



Office of
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THE REPUBLIC OF LIBERIA

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Marine Advisory: 11/2012

Subject: Worldwide Concentrated Inspection Campaign on Fire Safety Systems Arrangements

Re: a) Paris MoU and Tokyo MoU Press Release 1 June 2012
b) Indian Ocean MOU Press Release 7 June 2012
c) Black Sea MOU Press Release 19 June 2012

Dear Shipowner/Operator/Master;

Several of the major Port State Control MOUs have announced a joint three month Concentrated Inspection Campaign (CIC), commencing 1 September and ending 30 November 2012. The CIC will focus on compliance with SOLAS Chapter II-2/ Construction – fire protection, fire detection and fire extinction arrangements on board ships. Additional PSC MOU regions may conduct similar inspections; therefore Master's should expect their vessel's to be inspected at any port worldwide.

Port State Control Officers will conduct inspections to verify compliance of fire safety arrangements, maintenance records and other applicable documentation with SOLAS Chapter II-2 and the International Code for Fire Safety Systems (FSS Code). Shipboard Fire Safety Systems and associated equipment should be checked for compliance with requirements and in operational order. Further, the crew should be familiar and trained with these requirements and use of the equipment.

During this campaign, Port State Control Officers will be guided by a questionnaire prepared by the Paris and Tokyo MoUs. The Administration has reproduced the questionnaire and added additional guidance to assist Master's in preparing for inspection of their vessels. Owners are requested to encourage their Master's to use the questionnaire and guidance to check compliance of their vessels prior to 1 September.

Please note that deficiencies will be recorded by Port State Control and may result in detention of a ship until serious deficiencies are rectified. Detentions will be published and submitted to IMO.

Note following specific guidance for ships calling Australian ports.

The Australia Maritime Safety Agency has advised its intention to examine as many ships as possible which are due for a PSC/FSC inspection in Australia. However, a CIC inspection will not normally be carried out on a ship that has had a CIC inspection at another port. They recommend that ships' agents inform the local AMSA office whether their client ships have already been subjected to CIC inspection in another port and to provide the name and IMO number of the ship and the date and place of CIC inspection. This will assist AMSA to determine whether or not the ship will be subject to a CIC inspection when it arrives in an Australian port.

For questions regarding this note please contact Safety@liscr.com.

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Fire Safety System CIC Questionnaire

	Checklist	Items to check	Y	N	Requirements
1.	Does the Fire Control Plan meet the Requirements?	<p>A. Plan is permanently displayed</p> <p>B. Plan is up-to date and amendments recorded</p> <p>C. Duplicate readily available for shore assistance</p> <p>D. Relevant ship personnel familiar with plan and content</p> <p>E. If fire safety operational booklet issued in lieu of plan, all officers shall be issued and familiar with content of the booklet</p> <p>F. Separate booklet if used is readily available.</p>			<p>SOLAS:</p> <ul style="list-style-type: none"> ○ Ch II-2/R 15.2.4 ○ Ch II/R 15.3.2
2.	Do the fire fighters outfits include personal equipment complying with the requirements?	<p>A. Fire-Fighter's Outfits correctly stowed and readily available</p> <p>B. Equipment condition and operation of BA sets</p> <p>C. Correct pressure on BA gauge</p> <p>D. Crew familiarization and demonstration of the low-pressure warning device</p> <p>E. Up to-date maintenance plans</p>			<p>SOLAS:</p> <ul style="list-style-type: none"> ○ Ch II-2/R 10.10 ○ Ch II/R 14.2.2
3.	Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements?	<p>A. EEBDs are located as per the Fire Control Plan</p> <p>B. User instructions are displayed on the EEBDs</p> <p>C. Pressure in the cylinders are as prescribed on the EEBDs</p> <p>D. Up to-date maintenance plan</p>			<p>SOLAS:</p> <ul style="list-style-type: none"> ○ Ch II-2/R 13.3.4 ○ Ch II/R 13.4.3
4.	Are the portable extinguishers ready for use in locations as per the fire plan?	<p>A. Portable extinguishers ready for use and can be extracted from the cradle without use of any tools. Portable extinguisher is not permanently fixed in any location.</p> <p>B. In accordance with manufacturer's instructions the extinguisher has been periodically inspected and serviced at intervals not exceeding one year.</p> <p>C. Inspection plan displays the following: <ul style="list-style-type: none"> • Date of inspection • Type of maintenance carried out • Pressure test performed </p> <p>D. Portable extinguishers are easily sighted and readily available.</p> <p>E. Firefighting equipment maintained and readily available per (MSC.1/Circ1275)</p>			<p>SOLAS:</p> <ul style="list-style-type: none"> ○ Ch II-2/R 10.3.2.4
5.	Does the test of automatic audible alarm sound prior to release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work?	<p>A. Installation operating instructions are displayed near the remote operating controls, distribution controls, and gas cylinders</p> <p>B. Note displayed advising the system is not to be used for inerting purposes unless compartment is gas free. *** Injection of CO2 may generate a static charge capable of igniting flammable atmospheres when the installation is used to protect the pump room or cargo tank.</p> <p>C. The means for operating the system are locked with a key located smartly adjacent to the locked space.</p> <p>D. Override facilities may be quickly operated without entry into the protected space for ventilation after injection of CO2.</p> <p>E. Notices posted by ventilation system controls to indicate locations for automatic ventilation shut down.</p> <p>F. Notices posted at the entrance of every space protected by CO2 with warning for personnel to evacuate immediately upon hearing the CO2 alarm.</p> <p>G. Visual indication in addition to the audible alarm</p>			<p>SOLAS:</p> <ul style="list-style-type: none"> ○ Ch II-2/R 10.5

