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## SC95 Communication between Navigating Bridge and Machinery Space

(1994)

(Chapter II-1, Reg. 37)

SOLAS Reg. II-1/37 requires that at least two independent means be provided for communicating orders from the navigating bridge to the position in the machinery space or in the control room from which the engines are normally controlled: one of these shall be an engine-room telegraph which provides visual indication of the orders and responses both in the machinery space and on the navigating bridge.

Appropriate means of communication shall be provided to any other positions from which the engines may be controlled.

The interpretation is that the telegraph is required in any case, even if the remote control of the engine is foreseen, irrespective of the fact that the engine room is attended or not.



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## SC96 Capacity of an emergency fire pump

(1994)  
(Rev.1  
2001)

Deleted in Nov 2005 because of SOLAS 2000 Amendments.



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## SC97 Connection of a pump to fire main

(1994)  
(Rev. 1  
June  
2002)  
(Rev.2  
Nov 2005)

(Reg. II-2/10.2.2.3.3)

This paragraph does not force designers to choose pumps with capacity and pressure characteristics other than that being optimal for the service intended, just to make their connection to the fire main possible, provided the required number and capacity of fire pumps are already fitted.

*(MSC/Circ. 1120)*

Note: 1. Changes introduced in Rev.1 are to be uniformly implemented by IACS Members and Associates from 1 January 2003.



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## SC98 Fire hose nozzles of a plastic type material

(1994)  
(Rev.1  
Nov 2005)

(Reg. II-2/10.2.3.3)

Fire hose nozzles made of plastic type material, e.g. polycarbonate, are considered acceptable provided capacity and serviceability are documented and the nozzles are found suitable for the marine environment.

