2.1-4 has been amended as follows.

Fig. R18.2.1-34 ~~W~~Example of winching area





Notes:

1. The perimeter of the outer portion of the manoeuvring zone is to be marked with a conspicuous broken yellow line.
2. The inner portion of the manoeuvring one may be indicated by painting a thin white line that is no more than 0.1m wide.
3. Ideally, the words "WINCH ONLY" is to be painted in 2m - 5m high white characters.

R18.5 Fire-fighting

R18.5.1 Fire-fighting Appliances

Sub-paragraph -3 has been amended as follows.

3 In the requirements of **18.5.1(3)(a), Part R of the Rules**, the maximum distance of delivering foam from ~~a monitor of a foam application system is, under the worst helicopter operable condition in which the ability of the monitor throw-in regarded as that of 75% in still air condition,~~ to be capable of protecting area in all spaces of ~~clear~~ manoeuvring zone shown in **Fig. R18.2.1-1** to **Fig. R18.2.1-34**. Fixed foam application systems are to be capable of protecting the area specified above under the worst helicopter operable condition, i.e., the condition where the ability of a monitor to throw-in is regarded as 75% of its ability in a still air condition.

EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

1. The effective date of the amendments is 15 April 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.