

SENATO DELLA REPUBBLICA

V LEGISLATURA

(N. 147)
Urgenza

DISEGNO DI LEGGE

presentato dal **Ministro degli Affari Esteri**

(MEDICI)

di concerto col **Ministro della Marina Mercantile**

(SPAGNOLLI)

COMUNICATO ALLA PRESIDENZA IL 13 AGOSTO 1968

Acettazione ed esecuzione degli emendamenti alla Convenzione internazionale per la salvaguardia della vita umana in mare del 17 giugno 1960 adottati a Londra il 30 novembre 1966

ONOREVOLI SENATORI. — I problemi relativi alla protezione contro gli incendi a bordo delle navi sono sempre stati oggetto di attenta considerazione in sede nazionale ed internazionale, specie quelli relativi alle navi da passeggeri; perciò i metodi di protezione sono andati continuamente migliorando in relazione alle nuove norme che sono state adottate nelle varie Convenzioni internazionali.

Furono così apportati miglioramenti con la Convenzione di Londra del 1948 sulla salvaguardia della vita umana in mare rispetto alla normativa dell'analoga Convenzione del 1929, ed ulteriori miglioramenti sono stati introdotti con la Convenzione del 1960 nei confronti di quella del 1948.

La Convenzione del 1960 però non era ancora entrata in vigore quando si manifestò, in conseguenza degli incendi avvenuti a bordo di due navi (Lakonia nel 1963 e Yarmouth Castle nel 1965) un movimento per rendere ancora più efficaci le norme di pre-

venzione antincendio a bordo delle navi da passeggeri. A seguito di studi e di riunioni promosse dall'Organizzazione internazionale consultiva marittima (IMCO) vennero deliberati il 30 novembre 1966 emendamenti al Capitolo II della predetta Convenzione del 1960, relativi appunto alla materia di prevenzione degli incendi sulle navi da passeggeri.

In particolare tali emendamenti stabiliscono i miglioramenti da apportarsi ai fini della protezione antincendio alle differenti categorie di navi esistenti, cioè navi costruite prima dell'entrata in vigore della Convenzione del 1948, navi costruite in conformità di detta Convenzione e navi costruite conformemente alle norme della Convenzione del 1960.

Gli emendamenti del 1966 entreranno in vigore un anno dopo che saranno stati accettati formalmente da almeno due terzi dei Governi che hanno adottato la Convenzione del 1960 ed avranno valore anche per quei

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Paesi che pur non avendoli accettati formalmente non avranno però dichiarato, prima che essi entrino in vigore, di non accettarli; i Paesi che formulassero tale dichiarazione cesserebbero di essere parte della Convenzione del 1960.

Gli emendamenti sono stati fin d'ora accettati da numerosi Paesi, fra i quali Stati Uniti, Regno Unito, Francia, Paesi Bassi, Svezia, Israele, Libano, eccetera.

È da notare che nel frattempo il Governo

degli Stati Uniti ha deciso di dare applicazione alle norme contenute negli emendamenti a partire dal 2 novembre 1968.

Gli emendamenti in questione sono stati a suo tempo approvati anche dall'Italia ed il Ministero della Marina Mercantile ha consigliato all'armamento interessato di dare applicazione alle norme in essi contenute.

Occorre, pertanto, dare urgente esecuzione agli emendamenti ed a tale scopo è stato predisposto l'unito disegno di legge.

DISEGNO DI LEGGE**Art. 1.**

Il Presidente della Repubblica è autorizzato ad accettare gli emendamenti alla Convenzione internazionale per la salvaguardia della vita umana in mare del 17 giugno 1960, adottati a Londra il 30 novembre 1966.

Art. 2.

Piena ed intera esecuzione è data agli emendamenti indicati nell'articolo precedente a decorrere dalla loro entrata in vigore in conformità all'articolo IX della Convenzione.

