SC148 Ventilation by fan coil units and internal circulation fans

(May 1999) (Rev.1 Nov 2005) (Rev.2 Sept 2015)

(Reg.II-2/5.2.1.2, II-2/5.2.1.3 and Reg.II-2/7.9.3)

SOLAS Regulations Chapter II-2/5.2.1.2 reads:

Power ventilation of accommodation spaces, service spaces, cargo spaces, control stations and machinery spaces shall be capable of being stopped from an easily accessible position outside the space being served. This position shall not be readily cut off in the event of a fire in the spaces served.

SOLAS Regulations Chapter II-2/5.2.1.3 reads:

~~*All power ventilation, except machinery space and cargo space ventilation and any alternative system which may be required under Regulation 16.6, shall be fitted with controls so grouped that all fans may be stopped from either of two separate positions which shall be situated as far apart as practicable. Controls provided for the power ventilation serving machinery spaces shall also be grouped so as to be operable from two positions, one of which shall be outside such spaces.*~~

In passenger ships carrying more than 36 passengers, power ventilation, except machinery space and cargo space ventilation and any alternative system which may be required under regulation 8.2, shall be fitted with controls so grouped that all fans may be stopped from either of two separate positions which shall be situated as far apart as practicable. Fans serving power ventilation systems to cargo spaces shall be capable of being stopped from a safe position outside such spaces.

SOLAS Regulations Chapter II-2/7.9.3 reads:

Passenger ships carrying more than 36 passengers shall have the fire detection alarms for the systems required by paragraph 5.2 centralized in a continuously manned central control station. In addition, controls for remote closing of the fire doors and shutting down the ventilation fans shall be centralized in the same location. The ventilation fans shall be capable of reactivation by the crew at the continuously manned control station. The control panels in the central control station shall be capable of indicating open or closed positions of fire doors and closed or off status of the detectors, alarms and fans. The control panel shall be continuously powered and shall have an automatic change-over to standby power supply in case of loss of normal power supply. The control panel shall be powered from the main source of electrical power and the emergency source of electrical power defined by regulation II-1/42 unless other arrangements are permitted by the regulations, as applicable.

Note:

1. This UI SC 148 is to be uniformly implemented by IACS Members and Associates from 1 January 2000.

2. Revision 2 of UI SC148 is to be uniformly implemented by IACS Societies from 1 July 2016.

SC148
(cont)

Interpretations

The fan in a ~~cabin~~ HVAC temperature control unit, or a circulation fan inside a cabinet/switchboard, is not considered to be a ventilation fan as addressed in Reg.II-2/5.2.1.2, Reg.II-2/5.2.1.3 and Reg.II-2/7.9.3, if it is not capable of supplying outside air to the ~~cabin~~ space when the power ventilation is shut down (e.g., small units intended for re-circulation of air within a cabin).

Therefore, such fans need not be capable of being stopped from an easily accessible position (or a safe position) outside the space being served when applying SOLAS Reg.II-2/5.2.1.2 or Reg.II-2/5.2.1.3, and need not be capable of being controlled from a continuously manned central control station for passenger ships carrying more than 36 passengers when applying SOLAS Reg.II-2/7.9.3.

End of Document