

## **GUIDANCE NOTE 02/2004**

### **USE OF HALON FOR FIRE EXTINGUISHING ON BOARD SHIPS & YACHTS**

**To:** OWNERS, OPERATORS, SEAFARERS, SURVEYORS AND CLASSIFICATION SOCIETIES.

This Guidance Note was previously issued as Shipping Notice CISN 02/04 and the content remains unchanged. A copy of Shipping Notice CISN 02/04 is attached to, and forms part of, this Guidance Note.

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### Shipping Notice CISN 02/04 - HALON

#### USE OF HALON FOR FIRE EXTINGUISHING ON BOARD SHIPS & YACHTS

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*To: OWNERS, MANAGERS, BUILDERS, MASTERS AND OFFICERS, SURVEYORS  
AND CLASSIFICATION SOCIETIES*

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#### 1. Background:

SOLAS 1974 as amended prohibits the installation of new fixed or portable HALON systems on all ships from 1<sup>st</sup> October 1994.

Regulation (EC) No.2037/2000 outlines the phase-out dates for production, use and disposal of ozone-depleting substances such as halon, which are found in on-board fixed fire extinguishing systems and fire extinguishers. The European Union legislation applies to **all** ships registered with European Union States.

#### 2. Key Points:

After 31<sup>st</sup> December 2003 it will be difficult to obtain HALON in Europe (and probably in most other parts of the world) and therefore in the event of HALON discharge, either accidental or intentional, the fire-fighting system would become un-serviceable.

Refills will only be available at a non-EC port and there would also be potentially no fire protection for that voyage. Availability will be very limited and at increasing cost and servicing of HALON systems in Europe will become virtually impossible. The CISR therefore strongly recommends that a suitable alternative system be installed as soon as possible on ships at present fitted with HALON systems.

### 3. Alternatives:

A number of gaseous systems are now available some of which are listed below these may be accepted onboard Cayman Island Registered vessels subject to Classification Society approval including hydraulic flow calculations and evidence that the system complies in all respects with MSC/Circ 848 "Revised guidelines for the approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces".

#### **FM 200:**

FM 200 is accepted as a replacement for HALON for fixed fire-fighting installations and is fitted on a number of Cayman Islands ships and yachts. However, it should be noted that there is a possibility that FM 200 may be banned in the future similar to the forthcoming HALON ban. We do not have any information as to the timing of this.

#### **PYROGEN:**

Pyrogen is currently acceptable for use on vessels, certified by the Code of Practice applicable to yachts less than 24 metres loadline length, subject to approval by a recognised Classification Society and on a case by case basis. Pyrogen may be accepted as a fire-fighting medium for yachts over 24 metres loadline length, but will not be accepted on merchant ships.

#### **CO<sub>2</sub>**

CO<sub>2</sub> is by far the most common system fitted on merchant ships but due to the size and weight limitation it has been much less popular on smaller ships and yachts. There are however no forthcoming issues that we are aware of regarding the banning of CO<sub>2</sub> and because of its worldwide acceptability it is relatively easy to service, maintain and refill CO<sub>2</sub> systems.

#### **Water based fire extinguishing systems**

Water based fire extinguishing systems approved by the respective Classification Society in accordance with "Alternative arrangements for Halon fire-extinguishing systems in machinery spaces and pump-rooms (MSC/Circ.688 as amended by MSC/Circ.728" would be considered acceptable.

#### **Fixed pressure water-spraying and water-mist fire-extinguishing systems**

Systems approved by the respective Classification Society for compliance with the requirements of Chapter 7 of the Fire Safety Systems Code would be considered acceptable.

### **Fixed foam fire -extinguishing systems**

Systems approved by the respective Classification Society for compliance with the requirements of Chapter 6 of the Fire Safety Systems Code would be considered acceptable.

### **Chemical agent fire –extinguishing systems**

Systems approved by the respective Classification Society for compliance with the requirements of “MSC/Circ. 1007 Guidelines for the approval of fixed aerosol fire-extinguishing systems equivalent to fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces” would be considered acceptable.