Secondary Legislation

Part 3D:

Maritime (Design, Construction, and Equipment – Fire Protection) Rules [year]

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Contents

Subpart A General

Section 1 Preliminary provisions

A1.1 Title

This Part may be cited as *Part 3D: Maritime (Design, Construction, and Equipment – Fire Protection) Rules [year]*.

A1.2 Commencement and revocation

(1) This Part comes into force on [ ].

(2) [List current relevant 40-series Parts/provisions] are revoked.

A1.3 Application

(1) This Part applies to—

(a) the design and construction of New Zealand ships that are commercial ships; and

(b) the design and construction of the on-board fire systems, equipment, and fittings on those ships; and

(c) fire-related information on those ships.

(2) However, this Part does not apply to a ship to which any of the following Parts apply:

(a) a ship to which *Part 2A: Maritime (Design, Construction, and Equipment – SOLAS Ships) Rules* applies:[1]

(b) a ship to which *Part 404: Design, Construction, and Equipment – New Zealand Cape Town Vessels and Foreign Cape Town Vessels* applies:

(c) a ship to which *Part 40G: Design, Construction, and Equipment – Novel Ships* applies:

(d) a ship to which *Part 40F: Design, Construction, and Equipment – Hovercraft* applies.

(3) The Schedule contains provisions relating to how this Part applies to existing ships.

(4) In this Part, a reference to a ship includes a reference to a barge only with persons on board during the course of a voyage.

A1.4 Certification

A ship and its fire systems, equipment, and fittings must be certified for compliance with this Part in accordance with *Part 1A: Maritime (Design, Construction, and Equipment – Survey and Certification) Rules.*

A1.5 Transitional and savings provisions

The transitional, savings, and related provisions set out in the Schedule have effect according to their terms.

Section 2 Interpretation

A2.1 Conflict

(1) If there is a conflict between this Part and an MTI, this Part applies.

(2) This Part does not limit or affect the *Health and Safety at Work Act 2015*.

A2.2 References to rules and MTIs

(1) Where a rule in this Part contains a reference to a rule in another Part, the reference includes the Part number as the prefix to the reference.

[1] Note that Parts 1A and 2A will be consulted on in 2024/25

(2) A reference in this Part to a rule includes any MTI provided for in the rule.

(3) A reference in a rule in this Part to an MTI is a reference to an MTI as amended or replaced from time to time.

(4) An MTI is secondary legislation (see Part 3 of the *Legislation Act 2019* for publication requirements).

A2.3 Definitions

In this Part, unless the context otherwise requires,—

accommodation space means a space used for a public space, corridor, lavatory, cabin, mess room, office, hospital, cinema, recreational room, lounge, hairdresser, pantry containing no cooking appliance, and any other space used for leisure or living and not for cargo, storage or the mechanical working of the ship

Act means the *Maritime Transport Act 1994*

automatic fire alarm system is a fire alarm system that can automatically initiate a response and initiate an alarm in response to a fire without human direction

barge means any barge, lighter, or similar ship that has no means of self-propulsion

auxiliary machinery space means a machinery space that contains any of the following:

(a) internal combustion machinery for purposes other than main propulsion where the aggregate total power output of the machinery space is less than 375 kW:

(b) electrical equipment when such equipment within the space has a total aggregate power of 30 kVA or more:

(c) an oil fuel pump, oil fuel filter or oil fuel separator, not being an oil fuel unit:

(d) any solid fuel fired boiler

cargo means all items which are transported by the ship except the following:

(a) fuel and ballast for the ship (either solid or liquid):

(b) consumables (including fresh water) to be used on board:

(c) permanent outfit and equipment of the ship:

(d) stores and spare gear for the ship:

(e) crew and their personal baggage, passengers and their personal baggage, industrial personnel and their personal equipment and personal baggage

Certificate of Survey means a certificate issued under *Part 1A: Maritime (Design, Construction, and Equipment – Survey and Certification) Rules*

Certificate of Surveyor Recognition—

(a) has the meaning set out in *Part 44*: *Surveyor Responsibilities and Survey, Certification, and Maintenance for Ships in Maritime Transport Operations;* and

(b) includes any document that is deemed under *Part 44* to be a valid Certificate of Surveyor Recognition

commencement date means the date specified in rule A1.2

commercial ship has the meaning set out in section 2(1) of the Act

competent person means a person who—

(a) has the relevant knowledge, experience, and skill to carry out a task required or permitted by this Part to be carried out by a competent person; and

