

The antenna shall, in so far as is practicable, have an unobstructed view in all directions.*

- (d) Control of the VHF channels required for navigational safety shall be immediately available on the bridge convenient to the conning position and, where necessary, facilities should also be available to permit radiocommunications from the wings of the bridge.

Regulation 18

VHF Radiotelephone Stations

When a Contracting Government requires ships navigating in an area under its sovereignty to be provided with a Very High Frequency radiotelephone station to be used in conjunction with a system which it has established in order to promote safety of navigation, such station shall comply with the provisions of Regulation 15 bis of Chapter IV and shall be operated in accordance with Regulation 7 bis of Chapter IV.

*25 October 1967
Agenda item 9*

RESOLUTION A.123(V)

RECOMMENDATION ON FIXED FIRE EXTINGUISHING SYSTEMS FOR SPECIAL CATEGORY SPACES

The Assembly,

Noting Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

Noting also that at this session it adopted a new Part H of Chapter II of the International Convention for the Safety of Life at Sea, 1960, in respect of fire protection, fire detection and fire extinction in passenger ships and, in particular, Regulation 108(c) which requires that each special

* For guidance purposes, it is assumed that each ship would be fitted with a vertically polarized unity gain antenna at a nominal height of 30 feet (9.15 metres) above water, a transmitter R.F. power output of 10 watts, and a receiver sensitivity of 2 microvolts across the input terminals for 20 db signal-to-noise ratio.

category space shall be fitted with an approved fixed fire extinguishing system which shall protect all parts of any deck and vehicle platform, if any, in such spaces,

Recognizing that the adoption of specific requirements in respect of fixed fire extinguishing systems for the vehicle spaces of passenger ships having drive-on/drive-off facilities might inhibit the development of new fire extinguishing systems for use in such spaces,

Having considered the Recommendation on the fixed fire extinguishing system for special category spaces adopted by the Maritime Safety Committee at its fifteenth session (Annex II, MSC XV/22),

Recommends that Contracting Governments, when approving the fixed fire extinguishing system for special category spaces, should satisfy themselves that any such system is at least as effective in controlling a flowing petrol fire as a fixed pressure water-spraying system, complying with the requirements set out in the Annex to this Resolution,

Invites governments concerned:

- (1) to put the measures recommended into effect as soon as possible and
- (2) to inform the Secretary-General of this accordingly.

ANNEX

RECOMMENDATION ON FIXED FIRE EXTINGUISHING SYSTEMS FOR SPECIAL CATEGORY SPACES*

A fixed fire extinguishing system for special category spaces should be at least as effective in controlling a flowing petrol fire as a fixed pressure water-spraying system complying with the following:

- (a) The nozzles should be of an approved full bore type. They should be arranged so as to secure an effective distribution of water in the spaces which are to be protected. For this purpose, the system should be such as will provide water application at a rate of at least 3.5 litres per square metre per minute (0.07 gallons per square foot per minute) for spaces with a deck height not exceeding 2.5 metres (8.2 feet)

* "Special category spaces" are those enclosed spaces above or below the bulkhead deck intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion, into and from which such vehicles can be driven and to which passengers have access.

and a capacity of at least 5 litres per square metre per minute (0.1 gallons per square foot per minute) for spaces with a deck height of 2.5 metres (8.2 feet) or more.

- (b) The water pressure should be sufficient to secure an even distribution of water.
- (c) The system should normally cover the full breadth of the vehicle deck and may be divided into sections provided they are of at least 20 metres (66 feet) in length, except that in ships where the vehicle deck space is subdivided with longitudinal "A" Class divisions forming boundaries of staircases, etc., the breadth of the sections may be reduced accordingly.
- (d) The distribution valves for the system should be situated in an easily accessible position adjacent to but outside the space to be protected which will not readily be cut off by a fire within the space. Direct access to the distribution valves from the vehicle deck space and from outside that space should be provided. Adequate ventilation should be fitted in the space containing the distribution valves.
- (e) The water supply to the system should be provided by a pump or pumps other than the ship's required fire pumps which should additionally be connected to the system by a lockable non-return valve which will prevent a back-flow from the system into the fire main.
- (f) The principal pump or pumps should be capable of providing simultaneously at all times a sufficient supply of water at the required pressure to all nozzles in the vehicle deck or in at least two sections thereof.
- (g) The principal pump or pumps should be capable of being brought into operation by remote control (which may be manually actuated) from the position at which the distribution valves are situated.

25 October 1967
Agenda item 10

RESOLUTION A.124(V)

RECOMMENDATION ON CREW TRAINING

The Assembly,

Noting Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

Bearing in mind recent disastrous fires in ships, some of which resulted in heavy loss of life,