

Interpretations of the HSC Code

HSC

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HSC1 Cupboard as part of the space

(1996)

Reg. 7.3.1

Cupboards of less than 2 m² 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.



HSC2 Classification of stairways

(1996)

Reg. 7.3.1.3

Stairways may be categorised as areas of minor fire hazard.



HSC3 Public spaces extending over 2 decks

(1996)

Reg. 7.4.4.1

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.



HSC4 Ventilation Grille in Toilet Entrance Door (1997)

Table 7.4-1

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.



HSC5 Aluminium Lube Oil Sump or Tank

(1997)

Reg. 7.5.2

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



HSC6 Protection of Propeller Shafts

(1997)

Reg. 9.8

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.



HSC7 Machinery Installations – Dead Craft Condition

(Dec 2003)
(Rev.1 Nov
2005)

Chapter 9 - Machinery Part A - General Paragraph 9.1.5

Means shall be provided to ensure that machinery can be brought into operation from the dead craft condition without external aid.

Interpretation

Dead craft condition for the purpose of Regulation 9.1.5 is to be understood to mean a condition under which the main propulsion plant and auxiliaries are not in operation and, in restoring the propulsion, no stored energy is assumed to be available for starting and operating the propulsion plant, the main source of electrical power and other essential auxiliaries. It is assumed that means are available at all times to start the emergency generator or one of the main generators when the main source is arranged according to paragraph 12.7.2.

Where the emergency source of power is an emergency generator which complies with section 12.4, or a main generator meeting the requirements of paragraph 12.7.2, it is assumed that means are available to start this generator and consequently this generator may be used for restoring operation of the main propulsion plant and auxiliaries where any power supplies necessary for engine operation are also protected to a similar level as the starting arrangements.

Where there is no emergency generator installed or an emergency generator does not comply with section 12.4, the arrangements for bringing main and auxiliary machinery into operation are to be such that initial charge of starting air or initial electrical power and any power supplies for engine operation can be developed on board the craft without external aid. If for this purpose an emergency air compressor or electric generator is required, these units are to be powered by a hand-starting oil engine or a hand-operated compressor. The arrangements for bringing main and auxiliary machinery into operation are to have a capacity such that the starting energy and any power supplies for engine operation are available within 30 minutes of a dead craft condition.

Note:

1. This UI is to be uniformly implemented by IACS Members and Associates from 1 March 2004.
2. Refer to IMO MSC/Circ. 1177.
(Rev.1 is to introduce a reference to IMO MSC/Circ. 1177 with no change of technical substance).