(b) as applicable,—

(i) has a relevant qualification evidencing the person's possession of that knowledge, experience, and skill; and

(ii) if the person is an employee, is authorised by their employer; and

control station means a space where any of the following are located:

(a) a ship's radio or main navigating equipment:

(b) the emergency source of power and emergency switchboard:

(c) the centralised fire recording or fire control equipment:

(d) other functions essential to the safe operation of a ship in normal or emergency: conditions

crew has the meaning set out in section 2(1) of the Act

Director has the meaning set out in section 2(1) of the Act

Energy Storage System is a device or group of devices assembled together, capable of storing energy in order to supply electrical energy for propulsion of the ship, of which battery ESS are the most common type, and may include battery modules, retaining frames, electrical interconnections, control and management systems plus other safety features

ESS means Energy Storage System

ESS space is a space where an ESS is installed and in smaller systems the ESS space may be enclosures or cabinets that are not part of the ship structure

existing ship means a ship other than a new ship

fire damper means a device arranged to close a ventilation opening or ventilation duct for the purposes of maintaining the performance of the fire boundary through which the opening or duct passes

fire detection and fire alarm system means those elements of the construction and equipment of the ship that detect the presence of fire or potential risk of fire and consequently raise an alarm

fire-resisting division means a division that has the properties specified in an MTI

fire-restricting material means material that has the properties specified in an MTI

See clause 3.2(1) of the MTI for above 2 definitions

fire-risk category means a fire-risk category of a ship determined in accordance with Table 2.1

fixed fire-extinguishing system means an arrangement of components forming a single system that, when manually or automatically initiated, operates automatically to control, suppress, or extinguish a fire without the need for further manual control

galley means an enclosed space containing—

(a) equipment used for cooking food at temperatures exceeding 120 degree Celsius including cooking equipment for deep fat frying; or

(b) equipment having an exposed flame or cooking element that might come into contact with and ignite fats or other flammable liquids during the course of normal or abnormal operation; or

(c) any appliance of power more than 5 kW used for the cooking or heating of food

gastight means a space that has properties specified in an MTI

See clause 8.4 of the MTI

gas safety certificate means a certificate, issued under regulation 52B of the *Gas (Safety and Measurement) Regulations 2010*, regarding the safety of a gas installation that is connected to a gas supply

heat detector and alarm means a device that independently detects the convected thermal energy of a fire, sounds an alarm, and tests function status from the location of installation

high fire-risk ship means a ship in the high fire-risk category

length overall means the length of the ship measured from the foreside of the head of the stem to the aftermost part of the transom or stern of the ship and—

(a) includes structures such as deckhouses that project beyond those terminal points; and

(b) does not include fittings such as beltings, bowsprits, platforms, pulpits, and booms that project beyond those terminal points

like-for-like, in relation to repairs or replacements, means—

(a) the replacement of equipment or materials for equipment or materials that are similar in design, function, use, and maintenance, whether or not they are from the same manufacturer; and

(b) no additional alteration or modification of existing finishes or fixtures is required to install and occupy the same or similar footprint as the original equipment or materials

liquefied gas means a gas that is partially liquid at temperatures above less than 50 degrees Celsius when packaged under pressure

LLL means load line length

LOA means length overall

load line length has the meaning set out in *Part 2C*: *Maritime (Design, Construction, and Equipment – Load Lines) Rules* [2]

low fire-risk ship means a ship in the low fire-risk category

low flame-spread surface means a surface with the properties set out in an MTI

See clause 4.2(4) of the MTI

LPG means liquefied petroleum gas

machinery space of Category A means a space, and trunk to such a space, that contains—

(a) internal combustion machinery used for main propulsion; or

(b) internal combustion machinery used for any other purpose that has in the aggregate a total power output of not less than 375 kW; or

(c) any oil-fired boiler or oil fuel unit

major alteration—

(a) means an alteration or repair to the design or construction of a ship and its structure, systems, equipment, or fittings; and

(b) includes the replacement, removal, or addition of non-permanent parts; and

(c) does not include direct like-for-like repairs or replacements of parts

major fire hazard area means a machinery space of Category A, an ESS space, a space containing dangerous goods, a store room containing flammable products, or a space containing road vehicles

maritime transport instrument means a transport instrument made by the Director for the purposes of this Part under section 452B of the Act

