

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.

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#### 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,

*Recalling* its Resolution A.108(ES.III), by which it adopted certain amendments to Chapter II of the International Convention for the Safety of Life at Sea, 1960, particularly with regard to Regulation 91 of that Chapter,

*Noting* Recommendation 39 of the International Conference on the Safety of Life at Sea, 1960,

*Noting also* the report of the joint ILO/IMCO Committee on the training of seafarers in the use of aids to navigation and other safety devices,

*Considering* that it is essential that fundamental instruction in fire prevention and fire-fighting be given to those engaged in all departments on board ship, and that this should be given as far as practicable and appropriate in pre-sea training courses or other shore-based courses,

*Having considered* the Report of the Maritime Safety Committee and the Recommendation on crew training prepared by the Committee (MSC XV/22, Annex III),

*Recommends* that each Member State should aim at training all its seafarers in fire prevention and fire-fighting to an extent appropriate to their functions on board ship; and that to this end:

- (a) all seafarers should be instructed in the dangers of fire in ships and the ways in which fires are caused and should be trained in the handling of first aid means of extinguishing fires; such training to be given as soon as possible in the career of every seafarer, preferably in pre-sea courses;
- (b) as many seafarers as possible of all departments should additionally be given training in attacking small outbreaks of fire and in the use of fire-fighting apparatus of various types provided on board ship;
- (c) all seafarers who are training to become certificated officers, and as far as practicable other key personnel who may also have to control fire-fighting operations, should be given more comprehensive training in the appropriate techniques for fighting fires; and that this training should also be given, as far as practicable, to existing certificated officers;
- (d) in drawing up syllabuses for courses of training in fire-fighting, the competent authorities should take into account Appendix F of the Report of the ILO/IMCO Committee on the training of seafarers, etc.; and should include in such syllabuses, where appropriate, practical training in extinguishing various types of fire and in the use of fire-fighting apparatus; and

- (e) where training in fire-fighting is not included in the qualifications for other certificates, consideration may be given to the issue of special certificates indicating that the holder has attended a specified course of training in fire-fighting.

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RESOLUTION A.125 (V)

Revoked by A.690(17)

RECOMMENDATION ON PERIODICAL INSPECTION  
OF MUSTERS

The Assembly,

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

*Noting also* the provisions of Article 1(b) and of Regulations 25 and 26 of Chapter III of the International Convention for the Safety of Life at Sea, 1960,

*Having considered* the Recommendation on periodical inspection of musters adopted by the Maritime Safety Committee at its fifteenth session (Annex III, MSC XV/22),

*Recommends* that Contracting Governments should ensure, by means of periodical inspections, that the musters of the crew for boat drill and fire drill on passenger ships are satisfactorily carried out.

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RESOLUTION A.126 (V)

Revoked by A.690(17)

RECOMMENDATION ON LIFE-SAVING APPLIANCES  
FOR HYDROFOIL BOATS

The Assembly,

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