



# TÜRK LOYDU

## TECHNICAL CIRCULAR

Circular No: S-P 13/13

Revision: 1

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Adoption Date: 25.04.2013

**Related Requirement: TL- I HSC1, TL- I HSC2, TL- I HSC3, TL- I HSC4, TL- I HSC5, TL- I HSC6 and TL- I SC137**

**Subject: Interpretations for HSC Code 1994 as amended**

**Entry into Force Date:**

**NOTE:** For High Speed Crafts which are subject to the HSC Code 1994 as amended, this Technical Circular is to be applied

### **TL- I HSC1**

(1996)

#### **Cupboard as Part of the Space**

Reg. 7.3.1 reads:

*For the purposes of classification of space use in accordance with fire hazard risks, the following grouping should apply*

#### **Interpretation**

Cupboards of less than 2 m<sup>2</sup> may be accepted as part of the space they serve provided they have open ventilation to this space and do not contain any materials or equipment of fire risk.

### **TL- I HSC2**

(1996)

#### **Classification of Stairways**

Reg. 7.3.1.3 reads:

*"Areas of minor fire hazard" referred to in tables 7.4-1 and 7.4-2 by C, include the following spaces:*

- *Auxiliary machinery spaces, as defined in 1.4.4*
- *Cargo spaces*
- *Fuel tank compartments*
- *Public spaces*
- *Tanks, voids and areas of little or no fire risk*

#### **Interpretation**

Stairways may be categorised as areas of minor fire hazard.

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**TL- I HSC3**

(1996)

**Public Spaces Extending over Two Decks**

Reg. 7.4.4.1 reads:

*Internal stairways which serve more than two decks of accommodation should be enclosed at all levels with smoke-tight divisions of non-combustible or fire-restricting materials, and where only two decks are served, such enclosures should be provided on at least one level. Stairways may be fitted in the open in a public space, provided they lie wholly within such public space.*

**Interpretation**

Public spaces extending over 2 decks may be considered as one space, provided that

- the mean length and width of the opening area between lower and upper part is at least 25% of the mean length and width of the upper part of the whole space or at least of a corresponding area,
- sufficient means of escape is provided from both levels of the space directly leading to an adjacent safe area or compartment,
- the whole space is served by one section of sprinkler system with one relieve valve.

**TL- I HSC4**

(1997)

**Ventilation Grille in Toilet Entrance Door**

Table 7.4-1

|  | A                | B               | C              | D              | E            | F              |
|--|------------------|-----------------|----------------|----------------|--------------|----------------|
| Areas of major fire hazard<br>A            | 60<br>1,2<br>1,2 | 30<br>60<br>1   | 60<br>3<br>1,8 | 60<br>3,4<br>1 | 60<br>3<br>1 | -<br>60<br>1,7 |
| Areas of moderate fire hazard<br>B         |                  | 2,6<br>2,6<br>6 | 3<br>6         | 60<br>3,4<br>6 | 6<br>3       | -<br>3         |
| Areas of minor fire hazard<br>C            |                  |                 | 3<br>3         | 30<br>3,4<br>8 | 3<br>3       | -<br>3         |
| Control stations<br>D                      |                  |                 |                | 3,4<br>3,4     | 3<br>3,4     | -<br>3         |
| Evacuation stations and escape routes<br>E |                  |                 |                |                | 3<br>3       | -<br>3         |
| Open spaces<br>F                           |                  |                 |                |                |              | -              |

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### **Interpretation**

Ventilation openings may be accepted in entrance doors to public toilets if positioned in the lower portion of such doors and fitted with closable grilles operable from the public space side and made of non-combustible or fire-restricting material.

### **TL- I HSC5**

(1997)

#### **Aluminium Lube Oil Sump or Tank**

Reg. 7.5.2 reads:

*Fuel oil tanks should not be located in or contiguous to major fire hazard areas. However, flammable fluids of a flashpoint not less than 60°C may be located within such areas provided the tanks are made of steel or other equivalent material.*

### **Interpretation**

The use of Aluminium in lubricating oil sump tanks for engines or in lubricating oil filter housings fitted integral with the engines, is accepted.

### **TL- I HSC6**

(1997)

#### **Protection of Propeller Shafts**

Reg. 9.8 reads:

#### ***Means For Return to A Port of Refuge for Category B Craft***

*. Category B craft should be capable of maintaining the essential machinery and control so that, in the event of a fire or other casualties in any one compartment on board, the craft can return to a port of refuge under its own power.*

### **Interpretation**

On monohulls, propeller shaft and bearings of at least one main engine, when passing through the aft machinery space, are to be protected as follows:

- steel shaft bearings by water spray,
- shafts made of composite material (FRP), either by
- passive fire protection for 60 minutes duration, or
- a water spray system and able to transmit the full torque of the propulsion engine after a standard fire test of 7 minutes.

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**TL- I SC137**

(April, 1998)

**Definition of High Speed Craft**

Chapter IX, Reg 1.8 reads:

*8. High-speed craft means a craft as defined in regulation X/1.*

Chapter X, Reg 1 reads:

*For the purpose of this chapter:*

*1. High-Speed Craft Code, 1994 (1994 HSC Code) means the International Code of Safety for High-Speed Craft adopted by the Maritime Safety Committee of the Organization by resolution MSC.36(63), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.*

*2. High-Speed Craft Code, 2000 (2000 HSC Code) means the International Code of Safety for High-Speed Craft, 2000, adopted by the Maritime Safety Committee of the Organization by resolution MSC.97(73), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.*

*3. High-speed craft is a craft capable of a maximum speed, in metres per second (m/s), equal to or exceeding:*

$$3.7 \nabla^{0.1667}$$

*Where:*

$\nabla$  = *volume of displacement corresponding to the design waterline (m<sup>3</sup>)*

*. excluding craft the hull of which is supported completely clear above the water surface in non-displacement mode by aerodynamic forces generated by ground effect.*

*4. Craft constructed means a craft the keel of which is laid or which is at a similar stage of construction.*

*5. Similar stage of construction means a stage at which:*

*.1. construction identifiable with a specific craft begins; and*

*.2. assembly of that craft has commenced comprising at least 50 tonnes or 3% of the estimated mass of all structural material, whichever is the less.*

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**Interpretation**

For the purpose of application of the ISM (International Safety Management) Code not later than 1 July 1998, a High-Speed Craft is a craft as defined in SOLAS regulation X/1.2 which complies with the requirements of the High-Speed Craft Code in its entirety and has been surveyed as given in regulation X/3.1.

High speed craft meeting the requirements given in the regulation X/1.2 but complying with requirements of chapters I to IV and regulation V/12 in lieu of the High-Speed Craft Code are not required to comply with the ISM Code by 1 July 1998, but must comply by 1 July 2002.