
Small craft — Fire protection —

Part 2:

Craft with a hull length of over 15 m

Petits navires — Protection contre l'incendie —

Partie 2: Bateaux d'une longueur de coque supérieure à 15 m



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Contents

Page

Foreword	iv
Introduction.....	v
1 Scope.....	1
2 Normative references.....	1
3 Terms and definitions	2
4 Fire prevention	3
4.1 Boat layout and design.....	3
4.2 Escape routes.....	4
4.3 Exits	5
4.4 Cooking and heating appliances	6
4.5 Engine and fuel spaces	8
4.6 Electrical installations	8
4.7 Fuel installations	8
4.8 Liquefied petroleum gas (LPG) systems	8
4.9 Ignition protection.....	9
5 Fire-extinguishing equipment.....	9
5.1 ISO classification of fires	9
5.2 Suitability of extinguishing medium	9
5.3 Requirements	9
6 Portable fire extinguisher.....	11
6.1 Purpose	11
6.2 General requirements	11
6.3 Type, capacity and number.....	11
6.4 Location.....	12
7 Fixed fire-extinguishing system	12
7.1 Purpose	12
7.2 Requirements	12
7.3 Application.....	13
7.4 Installation	13
7.5 Discharge and control	13
7.6 Operation	14
7.7 Design concentration.....	14
8 Displayed information.....	14
9 Fire blanket	16
10 Owner's manual.....	16
Annex A (normative) Fire test.....	17
Annex B (normative) Instructions and information to be provided in the owner's manual.....	18
Bibliography.....	23

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this part of ISO 9094 may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 9094-2 was prepared by Technical Committee ISO/TC 188, *Small craft*.

ISO 9094 consists of the following parts, under the general title *Small craft — Fire protection*:

- *Part 1: Craft with a hull length of up to and including 15 m*
- *Part 2: Craft with a hull length of over 15 m*

Annexes A and B form a normative part of this part of ISO 9094.

Introduction

Whereas ISO 9094-1 generally follows established requirements for smaller boats, where “open” accommodation is the normal arrangement, this part of ISO 9094 establishes different approach, taking into account the fact that, for larger craft, separate cabins are the most likely layout. Therefore, the requirement for alternative escape routes is the prime objective. Despite this, both parts of ISO 9094 are consistent at the transitional hull length (L_H) of 15 m for “open” accommodation.

The formats of this part and ISO 9094-1 were aligned with each other in order to be as consistent as possible.

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Small craft — Fire protection —

Part 2: Craft with a hull length of over 15 m

1 Scope

This part of ISO 9094 defines procedures to achieve a practical degree of fire protection, specifies portable fire-fighting equipment and sets requirements for fixed fire-fighting systems.

It applies to small craft of all types with a hull length, L_H , greater than 15 m and up to and including 24 m.

2 Normative references

The following normative documents contain provisions which, through reference in this text, constitute provisions of this part of ISO 9094. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. However, parties to agreements based on this part of ISO 9094 are encouraged to investigate the possibility of applying the most recent editions of the normative documents indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO 3941:1977, *Classification of fires*

ISO 4589-3:1996, *Plastics — Determination of burning behaviour by oxygen index — Part 3: Elevated-temperature test*

ISO 5923:1989, *Fire protection — Fire extinguishing media — Carbon dioxide*

ISO 7840:1994, *Small craft — Fire resistant fuel hoses*

ISO 8665:1994, *Small craft — Marine propulsion engines and systems — Power measurements and declarations*

ISO 8846:1990, *Small craft — Electrical devices — Protection against ignition of surrounding flammable gases*

ISO 10088:2001, *Small craft — Permanently installed fuel systems and fixed fuel tanks*

ISO 10133: 2000, *Small craft — Electrical systems — Extra-low-voltage d.c. installations*

ISO 10239:2000, *Small craft — Liquefied petroleum gas (LPG) systems*

ISO 11105:1997, *Small craft — Ventilation of petrol engine and/or petrol tank compartments*

ISO 13297: 2000, *Small craft — Electrical systems — Alternating current installations*

EN 1869:1997, *Fire blankets*

3 Terms and definitions

For the purposes of this part of ISO 9094, the following terms and definitions apply.

3.1
accessible
capable of being reached for inspection, removal or maintenance without removal of permanent boat structure

NOTE Hatches are not regarded as permanent boat structures in this sense, even if tools are needed to open them.

