

Subject

Maintenance, Testing and Inspection of Fire Protection Systems and Fire Fighting Systems and appliances on board the Singapore flag ships
(The 5 or 10 yearly maintenance, testing and inspection)

ClassNK

Technical Information

No. TEC-1004

Date 8 September 2014

To whom it may concern

The Marine and Port Authority of Singapore (MPA) had informed ClassNK that SURVEY CIRCULAR 3 OF 2014, which is in reference to implementation of maintenance, testing and inspection of fire protection systems and appliances on board the Singapore registered ships, was revised. The essential points of the CIRCULAR are shown below.

[Essential Points of the CIRCULAR]

1. The 5 or 10 yearly maintenance, testing and inspection task stipulated in the following IMO Guidelines described in SHIPPING CIRCULAR TO SHIPOWNERS NO. 19 OF 2013, is intended to be completed during a ship's dry dock period. In cases where it is impractical to carry out the maintenance when the ship is in afloat condition or the ship is engaged in trade, the maintenance should be carried out during its scheduled dry-docking, but not later than 1 December 2018.

[IMO Guidelines]

- a. Resolution A.951(23) on Improved Guidelines for Marine Portable Fire Extinguishers
- b. MSC.1/ Circ.1318 on Guidelines for the Maintenance and Inspections of Fixed Carbon Dioxide Fire-Extinguishing Systems
- c. MSC.1/ Circ.1432 on Revised Guidelines for the Maintenance and Inspection of Fire Protection Systems and Appliances

Please refer to No.TEC-0977 issued on 2 December 2014 for details of SHIPPING CIRCULAR TO SHIPOWNERS NO. 19 OF 2013.

(To be continued)

NOTES:

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2. With regard to the hydrostatic testing of CO₂ cylinders for fixed high pressure CO₂ fire extinguishing installation, the following shall apply:

a) Ships with CO ₂ cylinders that have been put into use onboard for 10 years or more, but have not been subjected to a hydrostatic test at its 10 th year interval.	At least 10% of the total number provided shall be subject to an internal inspection and hydrostatic tests at the next scheduled dry-docking, but not later than 1 December 2018. If one or more cylinders fail, a total of 50% of the onboard cylinders shall be tested. If further cylinders fail, all cylinders shall be tested.
b) Ships with CO ₂ cylinders that have been put into use onboard for 20 years, but have not been subjected to a hydrostatic test.	At least 20% of the total number provided shall be subject to an internal inspection and hydrostatic tests at the next scheduled dry-docking, but not later than 1 December 2018. If one or more cylinders fail, a total of 50% of the onboard cylinders shall be tested. If further cylinders fail, all cylinders shall be tested.

3. The above arrangement requires an implementation period approximately 5 years until 1 December 2018, and will facilitate the smooth and effective implementation of the maintenance, testing and inspection for fire protection equipment onboard Singapore ships.

For any questions about the above, please contact:

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1. SURVEY CIRCULAR 3 OF 2014



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Date : 5 March 2014

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SURVEYS CIRCULAR 3 of 2014
IMPLEMENTATION OF MAINTENANCE AND TESTING AND INSPECTION OF
FIRE PROTECTION SYSTEMS AND APPLIANCES

We refer to Shipping Circular 19 of 2013 with regard to the maintenance, testing and inspection for fire protection equipment onboard Singapore flag ships.

2. The Shipping Circular aligns the maintenance requirements of the Singapore Administration to the guidelines developed by the Maritime Safety Committee (MSC) of the International Maritime Organization (IMO), and for these requirements to be implemented in a practical manner.
3. The Shipping Circular states that the maintenance and inspections requirements shall be applied as soon as possible, but not later than 1 December 2013. Plans and necessary amendments to ship maintenance schedule shall be in place by the above mentioned date.
4. The 5 or 10 yearly maintenance task stipulated in the MSC Circulars referenced in the Shipping Circular, is intended to be completed during a ship's dry dock period. In cases where it is impractical to carry out the maintenance when the ship is in afloat condition or the ship is engaged in trade, the maintenance should be carried out during its scheduled dry-docking, but not later than 1 December 2018.
5. With regard to the hydrostatic testing of CO₂ cylinders for fixed high pressure CO₂ fire extinguishing installation, the following shall apply:

<p>a) Ships with CO₂ cylinders that have been put into use onboard for 10 years or more, but have not been subjected to a hydrostatic test at its 10th year interval.</p>	<p>At least 10% of the total number provided shall be subject to an internal inspection and hydrostatic test at the next scheduled dry-docking, but not later than 1 December 2018. If one or more cylinders fail, a total of 50% of the onboard cylinders shall be tested. If further cylinders fail, all cylinders shall be tested.</p>
<p>b) Ships with CO₂ cylinders that have been put into use onboard for 20 years, but have not been subjected to a hydrostatic test.</p>	<p>At least 20% of the total number provided shall be subject to an internal inspection and hydrostatic test at the next scheduled dry-docking, but not later than 1 December 2018. If one or more cylinders fail, a total of 50% of the onboard cylinders shall be tested. If further cylinders fail, all cylinders shall be tested.</p>

6. The above arrangement requires an implementation period of approximately 5 years until 1 December 2018, and will facilitate the smooth and effective implementation of the maintenance, testing and inspection for fire protection equipment onboard Singapore ships.

Calvin Lee
For Director of Marine
Maritime and Port Authority of Singapore