



## EC TYPE EXAMINATION (MODULE B) CERTIFICATE


This is to certify that:

LLOYD'S REGISTER VERIFICATION LIMITED (LRV), designated as a "notified body" under the terms of the Merchant Shipping (Marine Equipment) Regulations 2016 (S.I. 2016 No.1025), did undertake the relevant type approval procedures for the equipment identified below which was found to be in compliance with the essential Fire protection requirements of Marine Equipment Directive (MED) 2014/90/EU subject to any conditions in the Design Appraisal Document attached hereto.

<b>Manufacturer (Applicant)</b>	VID Fire-Kill ApS
<b>Address</b>	Svalbardvej 13 DK-5700 Svendborg Denmark
<b>Reference/Regulation Item (No &amp; Item designation)</b>	A.1/3.9 - SPRINKLERS SYSTEMS COMPONENTS FOR ACCOMMODATION SPACES, SERVICE SPACES & CONTROL STATIONS EQUIVALENT TO SOLAS 74 REG. II-2/12 (LIMITED TO NOZZLES AND THEIR PERFORMANCE)
<b>Product Type</b>	AUTOMATIC SPRINKLER, FIRE DETECTION AND FIRE-ALARM SYSTEM
<b>Product Description</b>	Fixed Fire Extinguishing System - Type: "OH Nozzles" for Accommodation Spaces, Service Spaces and Control Stations Equivalent to SOLAS II-2/10.6.1 and IMO FSS Code, Chapter 8 (limited to sprinkler nozzles and their performance)
<b>Specified Standard</b>	IMO Resolution A.800(19), as amended by Resolutions MSC.265(84) and MSC. 284(86)

The attached Design Appraisal Document (schedule) forms part of this certificate.

This certificate remains valid unless cancelled or revoked, provided the conditions in the attached schedule are complied with and the equipment remains satisfactory in service.

Date of issue	11 October 2016	Expiry date	10 October 2021
Certificate No.	MED 1750004	Signed	
Sheet No.	1 of 8	Name	S. Abraham For and on behalf of Lloyd's Register Verification LRV EC Distinguishing No. 0038

**Note:**

**This certificate is issued under the authority of the MCA.**

**This certificate is not valid for equipment; the design or manufacture of which has been varied or modified from the specimen tested. The manufacturer should notify the notified body named on this certificate of any modification or changes to the equipment in order to obtain a valid Certificate.**

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## Lloyd's Register Verification Limited

71 Fenchurch Street, London, EC3M 4BS

Telephone 020 7423 2416 Fax 020 7423 2053

Email med@lr.org

Page 2 of 8
Document number MED 1750004
Issue number 3

### DESIGN APPRAISAL DOCUMENT

Date 7 March 2017	Quote this reference on all future communications SOUTSO/SFS/TA/SS/TA/WP26693236
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#### ATTACHMENT TO EC TYPE EXAMINATION (MODULE B) CERTIFICATE No. MED 1750004

The undernoted documents have been appraised for compliance with the relevant requirements of International Conventions and European Union legislation for the EC Type Examination of Marine Equipment for use on Merchant Ships Registered in the European Economic Area.

This Design Appraisal Document (schedule) forms part of the Certificate.

#### APPROVAL DOCUMENTATION

DFL (Danish Fire Laboratories/Svendborg Denmark) Test Reports: 91210-40, dated 15 December 2009; 100413-42, dated 15 April 2010; 100809-44, dated 13 August 2010 and 110415-5, dated 15 April 2011  
SP Sweden Test Report: F714873, dated 24 September 2007.

