

SC 250 Fire-Extinguishing Arrangements in Cargo Spaces (~~Res. MSC.268(85)~~, IMSBC Code, as amended)

(Oct 2011)
(Corr.1
July 2012)
(Corr.2
Nov 2022)

Interpretation of the IMSBC Code, as amended by resolution MSC.462(101)

For certain individual schedules of solid bulk cargoes in Appendix 1 of the IMSBC Code as amended, such as FISHMEAL (FISHSCRAP) STABILIZED UN 2216, ~~SEED CAKE, containing vegetable oil UN 1386, SEED CAKE (a) UN 1386 and SEED CAKE (b) UN 1386, SEED CAKE UN 2217, SEED CAKES AND OTHER RESIDUES OF PROCESSED OILY VEGETABLES~~ of Group B the following ventilation requirement is present:

QUOTE

If the temperature of the cargo exceeds 55°C and continues to increase, ventilation to the cargo space shall be stopped. If self-heating continues, then carbon dioxide or inert gas shall be introduced to the cargo spaces

UNQUOTE

Interpretation

This self-heating phenomenon shall be regarded as an emergency condition such that it is not necessary to provide a separate fixed carbon dioxide fire-extinguishing system or inert gas system dedicated to the control of the self-heating of the cargo within the cargo holds. The fixed carbon dioxide or inert gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code required by SOLAS Regulations II-2/10.7.1.3 or II-2/10.7.2 may be used for this purpose. Fixed gas fire-extinguishing systems or inert gas systems installed on board dedicated to the protection of spaces other than cargo spaces cannot be used for this purpose.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies from 1 July 2012.

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