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Revised guideline for maintenance & inspection of automatic sprinkler system

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ویرایش مفاد تعمیر و نگهداری و بازرسی از Sprinkler System

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All respectful ICS customers/ surveyors

According to receive the revised guidelines for maintenance and inspection of automatic sprinkler systems, the attached file has been sent for your kind information.

The electronic file of this document could be found at the following address:

<server\ICS Organization\Convention and Legislation\Department\Publications\Tech\tech.inf 2016-06>

Also this Electronic File will be sent via email to all respectful ICS Surveyors.

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موسسه رده بندی ایرانیان

[Handwritten signature]

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Statutory Alert: Revised guidelines for maintenance and inspection of automatic sprinkler systems

Applicability: All shipyards, ship owners, surveyors and system manufacturers

The IMO has issued revised guidelines ([contained in circular MSC.1/Circ.1516*](#)) for in-service testing of automatic sprinkler and automatic water mist systems, following failures** that have been identified on both high and low-pressure systems.

The amended guidelines advise ship owners, operators and system manufacturers to actively monitor and assess the effectiveness of automatic sprinkler and automatic water mist systems on a planned periodical basis. This includes the following:

- Water quality should be recorded and maintained in accordance with manufacturer guidelines.
- Quarterly testing and inspection should now include water mist, water spray and sprinkler systems water quality.
- Instead of annual functional testing of a minimum of two sprinkler or water mist nozzles, a new test regime has been included to ensure that all different types (according to manufacturer model) of sprinkler heads and nozzles are tested. The results of the initial tests can lead to extended testing.
- When testing using the new flow chart regime, water quality testing should be conducted in each corresponding piping section.

Sprinkler system functional testing should only be carried out by personnel capable of ensuring the system is fully charged and operational after the testing, which will normally be the system's manufacturer.

Sprinkler functional testing is to be witnessed by a Surveyor, preferably at the same time as the Passenger Ship or Cargo Ship Safety Survey.

* This amends circular MSC.1/Circ.1432 – Revised Guidelines for the Maintenance and Inspection of Fire Protection Systems and Appliances

**The failures (noted in MSC.1/Circ.1493) occurred on ships over five years of age and involved one or more of the following modes of failure:

- Blockage of the internal filters of the sprinkler heads with mineral deposits;
- Build-up of scale and mineral deposits on the internal components of the sprinklers causing seizure when the sprinkler was activated; and
- Corrosion of the internal components of the sprinklers causing seizure when the sprinkler was activated.