3.2
readily accessible
capable of being reached for operation, inspection or maintenance without the removal of any part of the boat structure or use of tools or removal of any item of portable equipment, stowed in places intended for the storage of portable equipment, such as lockers, drawers or shelves

3.3
engine space
space or compartment of the boat, containing main or auxiliary engine(s)

3.4
fuel space
space containing permanently installed fuel tank(s) or intended for the storage of portable fuel tanks

3.5
galley space
space to accommodate cooking stove(s)

3.6
fixed fire-extinguishing system
system having components fixed in position

NOTE Hereinafter this system is called a "fixed system".

3.7
manual fire-extinguishing system
system requiring manual operation by someone in attendance

3.8
automatic fire-extinguishing system
system automatically activated when a preset temperature limit is reached, as it senses the presence of fire

3.9
exit
any door, hatch, or aperture fulfilling the requirements of 4.3, which leads to the open air either directly or via other sections of the craft

3.10
section
any area of the craft that is separated from the rest of the vessel by fixed boundaries, such as decks or bulkheads, which may be fitted with a door or hatch

3.11
open-flame device
any appliance where direct bodily contact with an open flame is possible

3.12
room-sealed appliance
unit having a combustion system in which incoming combustion air and outgoing combustion products pass through sealed ductwork connected to the enclosed combustion chamber and terminating outside the craft

3.13**petrol/gasoline**

hydrocarbon fuel, or blends thereof, which is liquid at atmospheric pressure and is used in spark-ignition engines

NOTE In this context, kerosene is not regarded as petrol.

3.14**diesel**

hydrocarbon fuel, or blends thereof, which is liquid at atmospheric pressure and is used in compression ignition engines

3.15**hazard area**

location where an increased risk of fire exists due to

- presence of open flames (cooker, heater, permanently installed lamps, etc.);
- presence of heat and/or the possibility of electric sparks near flammable liquids/vapour (e.g. in engine spaces);
- possibility of electric sparks near flammable liquids/vapour (e.g. in fuel spaces with live electrical equipment);
- electrical equipment with the possibility of overcurrent (e.g. main switchboard, battery banks, etc.)

3.16**escape route**

way through which a person has to pass, between any part of the craft where that person can be and the nearest exit

4 Fire prevention**4.1 Boat layout and design**

4.1.1 Bilges that may contain spillage of flammable liquids shall be accessible for cleaning

4.1.2 Compartments containing petrol/gasoline engines and/or petrol/gasoline tanks shall be separated from enclosed accommodation spaces. This condition is met if the structure fulfils the following requirements:

- a) the boundaries are continuously sealed (e.g. welded, brazed, glued, laminated or otherwise sealed);
- b) penetrations for cables, piping, etc. are closed by fittings, seals and/or sealants;
- c) access openings, such as doors, hatches, etc., are equipped with fittings so that they can be secured in the closed position.

The effectiveness of the boundary joints or sealing may be demonstrated either by documentation or visual inspection.

4.1.3 Petrol/gasoline tanks within an engine room shall be in accordance with the requirements of ISO 10088 and shall be insulated from the engine or any other source of heat by either

- a) a physical barrier between the tank and engine, engine-mounted components including fuel- and water-supply lines, and any source of heat (e.g. bulkhead, wall, insulating material, etc.), or
- b) an air gap to prevent any contact between the tank and engine, and engine-related components, and any source of heat, the gap being wide enough to allow for servicing the engine and its related components. The air gap shall be at least
 - 100 mm between a petrol engine and a fuel tank, or
 - 250 mm between a dry exhaust and a fuel tank.

4.1.4 Where a non-metallic flexible hose is part of a water-cooled exhaust system, an alarm at the main steering position shall be activated if there is a loss of cooling water or if the temperature inside the exhaust line surpasses a preset limit.

4.1.5 Passages through accommodation spaces shall not be obstructed.

4.2 Escape routes

4.2.1 General

The following requirements shall be met irrespective of the accommodation arrangement.

Where there are two escape routes only one may pass through, over and beside an engine space.

Where the distance between a cooking or open-flame heating-appliance burner and the nearest side of an escape route is less than 750 mm, a second escape route shall be provided. In an enclosed galley, this requirement does not apply where the dead end beyond the cooker is less than 2 m.

No escape route shall pass directly over a cooking or open-flame heating appliance.

4.2.2 Open-accommodation arrangement

Where living or sleeping accommodation is not separated from the nearest exit, i.e. people can move around without passing through any door, the following shall apply.

The distance to the nearest exit shall not exceed $(L_H/3)$ m.

The distance shall be measured in the horizontal plane as the shortest distance between the nearest part of the exit and

- the farthest point where a person can stand (minimum height 1,60 m), or
- the midpoint of a berth,

whichever is the greater distance.