[2] Note that Part 2C will be consulted on in 2024/25

Maritime Transport Operator Plan means a plan for a ship required under *Part 19*: *Maritime Transport Operator – Certification and Responsibilities*

master has the meaning set out in section 2(1) of the Act

medium fire-risk ship means a ship in the medium fire-risk category

minor fire hazard area means an accommodation space or a cargo space other than a space included in a major fire hazard area

moderate fire hazard area means an auxiliary machinery space or galley

MTI means a maritime transport instrument

new ship means a ship that has its keel laid or that is at a similar stage of construction, on or after the commencement date [and includes a second-hand ship entering service in New Zealand after the commencement date]

New Zealand ship has the meaning set out in section 2(1) of the Act

non-combustible material means material that has the properties specified in an MTI

See clause 3.2(1) of the MTI

operator has the meaning set out in section 2(1) of the Act

Part means a group of rules made under the Act

passenger has the meaning set out in section 2(1) of the Act

protected space means a space within which a fixed fire-extinguishing system is intended to extinguish any fire that may arise

responsible person means a member of the crew of the ship that the master of the ship has deemed competent to undertake maintenance, testing, and inspections of fire systems and appliances

scope of certification, in relation to a ship, means the ship's category, activity, type, operating limits, minimum crew, maximum number of passengers on board, maximum number of people on board, and maximum cargo capacity

service space means a space used for a galley, a pantry containing cooking appliances, a locker or store-room, a workshop other than one forming part of a machinery space, and similar spaces and trunks to such spaces

ship has the meaning set out in section 2(1) of the Act

For ease of reference: "ship" means every description of boat or craft used in navigation, whether or not it has any means of propulsion; and includes—

(a) a barge, lighter, or other like vessel:

(b) a hovercraft or other thing deriving full or partial support in the atmosphere from the reaction of air against the surface of the water over which it operates:

(c) a submarine or other submersible:

smoke detector and alarm means a device that independently detects the presence of smoke, sounds an alarm, and tests function status from the location of installation
smoketight means a division capable of preventing the passage of smoke

standard has the meaning set out in section 4(1) of the *Standards and Accreditation Act 2015* and also includes other material incorporated by reference under section 452 of the Act

surveyor means a person who holds a current Certificate of Surveyor Recognition under *Part 44: Maritime Rules*: *Surveyor Responsibilities and Survey, Certification, and Maintenance for Ships in Maritime Transport Operations*

survival craft means a craft capable of sustaining the lives of persons in distress from the time of abandoning the ship

voyage has the meaning set out in section 2(1) of the Act and, for the purposes of this Part, a ship that is a barge is not on a voyage if—

(a) a person is on board only for the purposes of securing a mooring line so that the barge can be securely docked; or

(b) the barge is secured with studs or anchors to the bed of the sea, river, or lake; or

(c) the barge is secured by means of cables, ropes or chains to the land

Subpart B Responsibilities

B1.1 General responsibilities of operators to ensure compliance, inspection, and testing

An operator must ensure that a ship's fire systems, equipment, and fittings comply with the requirements in this Part and, where required by this Part, are maintained, inspected, and tested by responsible persons or competent persons.

B1.2 Maintenance, testing, and inspection

An operator must ensure that—

(a) an installation of a fire system, equipment, or fitting is carried out by a competent person; and

(b) a fire system and equipment are inspected and tested to the satisfaction of a surveyor before the system and equipment—

(i) are in operation on a new ship; or

(ii) that have undergone a major alteration, re-enter service; and

(c) the inspections and tests specified under paragraph (b) are carried out in accordance with the applicable standard specified in an MTI; and

(d) records of the inspections and tests are kept as part of the Maritime Transport Operator Plan required for a ship under *Part 19: Maritime Transport Operator – Certification and Responsibilities*; and

(e) any gasfitting work is carried out by a person who is authorised and licensed under the *Plumbers, Gasfitters, and Drainlayers Act 2006* to carry out gasfitting work; and

(f) a gas safety certificate that is provided for gas work carried out on a ship is retained for inspection by a surveyor or by the Director; and

(g) LPG cylinders are periodically inspected and tested in accordance with the *Health and Safety at Work (Hazardous Substances) Regulations 2017*.