AMENDMENTS TO CHAPTER II OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1960

RESOLUTION A. 108 (ES. III)

adopted on 30 November 1966

THE ASSEMBLY,

RECOGNIZING the need to improve the fire protection of ships,

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization, concerning the functions of the Assembly with regard to regulations relating to maritime safety,

NOTING FURTHER that Article IX of the International Convention for the Safety of Life at Sea, 1960, in paragraphs (b), (d), (e), (g) and (h), provides for procedures of amendment involving participation of the Organization,

HAVING CONSIDERED certain amendments to Chapter II of the International Convention for the Safety of Life at Sea, 1960, directed towards improvement of fire safety measures for ships and forming the subject of a recommendation adopted unanimously by the Maritime Safety Committee at its thirteenth session,

ADOPTS the following amendments to Chapter II of the Regulations annexed to the International Convention for the Safety of Life at Sea, 1960:

(a) The addition of a Part G (Regulations 71 to 91 inclusive), entitled "Special Fire Safety Measures for Passenger Ships", the text of which is given in Annex I to this Resolution;

(b) The addition of a new sub-paragraph (vi) to paragraph (b) of Regulation 27 and the replacement of paragraphs (b) and (e) of Regulation 38 by new paragraphs (b), (e) and (f) of that Regulation. The texts of these amendments appear in Annex II of this Resolution and they shall apply to passenger ships the keels of which are laid on or after the date on which the amendments come into force;

(c) The replacement of Regulation 63 by a new Regulation the text of which is given in Annex III.

(d) The amendments to Regulations 50, 54(i) and 65(j) set out in Annex IV which were found necessary to make these Regulations consistent with certain of the amendments mentioned above.

DETERMINES, in accordance with Article IX(e) of the Convention for the Safety of Life at Sea, 1960, subject to the concurrence of two-thirds of the Contracting Governments to the Convention, that each of the adopted amendments is of such an important nature that any Contracting Government making a declaration, under paragraph (d) of Article IX of that Convention, that it does not accept the amendment and which does not so accept within a period of twelve months after its entry into force shall, upon expiration of that period, cease to be a party to the Convention,

REQUESTS the Secretary-General of the Organization, in conformity with Article IX (b) (i), to communicate, for purposes of acceptance, certified copies of this Resolution and its Annexes, to all Contracting Governments of the International Convention for the Safety of Life at Sea, 1960, together with copies to all Members of the Organization, and

INVITES all Governments concerned to accept the amendments at the earliest possible date.

ANNEX I

PART G — SPECIAL FIRE SAFETY MEASURES FOR PASSENGER SHIPS

(For the purposes of this Part of the present Regulations, all references to Regulations relate, unless otherwise stated, to Chapter II of Regulations annexed to the International Convention for the Safety of Life at Sea, 1948).

Regulation 71

Application

Notwithstanding the provisions of Article IX (f) of the present Convention and in amplification of the provisions of Regulation 1 (a) (ii) of the present Chapter, any passenger ship carrying more than 36 passengers shall at least comply as follows:

(a) A ship, the keel of which was laid before 19 November 1952, shall comply with the provisions of Regulations 72 to 91 inclusive of this Part;

(b) A ship, the keel of which was laid on or after 19 November 1952 but before 26 May 1965, shall comply with the provisions of the International Convention for the Safety of Life at Sea, 1948, relating to the fire safety measures applicable in that Convention to new ships and shall also comply with the provisions of Regulations 74 (b) and (c), 81, 83 (b), 84, 86 (b), 87 (b) to (g), 90 and 91 of this Part;

(c) A ship, the keel of which was laid on or after 26 May 1965, shall comply with the provisions of the present Convention relating to the fire safety measures applicable in that Convention to new ships and shall also comply with Regulations 74 (b) and (c), 86 (b), 87 (b), (c) and (d) and 91 of this Part.

