SC55 Location and separation of spaces

(Rev 1 2001)
(Rev.2 Nov 2005)

(Reg. II-2/4.5.2.2)

1. An access to a deck foam system room (including the foam tank and the control station) can be permitted within the limits mentioned in Reg. II-2/4.5.2.1, provided that the conditions listed in Reg. II-2/4.5.2.2 are satisfied and that the door is located flush with the bulkhead.

2. The navigation bridge external doors and windows which are located within the limits of regulation 4.5.2.1 are to be tested for gastightness. If a water hose test is applied, the following may be taken as a guide:
- nozzle diameter: minimum 12 mm;
- water pressure just before the nozzle: not less than 0.2 N/mm^2; and
- distance between the nozzle and the doors or windows: maximum 1.5 m.
(MSC/Circ. 1120)

◄◄

SC56 Venting, purging, gas freeing and ventilation

Deleted in Nov 2005 because of SOLAS 2000 Amendments.

◄◄

SC57 Venting, purging, gas freeing and ventilation

(Rev.1 Nov 2005)

(Reg. II-2/4.5.3.4.1.3 and 4.5.3.4.1.4)

Text:
<< ... to enclosed spaces containing a source of ignition and from deck machinery, which may include anchor windlass and chain locker openings, and equipment which may constitute an ignition hazard>>.

Interpretation:

Electrical equipment fitted in compliance with IEC Publication 60092- Electrical installations in ships - Part 502: Tankers - Special features is not considered a source of ignition or ignition hazard.
(MSC/Circ. 1120)

◄◄

SC58 Venting, purging, gas freeing and ventilation

(Rev 1 2001)
(Rev.2 Nov 2005)

(Reg. II-2/4.5.6.3)

1. The outlets mentioned in Reg. II-2/4.5.6.3 are to be located in compliance with Reg. II-2/4.5.3.4.1.3 as far as the horizontal distance is concerned.

2. Reference is made to MSC/Circ.677 - Revised standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in oil tankers, and MSC/Circ.450/Rev.1 - Revised factors to be taken into consideration when designing cargo tank venting and gas-freeing arrangements.
(MSC/Circ. 1120)

◄◄