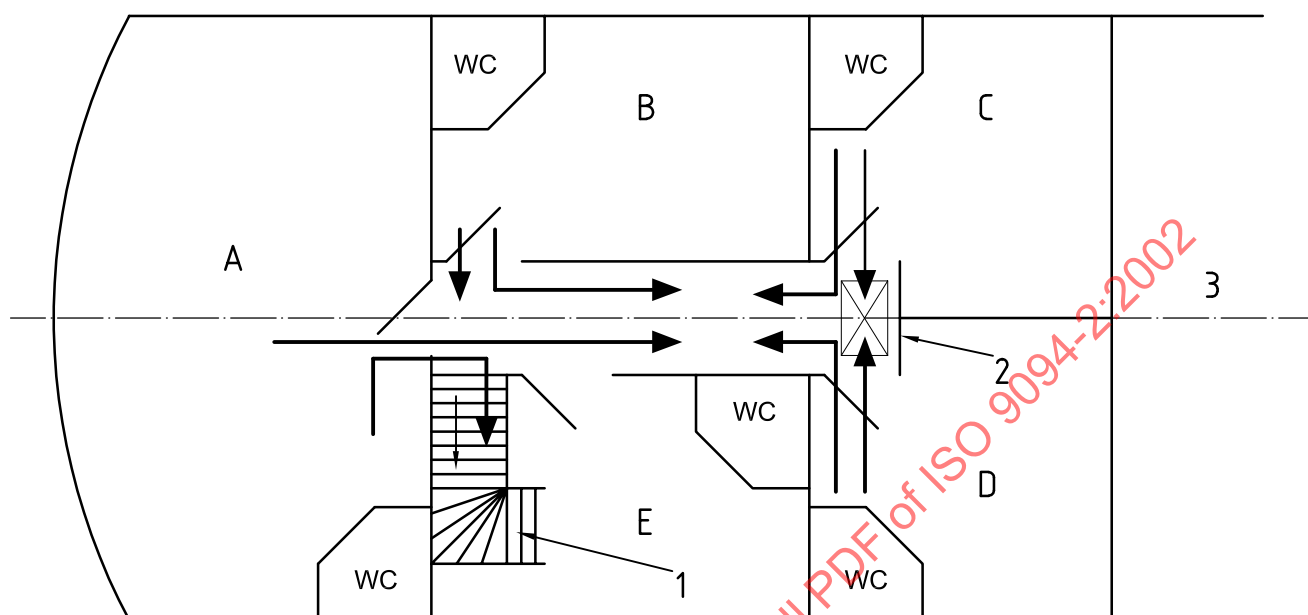
NOTE Doors of toilet or shower compartments are disregarded.

4.2.3 Enclosed accommodation arrangement

Where living or sleeping accommodation is separated from the nearest main exit by bulkheads and doors, escape routes and exits from accommodation areas shall be arranged to reduce the risk of people being trapped and the following conditions shall be met.

- Each accommodation section shall have more than one escape route leading finally to the open air, unless it is a single cabin or compartment intended to accommodate no more than four persons and the exit leads directly to the open air without passing through or over engine spaces or over cooking appliances. The cabin must not contain cooking or open-flame heating devices.
- For individual cabins intended to accommodate no more than four persons, and not containing cooking or open-flame heating devices, escape routes may form shared escape ways for up to 2 m, measured to a two-way escape route from the door or entrance.
- Shower and toilet compartments are regarded as part of the compartment or passageway that gives access to their doors and therefore do not require alternative escape routes.
- With multilevel arrangements, the exits shall lead to a different accommodation section or compartment, as far as practicable.

Figure 1 shows a typical cabin arrangement of a big motor yacht. According to the conditions specified above, this section of the craft requires two exits, because the shared route from cabins C and D is longer than 2 m. In this case, the two exits are the main staircase (primary exit) and a deck hatch between cabins C and D (secondary exit).



Key

- A Cabin A
- B Cabin B
- C Cabin C
- D Cabin D
- E Cabin E
- 1 Primary exit
- 2 Secondary exit
- 3 Engine space

Figure 1 — Escape routes and exits

4.3 Exits

Any exit from an accommodation space or from any other space shall have the following minimum clear openings:

- circular shape: diameter 450 mm;
- any other shape: minimum dimension of 380 mm and minimum area 0,18 m². The exit shall be large enough to allow for a 380 mm diameter circle to be inscribed.

The measurement of the minimum clear opening is illustrated in Figure 2.

