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Ref. T4/4.01

MSC/Circ.912
4 June 1999

**INTERPRETATIONS OF STANDARDS FOR FIXED SPRINKLER SYSTEMS
FOR HIGH-SPEED CRAFT (RESOLUTION MSC.44(65))**

1 The Maritime Safety Committee, at its seventy-first session (19 to 28 May 1999), approved, with a view to ensuring uniform application of the Standards for fixed sprinkler systems for high-speed craft (resolution MSC.44(65)), interpretations to the relevant sections of the Standards, prepared by the Sub-Committee on Fire Protection, as set out in the annex.

2 Member Governments are invited to use the annexed interpretations as guidance when applying the relevant parts of the Standards to fire protection of high-speed craft where the International Code of Safety for High-Speed Craft (HSC Code) requires the installation of fixed sprinkler systems, on or after 21 May 1999, and to bring these interpretations to the attention of all parties concerned.

ANNEX**DRAFT INTERPRETATIONS TO STANDARDS FOR FIXED SPRINKLER SYSTEMS FOR
HIGH-SPEED CRAFT (RESOLUTION MSC.44(65))****Paragraph 2.1.2**

In the case where a manual sprinkler system is fitted, special consideration should be given to the location of the second manually operated switch or break glass station (one being installed in a continuously manned control station). This second switch should be located in a position such that it is readily accessible to crew members but protected from inadvertent actuation by passengers.

Section 8 Hydropneumatic tanks

Hydropneumatic tanks need not be provided for manual sprinkler systems.
