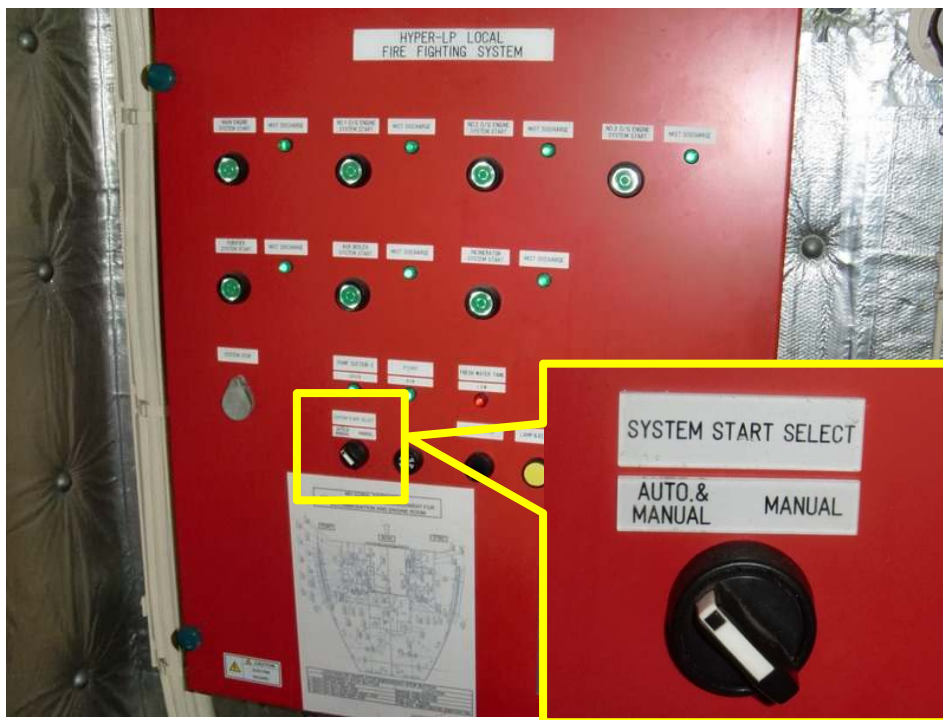


<i>ClassNK PSC Bulletin</i>	Date:	11 May, 2015
	No:	NK-PSC-01
	Attachment	No /Yes: 3 page(s)
Title:	Fixed Local Application Fire-Fighting Systems	
Typical deficiency (outline of comment) by PSC:	Fixed local fire-fighting systems are inoperative for emergency use	
Port State	Country: USA	Port: All ports in USA
Action taken by PSC:	Detention / Rectify before Departure / Others ()	
Description:	<p>United States Coast Guard (USCG) has recently observed the operational readiness of fixed local fire-fighting systems*¹ during PSC inspections.</p> <p>Systems were found incapable of immediate operation for emergency use as follows:</p> <ul style="list-style-type: none"> (1) Water supply valves were set in the closed position. (2) Systems were found placed in manual instead of automatic mode. <p>Item (2) above is concern of ships which have both automatic and manual release capabilities*². When the fire-fighting system is placed in the system of manual release, additional fire detection sensors and alarms for automatic release capability designated to detect and identify a local fire quickly are not capable of operation.</p> <p>Before entering ports in the U.S., all ships concerned with the above must ensure that (1) water supply valves are opened and (2) the fixed local fire-fighting system is placed in the automatic mode.</p> <p>Please refer to the attached photos (Attachment 1) and Marine Safety Information Bulletin issued by United States Coast Guard (Attachment 2).</p> <p>*1: The requirement of SOLAS II-2/10.5.6 for ships of 2,000 gross tonnage and above with Category A machinery spaces above 500m³ in volume. The requirement applies ships constructed on or after 1 July 2002.</p> <p>*2: Additional requirement for periodically unattended machinery spaces required by SOLAS II-2/10.5.6.2, i.e., ships with the Notation (M0) / Installations Characters M0.</p>	
-The End-		

Attachment 1



(1) Water supply valves to be always opened



(2) Automatic operating mode to be ready



Marine Safety Information Bulletin

Commandant
U. S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, Stop 7501
Washington, DC 20593-7501

MSIB Number: 41-13
Date: December 6, 2013
Contact: LCDR Michael Lendvay
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Fixed Water-Based Local Application Fire-Fighting Systems

This bulletin addresses the intentional securing of fixed water-based fire fighting systems onboard certain vessels.

1. Machinery spaces onboard vessels are particularly high risk areas for fires. Locations such as main and auxiliary engine tops, fuel oil purifiers, burners and incinerator burners are major areas of concern. Fires in these areas can spread very quickly, causing serious damage placing vessels, their crews, and the ports they visit at risk. To protect against this fire risk, Category A machinery spaces containing oil-fired boilers or oil fuel units must be fitted with a fixed fire-extinguishing system (SOLAS II-2/10.5.1.1). In addition, Category A machinery spaces above 500 m³ in volume must have an approved type of fixed water-based or equivalent local application fire-extinguishing system (SOLAS II-2/10.5.6.1). This fixed water-based local application fire-fighting system is intended to protect the crew and affected machinery quickly, and without the necessity of engine shutdown, personnel evacuation, or sealing the space.
2. Where the Category A machinery space protected by the local application fire-extinguishing system is periodically unattended, the system must be provided with both automatic and manual release capability.
3. During recent port state control examinations, units have observed fixed water based fire-fighting systems that protect periodically-unattended Category A machinery spaces secured either by closing supply valves or otherwise placing the system in a manual mode of operation. Doing so disables the system's quick response capability, reducing the effectiveness of the system by not having it ready for immediate use when the machinery space is unattended. Vessels found in such a condition may be at risk for a port state control detention.
4. When the system that requires automatic operation capability is placed in manual mode, the sensors and alarms are not engaged; increasing the chances a fire will spread in an unattended machinery space. Ships which operate with periodically-unattended machinery spaces must therefore ensure any local application water-based fire-extinguishing systems are placed in automatic mode whenever the protected machinery space is unattended.
5. In the case of continuously-manned machinery spaces, including spaces served by a continuously-manned engine control room, the fire extinguishing system is only required to have manual release capability.

Questions regarding this issue should be forwarded to the Office of Commercial Vessel Compliance, Foreign and Offshore Vessel Division (CG-CVC-2) at 202-372-1218 during regular business hours or by email at CGCVC@uscg.mil.

Commander Michael B. Zamperini, Chief, Foreign and Offshore Vessel Compliance Division (CG-CVC-2) in the Office of Commercial Vessel Compliance sends.

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