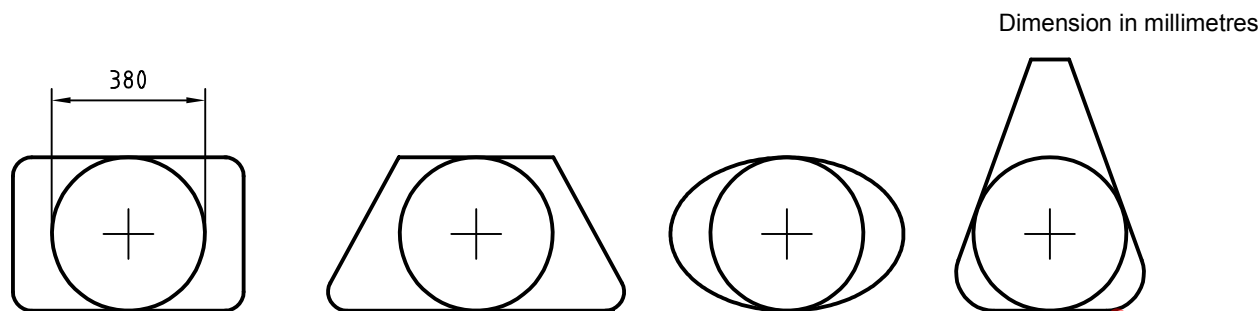


Figure 2 — Measurement of minimum clear opening

Exits shall be readily accessible. Exits leading to the weather deck or to the open air shall be capable of being opened from the inside and outside when secured and unlocked. The requirement does not apply to portlights of sufficient size to be designated as exits.

Where deck hatches are designated as exits, footholds, ladders, steps or other means shall be provided. The vertical distance between the upper foothold and the exit shall not exceed 1,2 m.

These aids shall be permanently located in the accommodation space (and be marked, unless their use is self-evident).

Escape facilities, unless self-evident, or doors shall be identified by the appropriate ISO or national symbol.

4.4 Cooking and heating appliances

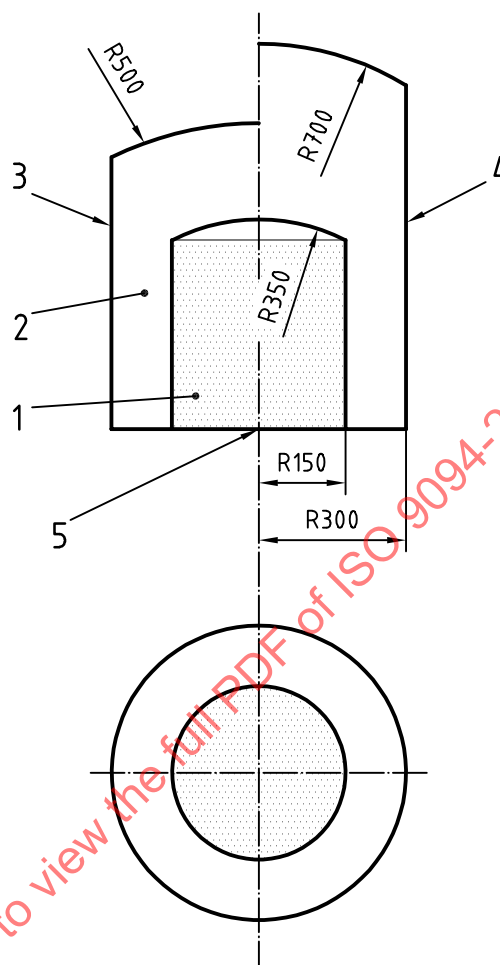
4.4.1 Materials near cooking or heating appliances

Materials and finishes used in the vicinity of open-flame cooking and heating devices within the ranges defined in Figure 3 shall comply with the following requirements, taking into account the movement of the burner up to an angle of 20° for monohull sailboats and 10° for multihulls and monohull motorboats, where gimballed stoves are fitted.

- Free-hanging curtains or other fabrics shall not be fitted in Zone I and Zone II.
- Exposed materials installed in Zone I shall be glass, ceramics, aluminium, ferrous metals, or other materials with similar fireproof characteristics.
- Exposed materials installed in Zone II shall be glass, ceramics, metal or other material with similar fireproof characteristics. They shall be thermally insulated from the supporting substrate to prevent combustion of the substrate, if the surface temperature exceeds 80 °C. (See the fire test specified in annex A.)

NOTE The thermal insulation may be achieved by an air gap or the use of a suitable material.

Dimensions in millimetres

**Key**

- 1 Zone I
- 2 Zone II
- 3 LPG appliances
- 4 Liquid fuel appliances
- 5 Centre of burner

Measurement from centre of burner

Figure 3 — Areas of special material requirements**4.4.2 General safety provisions**

4.4.2.1 Where flues are installed, they shall be shielded to avoid overheating or damage to adjacent material or to the structure of the craft.

4.4.2.2 For cooking and heating units using fuel which is liquid at atmospheric pressure (see ISO 14895), the following shall apply.