#### CONDITIONS OF CERTIFICATION

1. The system has been designed in accordance with IMO Resolution A.800(19) as amended by Resolution MSC 265(84), Annex, section 3, "Principle Requirements for the System, "or IMO Resolution MSC.44(65), "Standards for Fixed Sprinkler Systems for High-Speed Craft."
2. For use in the Accommodation and Service Spaces with a ceiling height not exceeding 5 metres. The capacity and arrangement of the spray nozzles is to be justified having regard to all identified fire risks in the protected space(s) and shall be located as denoted in –
  - 2.1 Table 2-1 for Passenger Ships carrying more than 36 Passengers OR;
  - 2.2 Table 2-2 for Passenger Ships carrying not more than 36 Passengers, Cargo Ships and Yachts OR;
  - 2.3 Table 2-3 for High Speed Passenger Craft OR;
  - 2.4 When the system is provided on board LR Classed Inland Waterways Passenger Ships, the capacity and arrangement of the nozzles shall be specially considered in the design stage in all case
3. Production items of the subject equipment are to be manufactured in accordance with either an approved Production Quality Assurance system (Module D), a Product-Quality assurance system (Module E) or a Product Verification Process (Module F). The wheelmark cannot be affixed to the product until a conformity assessment module is in place
4. Each item, batch or lot of the equipment is to be issued with a "Declaration of Conformity" and have the "Mark of Conformity" affixed after a conformity assessment module is in place
5. See GENERAL NOTES



**DESIGN APPRAISAL DOCUMENT**

Date 7 March 2017	Quote this reference on all future communications SOUTSO/SFS/TA/SS/TA/WP26693236
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**ATTACHMENT TO EC TYPE EXAMINATION (MODULE B) CERTIFICATE No. MED 1750004**

**Table 2-1 - Recommended Nozzle Arrangements for Passenger Ships carrying more than 36 Passengers.**

Space Designation <sup>(1)</sup>	Fire Risk Category <sup>(1)</sup>	Maximum Area of Space	Nozzle Designation	Spacing	Maximum Distance to Bulkheads/Ceilings
		m <sup>2</sup>		m	m
Control Stations	1	Unlimited	OH-L1 <sup>(2)</sup> or OH-L2 <sup>(3)</sup>	4.0	2.0
Stairways or Corridors (Width ≤ 1.5m) <sup>(4)</sup>	2 or 3	Unlimited	OH-CO	3.0	Centred across width
Stairways or Corridors (Width > 1.5m) <sup>(4)</sup>	2 or 3	Unlimited	OH-L1 <sup>(2)</sup> or OH-L2 <sup>(3)</sup>	4.0	2.0
Accommodation Spaces of Minor or Moderate Fire Risk and; Sanitary & Similar Spaces	6, 7 or 9	≤18	OH-SWC	Centred in front wall of cabin	0.12
Accommodation Spaces of Minor or Moderate Fire Risk and; Sanitary & Similar Spaces	6, 7 or 9	18 to 50, And >50	OH-L1 <sup>(2)</sup> or OH-L2 <sup>(3)</sup>	4.0	2.0
Accommodation Spaces of Greater Fire Risk	8	Unlimited	OH-L1 <sup>(2)</sup> or OH-L2 <sup>(3)</sup>	4.0	2.0
Refrigerated Chambers and; Main Galleys and annexes, Pantries containing cooking Appliances each >5kW	11, 12	Unlimited	OH-L1 <sup>(2)</sup> or OH-L2 <sup>(3)</sup>	4.0	2.0
Store Rooms, Workshops, Pantries containing cooking Appliances each <5kW etc; Other spaces in which flammable liquids are stored	13 or 14	Unlimited	OH-PX1	4.0	2.0

**NOTES**

- (1) Space Designations and Fire Risk Categories are in accordance with SOLAS II-2/Reg 9.2.2.3.
- (2) Space with a 2.5 m ceiling height.
- (3) Space with a ceiling height greater than 2.5m, but less than or equal to 5m.
- (4) Width of the Corridors or Stairways are to be measured between the bulkheads bounding the space.