Regulation 72

Structure

The structural components shall be of steel or other suitable material in compliance with Regulation 27, except that isolated deckhouses containing no accommodation and decks exposed to the weather may be of wood if structural fire protection measures are taken to the satisfaction of the Administration.

Regulation 73

Main Vertical Zones

The ship shall be subdivided by "A" Class divisions into main vertical zones in compliance with Regulation 28. Such divisions shall have as far as practicable adequate insulating value, taking into account the nature of the adjacent spaces as provided for in Regulation 26 (c) (iv).

Regulation 74

Openings in Main Vertical Zone Bulkheads

(a) The ship shall comply substantially with Regulation 29.

(b) Fire doors shall be of steel or equivalent material with or without incombustible insulation.

(c) In the case of ventilation trunks and ducts having a cross-sectional area of 31 square inches (or 200 square centimetres) or more which pass through main zone divisions, the following additional provisions shall apply:

(i) for trunks and ducts having cross-sectional areas between 31 square inches (or 200 square centimetres) and 116 square inches (or 750 square centimetres) inclusive, fire dampers shall be of a fail-safe automatic closing type, or such trunks and ducts shall be insulated for at least 18 inches (or 457 millimetres) on each side of the division to meet the applicable bulkhead requirements;

(ii) for trunks and ducts having a cross-sectional area exceeding 116 square inches (or 750 square centimetres), fire dampers shall be of a fail-safe automatic closing type.

Regulation 75

Separation of Accommodation Spaces from Machinery, Cargo and Service Spaces

The ship shall comply with Regulation 31.

Regulation 76

Application relative to Methods I, II and III

Each accommodation space and service space in a ship shall comply with all the provisions stipulated in one of the paragraphs (a), (b), (c) or (d) of this Regulation:

(a) When a ship is being considered for acceptance in the context of Method I, a network of incombustible "B" Class bulkheads shall be provided in substantial compliance with Regulation 30 (a) together with maximum use of incombustible materials in compliance with Regulation 39 (a).

(b) When a ship is being considered for acceptance in the context of Method II:

(i) an automatic sprinkler and fire alarm system shall be provided which shall be in substantial compliance with Regulations 42 and 48, and

(ii) the use of combustible materials of all kinds shall be reduced as far as is reasonable and practicable.

(c) When a ship is being considered for acceptance in the context of Method III, a network of fire-retarding bulkheads shall be fitted from deck to deck in substantial compliance with Regulation 30 (b), together with an automatic fire detection system in substantial compliance with Regulation 43. The use of combustible and highly inflammable materials shall be restricted as prescribed in Regulations 39 (b) and 40 (g).

Departure from the requirements of Regulations 39 (b) and 40 (g) may be permitted if a fire patrol is provided at intervals not exceeding 20 minutes.

(d) When a ship is being considered for acceptance in the context of Method III:

(i) additional "A" Class divisions shall be provided within the accommodation spaces in order to reduce in these spaces the mean length of the main vertical zones to about 65.5 feet (or about 20 metres); and

(ii) an automatic fire detection system shall be provided in substantial compliance with Regulation 43; and

(iii) all exposed surfaces, and their coatings, of corridor and cabin bulkheads in accommodation spaces shall be of limited flame-spreading power; and

(iv) the use of combustible materials shall be restricted as prescribed in Regulation 39 (b). Departure from the requirements of Regulation 39 (b) may be permitted if a fire patrol is provided at intervals not exceeding 20 minutes; and

(v) additional incombustible " B " Class divisions shall be fitted from deck to deck forming a network of fire-retarding bulkheads within which the area of any compartment, except public spaces, will in general not exceed 3,200 square feet (or 300 square metres).

Regulation 77

Protection of Vertical Stairways

The stairways shall comply with Regulation 33 except that, in cases of exceptional difficulty, the Administration may permit the use of incombustible " B " Class divisions and doors instead of " A " Class divisions and doors for stairway enclosures. Moreover, the Administration may permit exceptionally the retention of a wooden stairway subject to its being sprinkler protected and satisfactorily enclosed.