- Stoves and heating units shall be securely fastened.
- Open-flame burners shall be fitted with a readily accessible drip-pan.
- Where open-flame-type water heaters are installed, adequate ventilation and flue protection shall be provided.
- Where a pilot light is installed, the combustion chamber shall be room sealed, except for cookers.
- Appliances using petrol for priming, or as a fuel, shall not be installed.

For non-integral tanks and supply lines, the applicable requirements of ISO 10088 shall apply.

- Non-integral tanks shall be securely fastened and shall be installed outside Zone II, Figure 3.

- A readily accessible shut-off valve shall be installed on the tank. If this is outside the galley, a second valve shall be fitted in the fuel line in the galley space, outside Zone II, Figure 3, but not behind the cooker. This requirement does not apply where the tank is located lower than the cooker/heater and there is no possibility of back siphoning. Any valve installed on a tank which is located inside an engine space shall be remote controlled.
- Filler openings for tanks shall be visibly identified to indicate the type of fuel to be used with the system.

4.5 Engine and fuel spaces

4.5.1 Engine and fuel spaces shall be ventilated to prevent the build-up of explosive gases.

Where petrol engines and tanks are fitted, the requirements of ISO 11105 shall be fulfilled.

4.5.2 Material used for the insulation of engine spaces shall

- be fire retardant and shall present a non-fuel-absorbent surface towards the engine, and
- have an oxygen index (OI) of at least 21 in accordance with ISO 4589-3 at an ambient temperature of 60 °C.

4.6 Electrical installations

D.C. electrical installations shall be in accordance with ISO 10133.

A.C. electrical installations shall be in accordance with ISO 13297.

These International Standards cover

- battery installation and shielding,
- conductor sizes, routing and protection, and
- overcurrent protection.

4.7 Fuel installations

The installation of fuel systems and fixed fuel tanks shall be in accordance with ISO 10088, which covers

- fuel tanks: design, construction, material, grounding,
- fuel lines: diameter, routing, fastening, fire resistance,
- fill and vent lines: diameter, outlets, fire resistance, and
- fittings, valves, filters.

4.8 Liquefied petroleum gas (LPG) systems

LPG systems shall be in accordance with ISO 10239, which covers

- working pressure of the system,
- stowage of gas containers,
- material and routing of LPG supply line,
- installation, ventilation,
- appliances and their connection, and
- leakage tests.

4.9 Ignition protection

Only ignition-protected items in accordance with ISO 8846 shall be installed in compartments that contain

- petrol engines, petrol fuel tanks,
- LPG or CNG cylinders,
- petrol fuel-line fittings,
- LPG- or CNG-line fittings, with the exception of connections in the accommodation space near the appliance, and
- portable petrol tanks or outboard motors with integral petrol fuel tanks.

5 Fire-extinguishing equipment

5.1 ISO classification of fires

ISO 3941 defines classes of fires according to the nature of the material undergoing combustion. In consequence, it does not define a particular class of fire involving an electrical risk.

The following designations are used to classify and identify fires of different type and nature and to simplify spoken and written reference to them.

- ISO Class A: fires involving solid materials, usually of organic nature, in which combustion normally takes place with the formation of glowing embers.
- ISO Class B: fires involving liquids or liquefiable solids.
- ISO Class C: fires involving gases.
- ISO Class D: fires involving metals.

5.2 Suitability of extinguishing medium

The suitability of a specific extinguishing medium to fight fires of a certain category shall be taken into account.

5.3 Requirements

5.3.1 General

Provisions shall be made for the craft to be equipped with fire-fighting equipment, according to the boat size and engines, and to the presence of open-flame devices.

5.3.2 Accommodation

The accommodation area shall be equipped with either:

- portable fire extinguishers according to clause 6, or
- fixed fire-extinguishing systems according to clause 7, plus portable fire extinguishers according to clause 6.

5.3.3 Galley

The galley shall be protected by one or more portable fire extinguishers according to clause 6 and a fire blanket according to clause 9.

Sprinkler-type water systems shall not be used.

Water-fog systems are regarded as being suitable.

5.3.4 Engine spaces

5.3.4.1 Protection of engine spaces

The protection of engine spaces shall be achieved according to the requirements given in Table 1.

Table 1 — Protection of the engine space

Type and rating of engine	Protection achieved by
Petrol inboard engine	— fixed fire-fighting system (clause 7)
Diesel inboard engine(s) of less than or equal to 120 kW combined rating (main and auxiliaries)	— fixed fire-fighting system (clause 7), or — portable fire extinguisher of a type and size suitable to flood the engine space through a fire port in the engine casing
Diesel inboard engines(s) of more than 120 kW combined rating (main and auxiliaries)	— fixed fire-fighting system (clause 7)

5.3.4.2 Extinguishing medium and capacity

The extinguishing medium shall be suitable for extinguishing an engine room fire, and flooding the entire space.