		H. Alternative power supply to the system is obtained from the emergency source batteries or switchboard.		
6.	Are the fire protection systems, firefighting-systems and appliances maintained ready for use?	<p>A. Water readily available in the fire main system or starting of the fire pump from the bridge.</p> <p>B. Hose and nozzles are in good working condition and free of leaks</p> <p>C. Fire Hydrants can be shut off</p> <p>D. Fire Hydrant couplings match the hose.</p> <p>E. Two widely separated fire hoses with an additional hydrant open (to simulate a leak) are capable of producing enough pressure and quantity of water</p> <p>F. The fixed pressure water sprays or water mist systems are ready for immediate use and are kept at required pressure.</p> <p>G. Crew are able to demonstrate the pressure drop of either the fixed pressure water spray or water mist system.</p> <p>H. Portable extinguishers are in good condition and have been serviced as appropriate.</p> <p>I. Fire dampers and ventilation arrangements are in good condition, operational, and records showing when last tested are in order.</p> <p>J. Remote fuel shut offs: quick closing devices or remote operated fuel valves have been periodically tested and operating.</p> <p>K. Crew is capable of testing the valves without “blacking” and can reset the valves to open position after closure.</p> <p>L. Fire detection and fire alarm systems have no defects and fully operations without fault alarms or active alarms.</p> <p>M. There are designated well illuminated escape routes from a fire to a place of protection to include doors, hatches, and stairwells with means to ventilate or extract fire or smoke.</p> <p>N. Engine room escape trunks are fitted with self-closing insulated fire doors at entry.</p>		<p>SOLAS:</p> <ul style="list-style-type: none"> o Ch II-2/R 14.2.1
7.	Is there a maintenance plan onboard to show that fire protection systems and fire-fighting systems and appliances (as appropriate) have been properly tested and inspected?	<p>A. Inspection plan is onboard and ready for inspection to include:</p> <ul style="list-style-type: none"> • Check list to be carried out and time intervals between checks <p>B. Records onboard to indicate firefighting system and equipment have been periodically checked by specialist:</p> <ul style="list-style-type: none"> • Liquid levels in cylinders • Pressure testing of cylinders • Foam concentrates <p>C. Maintenance plan indicate locations of the following:</p> <ul style="list-style-type: none"> • Fire main, fire pumps and hydrants • Hoses nozzles and international shore connections • Fixed fire-extinguishing system and appliances • Fire detection and fire alarm system and automatic sprinkler • Ventilation system: fire/smoke damper, fans and controls • Emergency fuel shut down • Fire doors and controls • General emergency alarm systems • EEBDs • Portable fire extinguishers and space charges • Fire-fighter’s outfits. 		<p>SOLAS:</p> <ul style="list-style-type: none"> o Ch II-2/R 14.2.2
8.	Is the crew familiar with the location and	A. All crew are familiar with, can explain and/or demonstrate how to use:		STCW Reg (I/14)