B1.3 Major alteration or change to scope of certification

An operator must ensure that a ship undergoes the appropriate survey if, as specified in *Part 1A: Maritime (Design, Construction, and Equipment – Survey and Certification) Rules*,—

(a) a major alteration is made to the ship; or

(b) there is a change to the scope of certification.

B1.4 Responsibilities of persons carrying out gasfitting work on a ship

A person who carries out gasfitting work on a ship must ensure that—

(a) the work is safe; and

(b) the work complies with the *Gas Act 1992,* and this Part and the standards and requirements specified in an MTI; and

(c) a gas safety certificate is provided to the ship's operator.

B1.5 Responsibilities of surveyors

A surveyor must not certify a ship under *Part 1A: Maritime (Design, Construction, and Equipment – Survey and Certification) Rules* if they believe on reasonable grounds that the ship does not comply with this Part.

B1.6 Functions and powers of Director

The Director may impose requirements and conditions for the performance of survey and testing activities under this Part.

Subpart C Ship requirements

Unless specified in the provisions, a reference to an MTI in Subparts B and C is a reference to an MTI for fire protection. Note that Sections in the MTI correspond with Sections in this Subpart C and general enabling clauses refer to the MTI. For the purposes of consultation, references to specific clauses in the MTI are included in boxes under specific enabling clauses.

Section 1 General requirements for fire protection

C1.1 General requirements for fire systems, equipment, and fittings

(1) A ship must comply with the requirements in this Part (including the design, construction, and installation standards for fire systems, equipment, and fittings that are specified in an MTI).

(2) A ship must have reasonable and proportionate measures in place to—

(a) minimise the likelihood of a fire igniting; and

(b) minimise the spread of fire; and

(c) safely extinguish a fire; and

(d) allow for the safe evacuation of persons on board, if necessary, during a fire.

(3) A fire-extinguishing medium must not be used if, either by itself or under expected conditions of use, it gives off toxic gases, liquids, or other substances in such quantities as to endanger persons.

(4) If a CO_2 medium is used, there must be sufficient measures to prevent persons on board from being harmed, including the following:

(a) a fixed fire-extinguishing medium must not be automatically released:

(b) an automatic alarm must be installed in any space where crew may work so that there is a sufficient period to safely evacuate the protected space before the medium is released.

(5) Thermal or acoustic insulation fitted in accommodation spaces, service spaces (except domestic refrigeration spaces), and control stations on a ship must be—

(a) incapable of producing harmful quantities of smoke or toxic gases; and

(b) made of non-combustible material.

(6) A waste receptacle on a ship, other than one used in fish processing, must be constructed of non-combustible materials with no openings in the sides or bottom.

Section 2 Ship fire-risk categorisation

C2.1 Fire-risk categorisation

(1) The fire-risk categorisation of a ship under this Section is for the purpose of specifying risk-based requirements for the ship.

(2) Table 2.1 specifies 3 risk-based categories for ships.

(3) If a ship falls within more than 1 category, it must comply with the applicable requirements for the higher category.

Table 2.1: 3 fire-risk categories

Ship Descriptor (based on its scope of certification)	Enclosed limits	Restricted limits	Inshore fishing limits	Coastal limits	Offshore/ Unlimited[3]
1-36 passengers; or less than 15 m LOA	Low	Low	Low	Medium	High
37-200 passengers; or 15 m or more LOA	Medium	Medium	Medium	Medium	High
More than 200 passengers	Medium	Medium	N/A	High	High
24 m or more in LLL			Medium		
1-36 berthed passengers	Medium	Medium	N/A	High	High
37 or more berthed passengers	High	High	N/A	High	High

C2.2 Matters to be determined, undertaken, or approved by surveyor

A surveyor must record a ship's fire-risk category on the Certificate of Survey in accordance with Table 2.1 and an MTI.

See clause 3.2(2) of the MTI

Section 3 Structural fire protection

C3.1 General requirements for structural fire protection

(1) The structural fire protection on a ship must be capable of preventing the spread of fire from a moderate fire hazard area and a major fire hazard area for a duration sufficient to enable, if necessary, extinguishing of the fire or the safe evacuation from the ship of persons on board.

(2) Fire-restricting or non-combustible materials must be used, wherever practicable, in the construction of a ship.

C3.2 Type and design of structural fire protection

(1) The type and design of structural fire protection on a ship must comply with the requirements in an MTI.