The extinguishing capacity of the portable extinguisher shall be sufficient for the volume of the engine space.

A discharge opening shall be provided so that the extinguishing medium can be discharged into the engine space without opening the primary access.

NOTE For engine spaces with a gross volume $\leq 1 \text{ m}^3$, any extinguishing medium suitable for extinguishing Class B fires is considered to fulfil this requirement.

5.3.4.3 Fire port

The fire port shall be

- identified,
- sized to accept the discharge nozzle,
- open or openable to provide ready access for discharge of the medium into the engine space,
- located so that the required size of extinguisher can be operated in a position that will allow complete discharge of the extinguishing medium.

5.3.5 Other enclosed spaces

Other enclosed spaces shall be treated as accommodation spaces, except where they are designated for the storage of fuel or other flammable goods when they shall be protected as specified in 5.3.4 containing main engines and auxiliaries with a total combined capacity of less than or equal to 120 kW in accordance with ISO 8665.

5.3.6 Open deck

The protection of the open deck area shall be achieved by a water hose system or alternatively by (a) bucket(s) with lanyard(s) attached. The number and stowage of these buckets shall take into consideration the size of the craft.

6 Portable fire extinguisher

6.1 Purpose

This clause specifies portable fire-fighting equipment relative to type, size, number, location and storage of portable fire extinguishers on board. This part of ISO 9094 is not intended to regulate the technical or the certification requirements for the extinguishers themselves, which are subject to national regulations.

The number, type and capacity of portable fire extinguishers and the extinguishing media may also be subject to national regulations.

6.2 General requirements

6.2.1 Any portable fire extinguisher shall be readily accessible.

6.2.2 If the portable fire extinguisher is located where it is exposed to splashed or sprayed water, the extinguisher nozzle and triggering device shall be shielded, unless the extinguisher is certified or listed for marine service.

6.2.3 The extinguisher may be stowed in a locker or other protected or enclosed space. The locker or the opening part of the enclosed-space door shall carry the appropriate ISO symbol.

6.2.4 Portable carbon dioxide (CO₂) extinguishers may only be located in accommodation spaces where flammable liquids are present (e.g. galley) or energized electrical equipment is located (e.g. electric motor space, battery space, switchboard).

The requirements of ISO 5923 apply for CO₂ as an extinguishing medium.

6.3 Type, capacity and number

6.3.1 The craft shall be protected in the manner described in 6.3.2 to 6.3.5.

6.3.2 The number of portable fire extinguishers shall be determined according to the requirements of 6.4.

6.3.3 No A/B-rated individual fire extinguisher shall be rated less than 5A/34B.

6.3.4 Any individual CO₂ extinguisher shall have a maximum capacity of 2 kg. Where CO₂ extinguishers are used, there shall be only one CO₂ extinguisher in each hazard area.

6.3.5 Where a CO₂ extinguisher is provided, except for open boats, a warning notice shall be affixed near such an extinguisher (see normative annex B, Notice No. 4 in B.4.5).

6.4 Location

There shall be a portable fire extinguisher located

- within 2 m unobstructed distance from the main helm position,
- within 2 m from any permanently installed cooker/stove or open-flame device, but so located that it is accessible in the event of a fire at any cooker/stove or open-flame device,
- within 2 m from the fire port, if an engine space is protected by a portable fire extinguisher which is located outside the engine space,
- within $(L_H/3)$ m from the centre of any berth, measured in the horizontal projection.

At least one extinguisher of 5A/34B capacity shall be located within each 20 m² of the accommodation area.

If an accommodation section (area or group of cabins not separated as defined in 3.10) of the craft is protected by an automatic system, only one portable fire extinguisher shall be carried in that accommodation section.

A single extinguisher may meet more than one of these requirements.

7 Fixed fire-extinguishing system

7.1 Purpose

This clause specifies requirements for fixed fire-fighting systems, manually or automatically put into operation, using extinguishing media suitable for total coverage or flooding of an enclosed space and capable of extinguishing fires of Class A and B. These requirements are relative to size, location and installation.

This part of ISO 9094 does not specify the technical requirements for the cylinders themselves which may be subject to national regulations.

7.2 Requirements

7.2.1 Manual system

A fixed system put into operation manually shall be activated from the main steering position.

If that position is more than 5 m away from the section or space to be protected, a means of additional local activation shall be provided near that space.

7.2.2 Automatic system

A fixed system that is automatically activated shall comply with the requirements of 7.4.