	<p>operations of fire-fighting systems and appliances that they may be called upon to use?</p>	<ul style="list-style-type: none"> • portable fire extinguishing equipment • the importance and difference between fire doors and designated self-closing fire doors. • fire plans and content • Donning the fire-fighting outfit • Demonstrate breathing apparatus checks • Operating crew alarm system • Using EEBDs <p>B. Designated crew are familiar with, can explain and/or demonstrate how to use:</p> <ul style="list-style-type: none"> • Operation of the fixed firefighting installation in emergency and normal mode • structural fire protection arrangements fitted onboard with reference to the fire plan • Operating ventilation shut down and control <p>C. Records up to-date with the latest test and checks of the general alarms and firefighting outfits. At a minimum checks are required during fire drills.</p>		<p>SOLAS:</p> <ul style="list-style-type: none"> ○ Ch II-2/R 15.2.2 ○ Ch III/R 19.3
<p>9.</p>	<p>Does the test of the sprinkler system trigger an automatic visual and audible alarm for the section?</p>	<p>A. Sprinkler system and Fire detection/ fire alarm systems have no defects and fully operational without fault alarms or active alarms on bridge and control panels.</p> <p>B. Crew is familiar with sprinkler system</p> <p>C. Sprinklers are grouped appropriately:</p> <p>Passenger ships:</p> <ul style="list-style-type: none"> ○ Sprinkler section may extend over only one vertical zone or one watertight compartment and may not include more than two vertical adjacent decks ○ Sprinklers are to be arranged in the upper deck area that a water volume of not less than 5 liter/m² and per minute is sprayed over the area to be protected ○ Inside accommodation and service spaces the sprinklers are to be activated within a temperature range from 68-79°C. ○ Requirements above not applicable in spaces with higher temperatures (i.e. Drying rooms or galleys) ○ Sprinklers to be made of corrosion-resistant material <p>D. Alarm system and all indicators for each sprinkler section provides means for activation of visual and audible alarm signals at one or more indicating panel.</p> <p>E. Indicating panel centralized on the bridge shall specify the section in which a sprinkler has come into operation.</p> <p>F. Additional indicating panels are to be provided in locations other than the bridge for all crew to receive.</p> <p>G. Test valve arranged downstream of each section valve.</p> <p>H. Centralized indicating panel on the bridge and each section valves have a pressure gauge.</p> <p>I. Indicating panels display list or plan showing spaces and location covered.</p> <p>J. Instructions for testing and maintenance are readily available.</p>		<p>SOLAS II-2 Reg. 10.6</p>
<p>10.</p>	<p>Does the activation of any detector or manually operated call point initiate a visual and audible fire signal at the control panel on the bridge or control station?</p>	<p>A. Each space is fitted with appropriate fixed fire detection and fire alarm systems to account for potential growth of fire, smoke and gases.</p> <p>B. Manual operated call points are assessable for immediate notification</p> <p>C. Passenger ships: Fire patrols can efficiently detect, locate fires and alert the bridge and fire teams.</p>		<p>SOLAS II-2 Reg. 7</p>

11.	Is the lighting in escape routes, including the Low Location Lighting systems (LLL) where applicable properly maintained?	<p>A. LLL shall:</p> <ul style="list-style-type: none"> • Be installed in all passageways • Installed at a minimum on one side of the corridor • Have arrows or direction indicators in a dead-end corridor • IMO symbols incorporated to direct passengers to the muster stations. • Located at exits and show exit door handles <p>B. Passenger cabins have placards explaining LLL systems.</p> <p>C. Electrical powered systems are connected to emergency switchboards</p> <p>D. Maintenance of LLL is done at least once a week and is recorded</p> <p>E. LLL operating without defects (i.e., missing, damage, inoperable)</p>		SOLAS Ch II-2 R 13
12.	Is the Emergency Fire pump, capable of producing at least two jets of water?	<p>A. Emergency Fire pump works under all operating conditions:</p> <ul style="list-style-type: none"> • At anchor • In ballast • When loaded • When departing from the pier <p>B. Emergency Fire Pump can be tested with two fire hose connections, one on each a forward and aft hydrant.</p> <p>C. In above condition, emergency fire pump can sufficiently supply to jets of water and account for possible leaks on the system from hydrants, joints, holes, etc. ** a reading of 0.3N/mm² (3 bar) indicates the pump is not performing as required.</p> <p>D. The space containing the EFP is not adjacent to the boundary of the machinery space or these spaces containing main fire pumps</p> <p>E. Emergency fire pump, source of power, supply of power, and ventilation arrangements</p>		SOLAS: <ul style="list-style-type: none"> ○ Ch II-2/R 10.2.2.3.1 ○ Ch II/R 10.2.2.4.2
13.	Are the isolating valves of the fire main marked, maintained and easily operable?	<p>A. Crew can identify the locations and demonstrate a smooth operation of open and closing the Isolating Valves.</p> <p>B. The source of water pressure is from the operating fire pump.</p> <p>C. Fire Main Isolation valves are clearly marked</p>		SOLAS: <ul style="list-style-type: none"> ○ Ch II-2/R 10.2.1.4
14.	Where a fire drill was witnessed was it found to be satisfactory?	<p>A. During the drill crew fluently:</p> <ul style="list-style-type: none"> • Organize • Communicate • Receive and carry out instructions <p>B. Master is at the central command location and is in full control of information and the flow during an emergency.</p>		SOLAS: <ul style="list-style-type: none"> ○ Ch II-2/R 15.2.5