Fire-resisting divisions

(2) Subrules (3) and (4) apply to—

(a) a new ship if it—

(i) is a high fire-risk ship of 15 metres or more in LOA; or

(ii) is a medium fire-risk ship of 24 metres or more in LLL; or

(iii) has an electrical energy storage system used to power main propulsion machinery of 120 kW or more output; and

(b) an existing ship if it is a high fire-risk ship of 24 metres or more in LLL.

(3) Structural fire protection on a ship must—

(a) comprise fire-resisting divisions, separating major fire hazard areas and moderate fire hazard areas from other areas; and

(b) comply with performance requirements specified in an MTI, related to maintenance of structural integrity of, and doors and gastight spaces and penetrations in, fire-resisting divisions.

(4) Divisions between spaces not comprised of fire-resisting divisions must be smoketight and made of fire-restricting or non-combustible materials, if required in an MTI.

See clause 3.2(2) of the MTI

[3] Operating limits are as defined in *Part 20. – Operating Limits*

Protection of survival craft

(5) Survival craft on a ship must—

(a) not be stored in a major fire hazard area; and

(b) be protected from any major fire hazard outside of that area; and

(c) be suitably safeguarded, if stowed directly above a major fire hazard area, by—

(i) the deck separating the survival craft from the space below; and

(ii) a structural fire protection boundary with time of at least 15 minutes in accordance with the requirements in an MTI.

See clause 3.2(2) of the MTI

Section 4 Interior surface finishes and fit-out material

C4.1 General requirements for interior surface finishes and fit-out material

Exposed interior surface finishes and fit-out materials on a ship must have properties such that,—

(a) when exposed to a heat source, ignition is delayed; and

(b) a fire does not rapidly spread across the surfaces; and

(c) if ignition occurs after a delay, smoke or toxic gases are not produced in harmful quantities.

C4.2 Type, design, and fitting of interior surface finishes and fit-out material

(1) The type, design, and fitting of surface finishes and materials used internally on a ship must comply with the requirements in an MTI.

(2) A ship must comply with subrule (3) if it is a new ship that—

(a) is a high fire-risk ship; or

(b) carries berthed persons.

(3) For the purposes of subrule (2), finishes and materials must—

(a) provide low flame-spread surfaces or non-combustible surfaces; and

(b) have low flame-spread or non-combustible properties, if concealed behind bulkheads, ceilings, panelling, and linings in accommodation spaces, service spaces, and control stations.

Section 5 Arrangements for heating, cooking, and LPG and other highly flammable liquids

C5.1 General requirements for heating, cooking, and LPG and other highly flammable liquids, and layout and arrangements

The general layout of a ship must ensure that the spaces are assigned in such a way that all the required functions and equipment are properly installed and arranged so as to reduce the likelihood and severity of a fire.

C5.2 Type and design of heating, cooking, and LPG

(1) The gas and flammable liquids in the heating, cooking, and LPG appliances on a ship must comply with the requirements in an MTI.

Heating and cooking general safety requirements

(2) Heating and cooking appliances on a ship must be fixed in position and constructed so as to minimise the risk of fire in accordance with an MTI.

See clause 5.2 of the MTI

LPG that is not used for propulsion

(3) The design and installation of, and accessories for, an LPG system used for an appliance on a ship must be suitable for their intended service.

(4) A gas installation must be well maintained and in working order, in accordance with manufacturer's recommendations.

(5) An LPG supply cylinder and distribution system must be designed, constructed, and installed to prevent the leakage of gas in both normal and abnormal conditions of operation of the ship.

(6) An LPG system for an appliance must be designed, constructed, and installed to—

(a) facilitate its identification, safe use, inspection, and maintenance; and

(b) prevent the build-up of explosive gases and avoid potential sources of ignition; and

(c) minimise and, where possible, eliminate risks associated with potential fire hazards in proximity to the system.

(7) An LPG appliance installed on a ship must comply with the requirements in an MTI.

See clause 5.3 of the MTI

Storage of liquefied gas and highly flammable liquids

(8) A compartment used for the storage of liquefied gas and highly flammable liquids on a ship must be arranged, in accordance with an MTI, to—

(a) facilitate the correct identification and safe use of different gases and flammable liquids; and

(b) prevent the accumulation and mixing of explosive gases and flammable liquids; and

(c) avoid potential sources of ignition.

(9) The storage of liquefied gas and highly flammable liquids on a ship, and the electrical equipment and fittings installed within the compartments, must comply with the requirements in an MTI.