**DESIGN APPRAISAL DOCUMENT**

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----------------------	---

**ATTACHMENT TO EC TYPE EXAMINATION (MODULE B) CERTIFICATE No. MED 1750004**

**Table 2-2 - Recommended Nozzle Arrangements for Passenger Ships carrying not more than 36 Passengers, Cargo Ships and Yachts.**

Space Designation <sup>(1)</sup>	Fire Risk Category <sup>(1)</sup>	Maximum Area of Space m <sup>2</sup>	Nozzle Designation	Spacing m	Maximum Distance to Bulkheads m
Control Stations	1	Unlimited	OH-L1 <sup>(2)</sup> or OH-L2 <sup>(3)</sup>	4.0	2.0
Stairways or Corridors (Width ≤ 1.5m) <sup>(4)</sup>	2 or 4	Unlimited	OH-CO	3.0	Centred across width
Stairways or Corridors (Width > 1.5m) <sup>(4)</sup>	2 or 4	Unlimited	OH-L1 <sup>(2)</sup> or OH-L2 <sup>(3)</sup>	4.0	2.0
Accommodation Spaces and Service Spaces (Low Risk)	3 or 5	≤18	OH-SWC	Centred in front wall of cabin	0.12
Accommodation Spaces and Service Spaces (Low Risk)	3 or 5	>18	OH-L1 <sup>(2)</sup> or OH-L2 <sup>(3)</sup>	4.0	2.0
Service Spaces (High Risk) Galleys, Pantries containing cooking Appliances each >5kW	9 or 8 <sup>(5)</sup>	Unlimited	OH-L1 <sup>(2)</sup> or OH-L2 <sup>(3)</sup>	4.0	2.0
Service Spaces (High Risk) Store Rooms, Workshops, Pantries containing cooking Appliances each <5kW etc; Other spaces in which flammable liquids are stored	9 or 8 <sup>(5)</sup>	Unlimited	OH-PX1	4.0	2.0

**NOTES**

- (1) Space Designations and Fire Risk Categories are in accordance with SOLAS II-2/Reg 9.2.2.4, SOLAS II-2/Reg 9.2.3, and LR Rules and Regulations for the Classification of Special Service Craft, Part 17, Chapter 3, §3.6
- (2) Space with a 2.5 m ceiling height.
- (3) Space with a ceiling height greater than 2.5m, but less than or equal to 5m.
- (4) Width of the Corridors or Stairways are to be measured between the bulkheads bounding the space.
- (5) Service Spaces (High Risk) are Category (8) spaces for Yachts only.



**DESIGN APPRAISAL DOCUMENT**

Date 7 March 2017	Quote this reference on all future communications SOUTSO/SFS/TA/SS/TA/WP26693236
----------------------	---

**ATTACHMENT TO EC TYPE EXAMINATION (MODULE B) CERTIFICATE No. MED 1750004**

**Table 2-3 - Recommended Nozzle Arrangements for High Speed Passenger Craft.**

Space Designation <sup>(1)</sup>	Fire Risk Category <sup>(1)</sup>	Maximum Area of Space m <sup>2</sup>	Nozzle Designation	Spacing m	Maximum Distance to Bulkheads m
Public Spaces	C	Unlimited	OH-L1 <sup>(2)</sup> or OH-L2 <sup>(3)</sup>	4.0	2.0
Service Spaces and Bond Store Rooms	B	Unlimited	OH-PX1	4.0	2.0
Store-rooms containing flammable liquids	A	Unlimited	OH-PX1	4.0	2.0

**NOTES**

- (1) Space Designations and Fire Risk Categories are in accordance with IMO Resolution MSC.97(73), International Code of Safety for High Speed Craft, 7.3
- (2) Space with a 2.5 m ceiling height.
- (3) Space with a ceiling height greater than 2.5m, but less than or equal to 5m.

Spaces required to be covered by a watermist system are denoted in IMO Resolution MSC.97(73), International Code of Safety for High Speed Craft, 7.13.