Regulation 78

Protection of Lifts (Passenger and Service), Vertical Trunks for Light and Air, etc.

The ship shall comply with Regulation 34.

Regulation 79

Protection of Control Stations

The ship shall comply with Regulation 35, except however that in cases where the disposition or construction of control stations is such as to preclude full compliance, e.g. timber construction of wheelhouse, the Administration may permit the use of free-standing incombustible " B " Class divisions to protect the boundaries of such control stations. In such cases, where spaces immediately below such control stations constitute a significant fire hazard, the deck between shall be fully insulated as an " A " Class division.

Regulation 80

Protection of Store Rooms, etc.

The ship shall comply with Regulation 36.

Regulation 81

Windows and Side Scuttles

Skylights of engine and boiler spaces shall be capable of being closed from outside such spaces.

Regulation 82

Ventilation Systems

(a) All power ventilation, except cargo and machinery space ventilation, shall be fitted with master controls so located outside the machinery space and in readily accessible positions, that it shall not be necessary to go to more than three stations in order to stop all the ventilation fans to

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spaces other than machinery and cargo spaces. Machinery space ventilation shall be provided with a master control operable from a position outside the machinery space.

(b) Efficient insulation shall be provided for exhaust ducts from galley ranges where the ducts pass through accommodation spaces.

Regulation 83

Miscellaneous Items

(a) The ship shall comply with Regulation 40 (a), (b) and (f), except that in Regulation 40 (a) (i), 65.5 feet (or 20 metres) may be substituted for 45 feet (or 13.73 metres).

(b) Fuel pumps shall be fitted with remote controls situated outside the space concerned so that they may be stopped in the event of a fire arising in the space in which they are located.

Regulation 84

Cinematograph film

Cellulose-nitrate-based film shall not be used in cinematograph installations on board ship.

Regulation 85

Plans

Plans shall be provided in compliance with Regulation 44.

Regulation 86

Pumps, Water Service Pipes, Hydrants and Hoses

(a) The provisions of Regulation 45 shall be complied with.

(b) Water from the fire main shall, as far as practicable, be immediately available, such as by maintenance of pressure or by remote control of fire pumps, which control shall be easily operable and readily accessible.

Regulation 87

*Fire Detection and Extinction Requirements**General*

(a) The requirements of Regulation 50 (a) to (o) inclusive shall be complied with, subject to further provisions of this Regulation.

Patrol, Detection and Communication System

(b) Each member of the patrol mentioned in Regulation 50 (a) or, in the case of a ship the keel of which was laid on or after 26 May 1965, in Regulation 64 (a) (i) of the present Chapter, shall be trained to be familiar with the arrangements of the ship as well as the location and operation of any equipment he may be called upon to use.

(c) A special alarm to summon the crew shall be fitted which may be part of the ship's general alarm system.

(d) A public address system or other effective means of communication shall also be available throughout the accommodation, public and service spaces.

Machinery and Bunker Spaces

(e) The number, type and distribution of fire extinguishers shall comply with paragraphs (g) (ii), (g) (iii) and (h) (ii) of Regulation 64 of the present Chapter.

International Shore Connection

(f) The provisions of Regulation 64 (d) of the present Chapter shall be complied with.

Fireman's Outfits

(g) The provisions of Regulation 64 (j) of the present Chapter shall be complied with.

Regulation 88

Ready Availability of Fire-fighting Appliances

The provisions of Regulation 66 of the present Chapter shall be complied with.

Regulation 89

Means of Escape

The provisions of Regulation 54 shall be complied with.

Regulation 90

Emergency Source of Electrical Power

The provisions of Regulation 22 (a), (b) and (c) shall be complied with except that the location of the emergency source of electrical power shall be in accordance with the requirements of Regulation 25 (a) of the present Chapter.