7.2.3 Manual/automatic combined system

The arrangement of a combined manual/automatic system shall be such that the operator can manually activate the system. The system shall comply with the requirements of 7.4.

7.3 Application

The installation of a fixed system using an asphyxiant as the extinguishing medium is limited to spaces in a boat that are not intended for accommodation purposes and are separated from the accommodation area. This requirement is fulfilled if the spaces have no permanent openings other than for the following purposes:

- connection to the surrounding bilges;
- ventilation of engine space and supply of combustion air;
- openings for piping and cables;
- openings for access to equipment.

If the extinguishing medium is an asphyxiant, the separating structure shall be constructed to minimize the flow of the medium into the accommodation area.

7.4 Installation

7.4.1 General

The components of a fixed system shall be securely fastened to the boat's structure to withstand motions, shock and vibrations during normal running conditions.

Cylinders, distribution lines and controls shall be located so that they will not be subject to temperatures outside the system's designed operating range, while the boat is in service.

7.4.2 Cylinders/containers

Cylinders/containers may be installed either inside or outside the space to be protected.

To minimize corrosion, cylinders shall be mounted clear of the anticipated bilge-water level. They shall be accessible for removal, and the controls and dials shall be readily accessible and visible. Cylinders shall be mounted to provide clearance above surfaces on which water may accumulate.

7.4.3 Manual system, release device

The release device shall be visible or its location visibly labelled and the protected space identified.

The release device shall be readily accessible and operable.

7.4.4 Distribution line

Non-metallic components of the distribution line(s), including fixtures that are not intended to melt as part of the fire-fighting system as installed, shall be fire resistant in accordance with ISO 7840.

Solder or brazing material used for metallic lines or fittings shall have a melting temperature of not less than 600 °C.

The number and location of discharge nozzle(s) shall ensure effective extinguishing of fires within the space.

7.5 Discharge and control

7.5.1 A visual indication of discharge shall be provided.

7.5.2 The system shall be installed such that the discharge shall be completed according to the extinguisher manufacturer's specification.

7.5.3 If the extinguishing medium is an asphyxiant and if the protected space is of sufficient size to be occupied by a person (working or carrying out another action), upon activating the system an alarm, which is audible in the engine space and throughout the craft, shall sound prior to the extinguishing medium being released.

7.5.4 If more than one system is installed in a hazard space, each system shall be capable of individually protecting the space, unless they are simultaneously discharged.

7.6 Operation

7.6.1 Range of operation

The fixed system shall be capable of operating above an ambient temperature of 0 °C.

7.6.2 Discharge instructions

A label showing how to discharge the system shall be provided immediately adjacent to the release device.

7.6.3 Operating instructions

Operating instructions shall be provided for each system. If the extinguishing medium is an asphyxiant, these shall include directions on how to ventilate the space prior to entering for damage assessment and subsequent restarting of the engine.

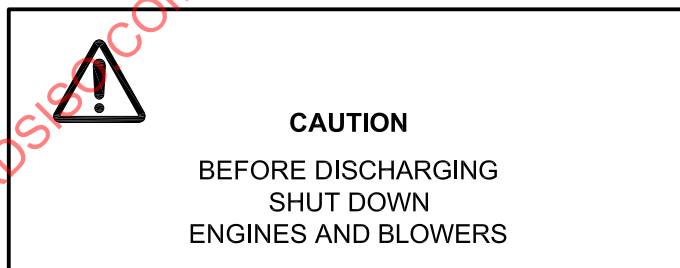
7.7 Design concentration

The extinguishing capacity of the system shall be based on the net volume of the space/compartment.

8 Displayed information

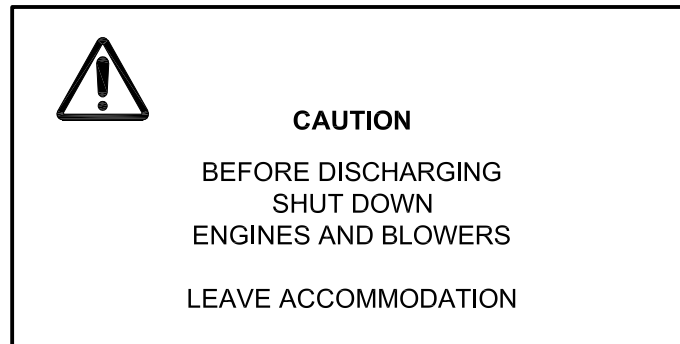
8.1 Where a space, which is protected by a fixed system, is regarded as being sealed from adjacent accommodation, the following information shall be displayed near the release device.

