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**UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2 AND FIRE TEST
PROCEDURES REFERRED TO IN THE FTP CODE**

1 The Maritime Safety Committee, at its eighty-first session (10 to 19 May 2006), with a view to providing more specific guidance for vague expressions which are open to different interpretations contained in IMO instruments, approved the unified interpretations of SOLAS chapter II-2 and the fire test procedures referred to in the FTP Code, prepared by the Sub-Committee on Fire Protection, at its fiftieth session (9 to 13 January 2006), as set out in the annex.

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying relevant provisions of SOLAS chapter II-2 and the fire test procedures referred to in the FTP Code to fire protection construction, installation, arrangements and equipment to be installed on board ships on or after 19 May 2006 and to bring the unified interpretations to the attention of all parties concerned.

ANNEX

**UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2 AND THE FIRE TEST
PROCEDURES REFERRED TO IN THE FTP CODE**

Regulation II-2/3.34 – Definition for *oil fuel unit*

Oil fuel unit includes any equipment used for the preparation and delivery of oil fuel, heated or not, to boilers (including inert gas generators) and engines (including gas turbines) at a pressure of more than 0.18 N/mm². Oil fuel transfer pumps are not considered as oil fuel units.

Regulation II-2/9.2.4.2.5 – Protection from cargo area

For the portions which face the cargo area, the “A-60” class insulation should be provided up to the underside of the deck of the navigation bridge.

Regulation II-2/9.3.1 – Penetrations in fire-resistive divisions and prevention of heat transmission

This regulation should be applied to all penetrations at the exterior boundaries of superstructures and deckhouses which, according to SOLAS regulation II-2/9.2.4.2.5, are required to be “A-60” class insulated.

Regulation II-2/10.7.1.4 – Fixed gas fire-extinguishing systems for general cargo

1 Non-combustible cargoes, such as materials listed in paragraph 1 of Annex 2 to the FTP Code, need not be mentioned on exemption certificates issued under regulation II-2/10.7.1.4.

2 The document of compliance with regulation II-2/19 may not permit more cargoes than indicated in the list of cargoes attached to the exemption certificate issued under regulation II-2/10.7.1.4.

Regulation II-2/19.3.2 – Sources of ignition

1 Reference should be made to IEC 60092-506 standard, Special features – Ships carrying specific dangerous goods and materials hazardous only in bulk.

2 For pipes having open ends (e.g., ventilation and bilge pipes, etc.) in a hazardous area, the pipe itself should be classified as a “hazardous area”. See IEC 60092-506 table B1, item B.

3 Enclosed spaces (e.g., pipe tunnels, bilge pump-rooms, etc.) containing such pipes with equipment such as flanges, valves, pumps, etc., should be regarded as an extended hazardous area, unless provided with overpressure in accordance with IEC 60092-506 clause 7.

Resolution A.754(18) – Fire resistant windows in tankers

Windows to be fitted at the forward bulkhead of accommodation block on tankers should correspond to prototype subjected to the “A” class standard fire test with the fire against its external side (i.e., the side which, after the installation on board, will be exposed to the weather). The insulation of the bulkhead used along with the window’s specimen should be fitted on the unexposed face of the structural core.