See clause 5.4 of the MTI

Section 6 Ventilation systems

C6.1 General requirements for ventilation

(1) A ventilation system, including ventilation ducts and fire dampers, on a ship must be designed, constructed, and installed to reduce the risk of fire spreading on board the ship and to preserve the integrity of gastight spaces and fire-resisting divisions.

(2) A ventilation system serving either major fire hazard areas or auxiliary machinery spaces, or both, on a ship must be independent of a ventilation system serving any other space.

C6.2 Type, design, and installation of ventilation systems

The type, design, and installation of a ventilation system, including ventilation ducts and fire dampers, on a ship must comply with the requirements in an MTI.

Section 7 Fire detection and fire alarms

C7.1 General requirements for fire detection and fire alarm systems and appliances

(1) Fire detection and fire alarm appliances on a ship must alert crew to the presence of a fire as soon as is reasonably practicable in order for effective action to be taken to prevent or minimise harm to persons on board from the effects of fire.

(2) Fire detection and fire alarm systems are required on a ship with enclosed machinery or accommodation spaces, in accordance with an MTI.

C7.2 Type, design, and installation of fire detection and fire alarm systems and appliances

(1) The type, design, and installation of fire detection and fire alarm systems and appliances on a ship must comply with the requirements in an MTI.

(2) Fire detection and fire alarm appliances on a ship must be—

(a) appropriate for the nature of the space protected and the likely type of fire hazards, as specified in an MTI; and

(b) suitably designed to withstand supply voltage variation and transients, ambient temperature changes, vibration, humidity, shock, impact, and corrosion normally encountered in a ship; and

(c) designed, manufactured, and installed in accordance with performance standards specified in an MTI.

See clauses 7.2(1) and (2) of the MTI

Fire detection and alarm for low fire-risk ships

(3) A low fire-risk ship must have smoke detectors and alarms, or heat detectors and alarms, installed in any space specified in an MTI if the ship is of more than 6 metres in LOA and it has an inboard machinery space used for main propulsion of output of 120 kW or more.

See clause 7.2(5) of the MTI

(4) A detector and alarm that is installed under subrule (3) must produce an audible signal that, taking into account operating conditions such as engine noise and crew location, is sufficient to immediately alert crew to a fire in the space.

(5) Subrule (3) does not apply to a low fire-risk ship that has a fixed fire detection and fire alarm system complying with subrule (6).

Fixed fire detection and fire alarm system

(6) A medium fire-risk ship and a high fire-risk ship, and a low fire-risk ship described in subrule (5), must have a fixed fire detection and fire alarm system installed with detectors and alarms, control panels, and manual call points where required in an MTI.

See clause 7.2(7) of the MTI

Section 8 Fixed fire-extinguishing systems

C8.1 General requirements for fixed fire-extinguishing systems

A fixed fire-extinguishing system on a ship must be capable of extinguishing a fire that could reasonably be anticipated to occur in a protected space, when operated correctly and in accordance with this Part.

C8.2 Type, design, installation, and maintenance of fixed fire-extinguishing systems

(1) The type, design, installation, and maintenance of a fixed fire-extinguishing system must comply with the requirements in an MTI.

(2) A fixed fire-extinguishing system must be suitable for the nature of the space protected and the likely type of fire hazards and be of a type that is designed, manufactured, installed, and maintained in accordance with the applicable standards specified in an MTI.

See clause 8.2(4) and (5) of the MTI

(3) A fixed fire-extinguishing system must be installed to extinguish fires in a machinery space of Category A if the ship is—

(a) a high fire-risk ship; or

(b) a medium fire-risk ship; or

(c) a low fire-risk ship that is of more than 6 metres in LOA with inboard machinery used for main propulsion of output of 120 kW or more.

(4) A fixed fire-extinguishing system must be installed to protect an ESS space where an electrical energy system is used to power main propulsion machinery of output of 120 kW or more.

(5) An inboard petrol engine on a ship must be in a gastight space with a fixed fire-extinguishing system installed to extinguish fires in that space.

C8.3 Storage and conveyance of fixed fire-extinguishing medium

The storage and conveyance of a fixed fire-extinguishing medium must comply with the requirements in an MTI.

See clause 8.3 of the MTI

C8.4 Gastight requirements

The boundaries of a space containing inboard machinery on a ship must be gastight if the space is required to have a fixed fire-extinguishing system in an MTI.