Background: Yellow



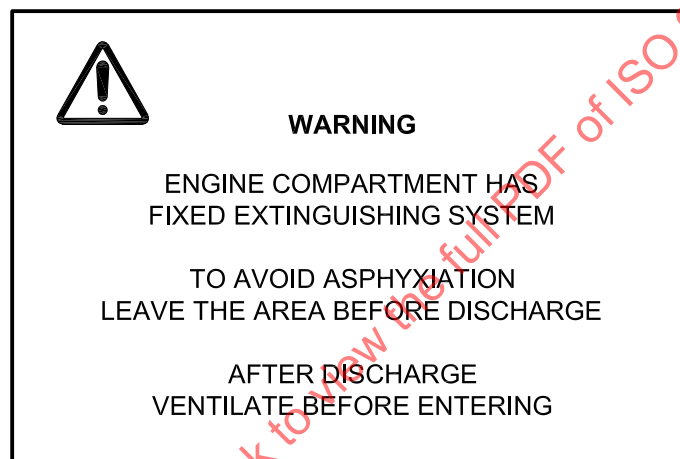
8.2 Where a space, which is protected by a fixed system, cannot be regarded as being sealed from adjacent accommodation, the following information shall be displayed near the release device.

Background: Yellow



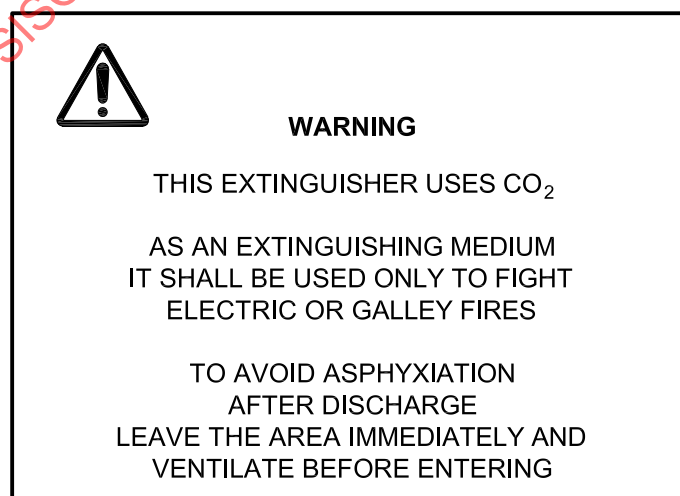
8.3 The following information shall be displayed at any entrance to the protected space(s), if the extinguishing medium is an asphyxiant.

Background: Yellow or orange



8.4 The following information shall be displayed near any CO₂ portable extinguisher:

Background: Yellow or orange



8.5 The information shall be in the appropriate language and it may be represented by symbols in accordance with the relevant ISO Standards.

9 Fire blanket

A fire blanket, in accordance with EN 1869, shall be placed within reach of any open-flame cooker or deep fat fryer, but not so located that it may be inaccessible in the event of a fire.

The fire blanket(s) shall be readily accessible and ready for immediate use.

10 Owner's manual

The instructions and information to be included in the owner's manual are specified in annex B.

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Annex A

(normative)

Fire test

For conducting the test, each of the open-flame burners shall be covered by a metal plate of diameter 200 mm and a thickness of $3 \text{ mm} \pm 0,2 \text{ mm}$. The flames shall burn for 10 min, the controls being set to the maximum. At the end of the burning period, the surface temperature of any material around the open-flame device shall be measured.

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Annex B (normative)

Instructions and information to be provided in the owner's manual

B.1 Fire-fighting equipment

B.1.1 Portable fire extinguishers

This boat, when in service, shall be equipped with portable fire extinguishers of the following extinguishing capacities and in the following locations:

(Sketch or description of position).

No. 1:	Location	Fire rating
No. 2:	Location	Fire rating
No. <i>n</i> :	Location	Fire rating

B.1.2 Fire blanket

A fire blanket shall be placed in the following location:

(Description of position).

B.1.3 Servicing of fire-fighting equipment

The boat owner/operator shall

- have fire-fighting equipment checked at the intervals indicated on the equipment,
- replace portable fire extinguishers, if expired or discharged, by devices of identical fire-fighting capacity, and
- have fixed systems refilled or replaced when expired or discharged.

B.1.4 Fire bucket

The boat owner/operator shall provide at least one bucket, with a lanyard attached, stowed in a readily accessible position for the protection of the deck.

B.2 Responsibility of boat owner/operator

It is the responsibility of the boat owner/operator

- a) to ensure that fire-fighting equipment is readily accessible when the boat is occupied, and
- b) to inform members of the crew about
 - the location and operation of fire-fighting equipment,
 - the location of discharge openings into the engine space,
 - the location of routes and exits.