Regulation 91

Practice Musters and Drills

At the fire drills mentioned in Regulation 26 of Chapter III of the present Convention, each member of the crew shall be required to demonstrate his familiarity with the arrangements and facilities of the ship, his duties, and any equipment he may be called upon to use. Masters shall be required to familiarize and instruct the crews in this regard.

ANNEX II

Regulation 27 (b) (vi)

Wiring systems for interior communications essential for safety and for emergency alarm systems shall be arranged to avoid galleys, machinery spaces and other enclosed spaces having a high risk of fire except in so far as it is necessary to provide communication or to give alarm within those spaces.

In the case of ships the construction and small size of which does not permit of compliance with these requirements, measures satisfactory to the Administration shall be taken to ensure efficient protection for these wiring systems where they pass through galleys, machinery spaces and other enclosed spaces having a high risk of fire.

Regulation 38 (b)

Where of necessity, a duct passes through a main vertical zone bulkhead, a fail-safe automatic closing fire damper shall be fitted adjacent to the bulkhead. The damper shall also be capable of being manually closed from both sides of the bulkhead. The operating position shall be readily accessible and be marked in red light-reflecting colour. The duct between the bulkhead and the damper shall be of steel or other equivalent material and, if necessary, to an insulating standard such as to comply with paragraph (a) of this Regulation. The damper shall be fitted on at least one side of the bulkhead with a visible indicator showing if the damper is in the open position.

Regulation 38 (e)

It shall be possible for each door to be opened from either side of the bulkhead by one person only.

Regulation 38 (f)

Fire doors in main vertical zone bulkheads and stairway enclosures, other than power operated watertight doors and those which are normally locked, shall be of the self-closing type capable of closing against an inclination of $3\frac{1}{2}$ degrees opposing closure. All such doors, except those that are normally closed, shall be capable of release from a control station, either simultaneously or in groups, and also individually from a position at the door. The release mechanism shall be so designed that the door will automatically close in the event of disruption of the control system; however, approved power operated watertight doors will be considered acceptable for this purpose. Hold-back hooks, not subject to control station release, will not be permitted. When double swing doors are permitted, they shall have a latch arrangement which is automatically engaged by the operation of the door release system.

ANNEX III

Regulation 63

Fireman's Outfit

A fireman's outfit shall consist of:

- (a) Personal equipment comprising:
 - (i) Protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam. The outer surface shall be water-resistant.
 - (ii) Boots and gloves of rubber or other electrically non-conducting material.
 - (iii) A rigid helmet providing effective protection against impact.
 - (iv) An electric safety lamp (hand lantern) of an approved type with a minimum burning period of three hours.
 - (v) An axe to the satisfaction of the Administration.
- (b) A breathing apparatus of an approved type which may be either:
 - (i) A smoke helmet or smoke mask which shall be provided with a suitable air pump and a length of air hose sufficient to reach from the open deck, well clear of hatch or doorway, to any part of the holds or machinery spaces. If, in order to comply with this sub-paragraph, an air hose exceeding 120 feet (or 36 metres) in length would be necessary, a self-contained breathing apparatus shall be substituted or provided in addition as determined by the Administration, or

(ii) A self-contained breathing apparatus which shall be capable of functioning for a period of time to be determined by the Administration.

For each breathing apparatus a fireproof lifeline of sufficient length and strength shall be provided capable of being attached by means of a snaphook to the harness of the apparatus or to a separate belt in order to prevent the breathing apparatus becoming detached when the lifeline is operated.

ANNEX IV

Regulation 50

Cinematograph Film (Methods I, II and III)

Cellulose-nitrate-based film shall not be used in cinematograph installations on board ship.

Regulation 54 (i)

Cellulose-nitrate-based film shall not be used in cinematograph installations on board ship.

Regulation 65 (j)

Fireman's outfit

A cargo ship, whether new or existing, shall carry at least one fireman's outfit complying with the requirements of Regulation 63 of this Chapter.