

# SC 262 Fixed Foam Fire Extinguishing Systems, Foam-generating Capacity (FSS Code / CHAPTER 6 / 3.2.1.2 and 3.3.1.2 as amended by Res. MSC.327(90))

(June 2013)  
(Rev.1 May 2015)

## FSS Code Ch. 6, (as amended by Res. MSC.327(90)) 3.2.1.2 and 3.3.1.2:

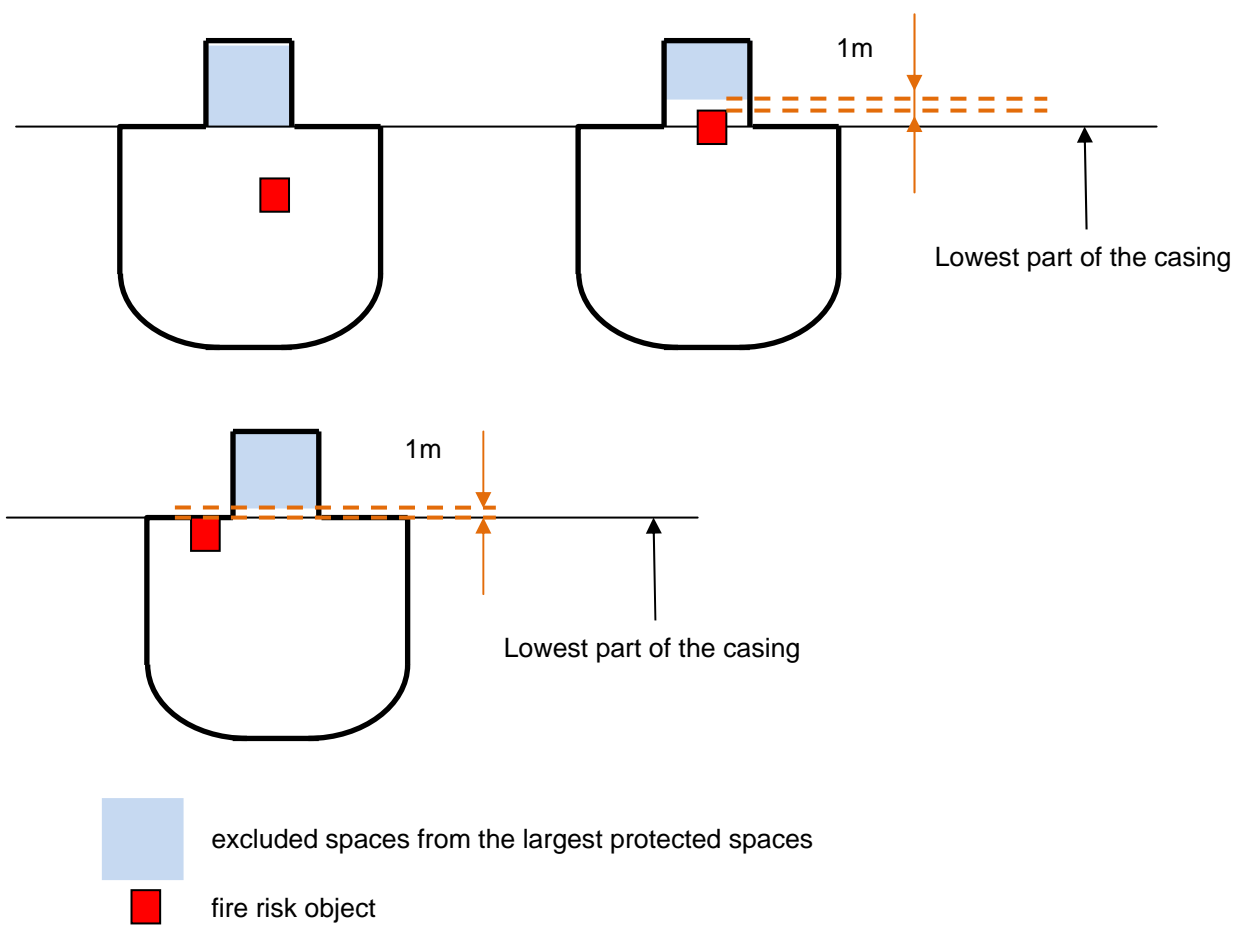
*Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min.*

### Interpretation

1. This interpretation of the term "largest protected space" applies to a Machinery space of category A protected by a fixed high-expansion foam fire-extinguishing system complying with the provisions of the FSS Code.
2. Where such a machinery space includes a casing (e.g. an engine casing in a machinery space of category A containing internal combustion machinery, and/or a boiler), the volume of such casing, above the *level up to which foam shall be filled to protect the highest position of the fire risk objects within the machinery space*, need not be included in the volume of the protected space (See Figure 1).
3. The *level up to which foam shall be filled to protect the highest positioned fire risk objects within the machinery space* shall not be less than:
  - 1 m above the highest point of any such object; or
  - the lowest part of the casing,whichever is higher (See Figure 1).
4. Where such a machinery space does not include a casing, the volume of the largest protected space shall be that of the space in its entirety, irrespective of the location of any fire risk object therein (See Figure 2).
5. Fire risk objects include, but may not be limited to, those listed in SOLAS regulation II-2/3.31, and those defined in regulation II-2/3.34. Although not referred to in those regulations, they may also include items having a similar fire risk such as exhaust gas boilers or oil fuel tanks.

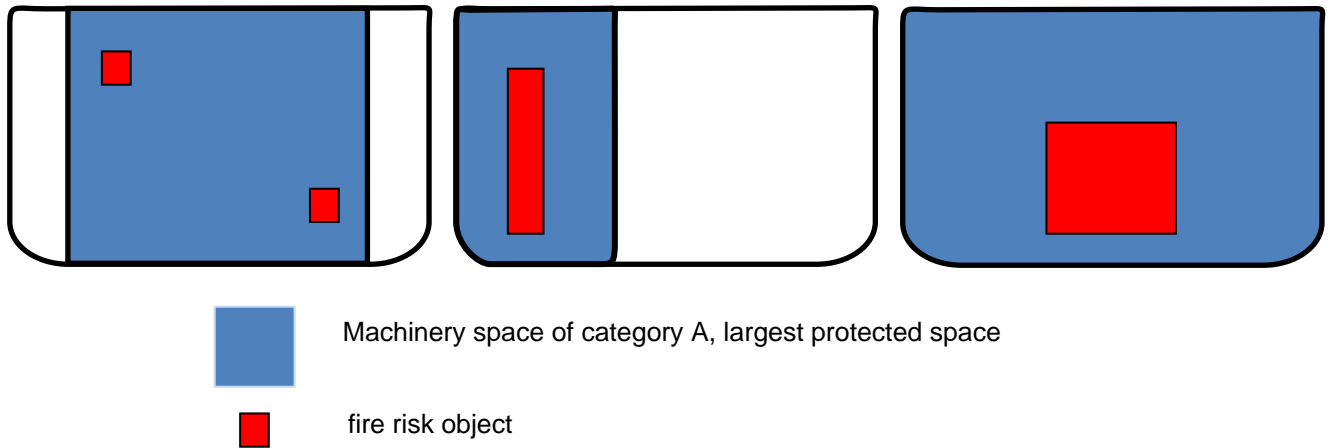
### Notes

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2014.
2. Rev.1 is to be applied by IACS Societies on ships contracted for construction on or after 1 January 2016.
3. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.

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**Figure 1**  
**Machinery space including a casing**

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**Figure 2**  
**Machinery space not including a casing**

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