**GENERAL NOTES**

1. The as tested nozzles have brass bodies externally with frangible glass bulbs with a nominal release temperature of 57°C of type JOB F2 (2.0 mm diameter). The nozzle characteristics are delineated in Table 1-1:

**Table 1-1 - Nozzle Characteristics**

Nozzle Name	Nozzle Designation	Pressure Bar	K- factor l/min*bar <sup>1/2</sup>	Flow l/min
Cabin	OH-SWC	6.0	23.0	56.34
Corridor	OH-CO	6.0	15.5	37.96
Public Space (2.5 m Ceiling Height)	OH-L1	6.0	13.5	33.07
Public Space (5 m Ceiling Height)	OH-L2	6.0	14.5	35.52
Shopping/Storage	OH-PX1	9.0	23.0	69.00

2. The minimum nozzle pressure being 6 bar, and 9.0 bar respectively, see Table 1-1.
3. The system should be capable of continuously supplying the water-based extinguishing medium for a minimum of 30 min. A pressure tank or other means should be provided to meet the functional requirement stipulated in the FSS Code, Chapter 8, Paragraph 2.3.2.1. The design of the system should ensure that full system pressure is available at the most remote nozzle in each section within 60 seconds of system activation



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71 Fenchurch Street, London, EC3M 4BS

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Email med@lr.org

Page 6 of 8
Document number MED 1750004
Issue number 3

### DESIGN APPRAISAL DOCUMENT

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----------------------	---

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4. There should be not less than two sources of power for the system. Where the sources of power for the pump are electrical, these should be a main generator and an emergency source of power. One supply should be taken from the main switchboard, and one from the emergency switchboard by separate feeders reserved solely for that purpose. The feeders should be so arranged as to avoid galleys, machinery spaces and other enclosed spaces of high fire risk except in so far as it is necessary to reach the appropriate switchboards, and should be run to an automatic changeover switch situated near the sprinkler pump. This switch should permit the supply of power from the main switchboard so long as a supply is available there from, and be so designed that on failure of that supply it will automatically change over to the supply from the emergency switchboard. The switches on the main switchboard and the emergency switchboard should be clearly labelled and normally kept closed. No other switch should be permitted in the feeders concerned. One of the sources of power supply for the system should be an emergency source
5. Where one of the sources of power for the pump is an internal combustion engine, it should, in addition to complying with the provisions of the FSS Code, chapter 8, paragraph 2.4.3, be so situated that a fire in any protected space will not affect the air supply to the machinery. Pump sets consisting of two diesel engines each supplying at least 50% of the required water capacity are considered acceptable if the fuel supply is adequate to operate the pumps at full capacity for a period of 36 h on passenger ships and 18 h on cargo ships
6. The system should be provided with a redundant means of pumping, including drivers, or otherwise supplying a water-based extinguishing medium to the sprinkler system. The capacity of the redundant means of should be sufficient to compensate for the loss of any single supply pump or alternative source
7. Failure of any one component in the power and control system should not result in a reduction the automatic release capability or reduction of sprinkler pump capacity by more than 50%. Hydraulic calculations should be conducted to assure that sufficient flow and pressure are delivered to the hydraulically most remote 140m<sup>2</sup> in the event of the failure of any one component
8. Each section of sprinklers should be capable of being isolated by one stop valve only. The stop-valve in each section should be readily accessible in a location outside of the associated section or in cabinets within stairway enclosures. The valve's location should be clearly and permanently indicated. Means should be provided to prevent the operation of the stop-valves by an unauthorised person. Isolation valves used for service, maintenance or for refilling of antifreeze solutions may be installed in the sprinkler piping in addition to the section stop valves, if provided with a means for giving a visual and audible alarm as required by Note 9 below. Valves on the pump unit may be accepted without such alarms if they are locked in the correct position
9. Each sprinkler section should be provided with a means for giving a visual and audible alarm at a continuously manned central control station within one minute of flow from one or more sprinklers, a check valve, pressure gauge, and a test connection with a means of drainage
10. Piping and Reservoir tank material (where applicable) shall be made of stainless steel having a minimum grade of AISI 304L
11. The system should be fitted with a permanent sea inlet and be capable of continuous operation using seawater
12. The system water supply components, such as, pump units and pressure tanks should be outside Category 'A' Machinery Spaces and should not be situated in any space required to be protected by the sprinkler system