See clause 8.4 of the MTI

Section 9 Portable fire extinguishers and fire blankets

C9.1 General requirements for portable fire extinguishers and fire blankets

A ship must carry sufficient portable fire extinguishers and fire blankets to enable the extinguishing of small fires, taking into account the nature of the ship and its operations, and the likely origin, type, and intensity of fires.

C9.2 Number, type, design, location, and maintenance of portable fire extinguishers and fire blankets

(1) The minimum number of portable fire extinguishers and fire blankets carried on a ship, and their type, design, location, and maintenance must comply with the requirements in an MTI.

(2) Portable fire extinguishers and fire blankets on a ship must be of a type and size suitable for the likely type of fire in the space they protect.

Section 10 Firefighters' outfits

C10.1 General requirements for firefighters' outfits

Firefighters' outfits must assist crew to safely fight or otherwise respond to the types of fire likely to occur, taking into account the nature of the ship and its operations.

C10.2 Number, type, and design of firefighters' outfits

(1) The number, type, and design of firefighters' outfits carried on a ship must comply with the requirements in an MTI.

(2) A medium fire-risk ship and a high fire-risk ship must carry the type of firefighters' outfits specified in an MTI that—

(a) provide an adequate level of assistance in fighting or responding to a fire, taking into account the nature of the ship and its operations; and

(b) are safe to use and provide an acceptable level of protection for fighting a fire.

C10.3 Exception

A ship that has a fixed fire detection and fire alarm system and a gastight engine space is not required to comply with this Section if—

(a) the ship has effective means, through communication and navigation arrangements and proximity to assistance, to provide for rescue of all persons on board or in the event of needing to abandon ship; and

(b) the crew cannot readily access the engine space to fight a fire, or the access to the engine space would be such that the risk of serious harm to crew entering the space to fight a fire would be unreasonably high.

Section 11 Emergency escape breathing devices

C11.1 General requirements for emergency escape breathing devices

Emergency escape breathing apparatus must provide sufficient breathable air to facilitate safe evacuation from spaces with hazardous atmosphere.

C11.2 Number, type, and design of emergency escape breathing devices

The number, type, and design of emergency escape breathing devices on a ship must comply with requirements in an MTI.

Section 12 Fire pump and hose appliances and fire buckets

C12.1 General requirements for fire pump and hose appliances

A fire pump and hose appliance must—

(a) be fit for purpose and capable of assisting in putting out a fire or preventing its spread; and

(b) have capacity and flow adequate for the types of fire that could be expected on the ship; and

(c) be of durable and robust construction.

C12.2 Number, type, and design of fire pump and hose appliances and fire buckets

(1) The number, type, and design of fire pump and hose appliances and fire buckets on a ship must comply with the requirements in an MTI.

(2) A ship may carry fire buckets, instead of fire pump and hose appliances, if it is any of the following ships:

(a) a low fire-risk ship:

(b) a ship that is less than 15 metres in LOA:

(c) a medium fire-risk ship that has no inboard machinery space or ESS space.

Section 13 Information requirements for fire preparedness and response

C13.1 General requirements for fire-related information

A ship must have documents, information, signs, manuals, or other information related to fire protection measures that—

(a) are readily identifiable and able to be used during a fire; and

(b) ensure effective fire emergency planning, training, preparedness, and maintenance; and

(c) are of a type and form and in locations that comply with the requirements in an MTI.

Schedule

Transitional, savings, and related provisions

1. **Meaning of commencement date**

In this Schedule, **commencement date** means the date on which the Part commenced under rule A1.2(1).

2. **Application to existing ships**

(1) From the commencement date, an existing ship must comply with this Part, subject to subclauses (2) and (3).

(2) An existing ship is not required to comply with the following rules until 2 years after the commencement date:

(a) rule C7.2(6) (fixed fire detection and alarm system):

(b) rule C8.2(3) (fixed fire-extinguishing system in a machinery space of Category A:

(c) rule C8.2(5) (fixed fire-extinguishing system for spaces with petrol engine).

(3) A high fire-risk ship of 24 metres or more in LLL is not required to comply with Section 3 until 5 years after the commencement date.

3. **Existing exemptions continued**

An exemption granted by the Director under section 40AA of the Act from a relevant requirement in that is in force immediately before the commencement date continues in force on and after commencement date and is subject to the same conditions (if any) as applied before the commencement date.