

Subject

Special requirements for emergency escape breathing device regarding Kuwait flagged vessels (related to SOLAS Chapter II-2 as amended in 2000)

ClassNK

Technical Information

No. TEC-0488
Date 25 October 2002

To whom it may concern

The Kuwait Government has notified ClassNK of special requirements for emergency escape breathing device on board the Kuwait flagged vessels as follows.

Kuwait

1. EEBD to be provided in the accommodation space should be as follows.
 - (1) If the vessel has split house, then each house require minimum two EEBDs.
 - (2) Keeping additional EEBDs in work places (control stations and service places) with in the accommodation spaces should be considered where there is a number of crew spending considerable amount of time in those spaces.
 - (3) The EEBDs should be stowed in the same compartment as the Fireman's outfits and the location should be easily accessible.
2. EEBD to be provided in the machinery space should be as follows.
 - (1) A number of factors (refer to the attachment) should be considered when deciding the number of EEBDs required in machinery space.
 - (2) A minimum of four EEBDs shall be provided in the machiery spaces, one in Engine control room, one in work shop and one each at the bottom of each escape routes.
3. If the vessel has pump rooms or similar spaces, then additional EEBDs to be installed.
4. The required spares are at least 10% of the total EEBDs but not more than 4 spares will be required. The spares to be clearly marked and kept in store with other LSA or FFA spares. This is applicable to new ships only.
5. At least one EEBD is required for training purposes. This EEBD should be clearly marked and it should not be stored in the same place as the operational EEBDs. Enough spare charges/bottles to be provided for the training EEBD.
6. The location of the EEBDs should be clearly marked.
7. Type approval certificates issued by any of the approved Classification societies are acceptable.
8. The records should include the test certificates and the inspection status of each cylinder.

NOTES:

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Attachment: The letter from Kuwait Government

STATE OF KUWAIT

Ministry of Communications

Dept.: _____

Date : _____

Ref. : _____



دولة الكويت
وزارة المواصلات

إدارة : _____

تاريخ : _____

الرقم : _____

MARINE CIRCULAR 1/2002 DATED 03rd Aug, 2002

Attn: All Kuwaiti ship Owners/Managers or Operators of Kuwaiti ships and All recognized and authorized Classification Societies.

EMERGENCY ESCAPE BREATHING DEVICES (EEBDs)

As per the SOLAS 2000 amendments (Reg 13.3.4 and Reg 13.4.3 of Chapter II-2), the requirement of Emergency Escape Breathing Devices (EEBDs) shall apply to new ships (constructed on or after 1st July, 2002) and for the existing vessels (constructed before 1st July, 2002), the requirement not later than the date of the first renewal survey after 1st July, 2002.

This requirement is applicable to all cargo ships of 500gt or more engaged in international voyages.

For the guidance, refer the attached MSC/Cir.849 "Guidelines for the performance, location, use and care of EEBDs".

EEBDs shall comply with Fire Safety Systems Code, Chapter 3.2.2.

LOCATION AND NUMBER OF EEBDs

1. EEBDs for the accommodation space of Cargo ships

All Kuwaiti vessels required to carry minimum two EEBDs in the accommodation spaces. If the vessel have split house, then each house require minimum two EEBDs

Keeping additional EEBDs in work places (control stations and service places) within the accommodation spaces should be considered where there is a number of crew spending considerable amount of time in those places.

The EEBDs should be stored in the same compartment as the fireman's outfits and the location should be clearly marked and easily accessible.

2. EEBDs for the accommodation space of Passenger ships

Crew Accommodation spaces

In crew accommodation spaces, at least two EEBDs are to be carried as per the requirements of cargo ships applicable.

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الرقم : _____

Passenger spaces

Passenger ships shall comply with requirements of Reg.13.3.4.3 , 13.3.4.4 and 13.3.4.5 regarding the number of EEBDs to be carried in each main vertical zone. At least two EEBDs shall be carried in each main vertical zone. In passenger ships carrying more than 36 passengers, two additional EEBDs shall be carried in each vertical zone.

The EEBD storage should be clearly marked and they should be easily accessible

3. EEBDs for Machinery spaces on all ships.

A number of factors should be considered when deciding the number of EEBDs required in machinery spaces.

- The number of persons normally working at any time apart the watch duty persons and practical working requirements of the particular vessel, the activities or operations in the various spaces, the normal number of people in them and the amount of time they spend there including unmanned spaces that they are visited, eg. stores.
- The layout of the machinery spaces, particular attention being paid to any hard-to-exit spaces;
- Size and any unique configuration of the engine room.
- the distance of the escape routes or ease of access to an emergency exit or shelter from the hazardous atmosphere.
- the criteria of "easily visible places" and "be reached quickly and easily at any time" as per Reg.13/4.3;
- the protection of the stowed EEBD from extreme heat, etc;

A minimum of four EEBDs shall be provided in the machinery spaces, possibly one in Engine control room, one in workshop and one each at the bottom of each escape routes.

Since the machinery space lay outs differ from ship to ship, each specific proposal should be based on common/practical sense, bearing in mind the purpose of EEBDs, and shall be to the satisfaction of the attending Surveyor (administration or Classification society), taking into consideration the guiding criteria mentioned above. If the vessel have pump rooms or similar spaces, then additional EEBDs to be installed.

The location of the EEBDs should be clearly marked; they should be easily accessible and installed in locations where they will be protected from extreme heat and incidental damage. If the Classification society Surveyor decides that the ship requires

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additional EEBDs when deciding the number of EEBDs, the Surveyor should notify
the Administration with reasons for this requirement.

Date : _____ التاريخ

Ref. : SPARES الرقم

As per Reg.13.3.4.1 each vessel carries spare EEBDs. The required spares are at least 10% of the total EEBDs but not more than 4 spares will be required.
The spares to be clearly marked and kept in store with other LSA or FFA spares, ready to be used as replacement for any operational EEBD which become unusable.
However, the requirement of Regulation 13.3.4.1 for the provision of spare EEBDs is not applicable to existing ships.

TRAINING

At least One EEBD is required for training purposes. This EEBD should be clearly marked so that they cannot be confused with the operational EEBDs and it should not be stored in the same place as the operational EEBDs. Enough spare charges/bottles to be provided for the training EEBD. The ship's periodic drills should be modified to include training on the proper use of EEBDs. The ship's training and safety management manuals should be modified to include the training requirements of EEBDs.

FIRE CONTROL PLAN

The location and number of EEBDs shall be indicated in the Fire Control Plan (Reg: 13.4.3.2). The relevant drawing (plan) should be endorsed by the attending Surveyor after confirming the provision of EEBDs is in accordance with the regulations.

APPROVAL OF EEBDs

Type approval certificates issued by any of the approved Classification societies are acceptable.

RECORDS

Record of inspection, maintenance and testing shall be maintained on board and readily available for inspection. The records should include the test certificates and the inspection status of each cylinder, which shall be clearly identified.

Registrar of Shipping,
State of Kuwait