DESIGN APPRAISAL DOCUMENT

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----------------------	---

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- 13. Pumps and alternative supply components should be capable of supplying the required flow rate and pressure for the space with the greatest hydraulic demand. For the purposes of this calculation, the design area used to calculate the required flow and pressure should be the deck area of the most hydraulically demanding space, separated from adjacent spaces by A-Class divisions. The design area need not exceed 280m<sup>2</sup>. For application to a small ship with a total protected area of less than 280m<sup>2</sup>, the Administration may specify the appropriate area for sizing of pumps and alternative supply components. Copies of calculations are to be submitted for acceptance in each case where it is proposed to install this system
- 14. The pump unit shall have on the pressure side a mess strainer (mesh size No. 50, 300µm)
- 15. The system storage containers and associated pressure components are to be designed and tested to codes of practice recognized by Lloyd's Register, indicating that they can withstand the pressure expected in service, giving regard to their installed location
- 16. The as tested nozzles have brass bodies and chrome plated bodies. Each individual water spray nozzle shall be fitted with a mesh strainer (mesh size No. 16, 1200µm)
- 17. The number of spare watermist nozzles which are to be specified for each application is to be in accordance with Table 8-1

**Table 8-1 - Required Number of Spare Nozzles**

Number of Installed Nozzles	Spares Nozzles Required
≤300	6
300 to 1000	12
>1000	24

- 19. The use of the following system arrangements must be specially considered at the design stage in all cases:
  - 19.1 Nozzle types and arrangements for the protection of windows
  - 19.2 Any dry pipe or pre-action system installations
  - 19.3 Protection of Public Spaces with a ceiling height greater than 5 metres
  - 19.4 For atriums with intermediate level deck openings exceeding 100m<sup>2</sup>, ceiling mounted sprinklers are not required
  - 19.5 The system should be designed in such a way that during a fire occurrence, the level of protection provided to those spaces unaffected by fire is not reduced
  - 19.6 Any parts of the system which may be subjected to freezing temperatures in service should be suitably protected against freezing
  - 19.7 Sprinklers should be grouped into separate sections. Any section should not serve more than two decks of one main vertical zone
  - 19.8 Sprinkler piping should not be used for any other purpose
- 20. Arrangement drawings and calculations are to be submitted for acceptance in each case where it is proposed to install this system. Control panel schematics are also to be submitted. All principle components of the system are to be identified with their location in relation to the protected space(s) indicated. Additionally, the fire risk category of the protected spaces must be indicated on the plans



Lloyd's  
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71 Fenchurch Street, London, EC3M 4BS

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Page 8 of 8
Document number MED 1750004
Issue number 3

### DESIGN APPRAISAL DOCUMENT

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----------------------	---

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21. The pumps are to be constructed under survey. Additionally, the system pipe work including; flexible hoses, pipes, valves and fittings are to be approved by the Administration
22. Any fire detection and alarm system installed in conjunction with this system is outside of the scope of this Fire Approval Certificate and must have valid MED certification
23. The control system being surveyed at the manufacturers works prior to installation on board
24. Installation plans and operating manuals should be supplied to the ship and be readily available on board. A list or plan should be displayed showing the spaces covered and the location of the zone in respect of each section. Instructions for testing and maintenance should also be available on board. The maintenance instructions should include provisions for a flow test of each section at least annually to check for possible clogging or deterioration in the discharge piping. Copies are to be submitted for acceptance in each case where it is proposed to install this system
25. **Installation onboard:** The onboard arrangements and installation of this system are not part of this Design Appraisal or Certificate. All such arrangements are to be to the satisfaction of the Surveyors attending on board. On completion of the installation final acceptance of the system is dependent on satisfactory survey and testing in the accordance with the manufacturer's design, installation, operation and maintenance manual

#### PLACE OF PRODUCTION

VID Fire-Kill ApS  
Svalbardvej 13  
DK-5700 Svendborg  
Denmark



Saji Abraham  
Senior Specialist  
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Southampton Technical Support Office, Marine & Offshore  
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