



Risk Assessment Solutions

“Don’t Cure, Prevent”

Circular 02/07/2015

Subject: “International shore connection not kept/placed at marked location” - Important PSC Issue!

Case: Recently, it has been reported that a cargo vessel faced difficulties in South Africa, when the Port State Control Officers boarded the vessel for a detailed PSC inspection. Amongst others, PSC Officers asked the Master of the vessel to indicate where the international shore connection was stored in the Fire Control Room, according to the existing onboard Fire Plan. Unfortunately, the international shore connection was not kept/placed at the designated marked location. As a result, the following deficiency was imposed (**Code 15**):



“International shore connection not kept/placed at marked location”

In connection to the above, and in order to assist our clients to avoid similar complications, we would like to remind the **SOLAS Chapter II-2 Reg. 10 §2.1.7.1 & Reg. 15 §2.2.3**, requirements pursuant to the above case:

“2.1.7.1 Ships of 500 gross tonnage and upwards shall be provided with at least one international shore connection complying with the Fire Safety Systems Code.

2.1.7.2 Facilities shall be available enabling such a connection to be used on either side of the ship.

2.2.3 The maintenance plan shall include at least the following fire protection systems and fire-fighting systems and appliances, where installed:

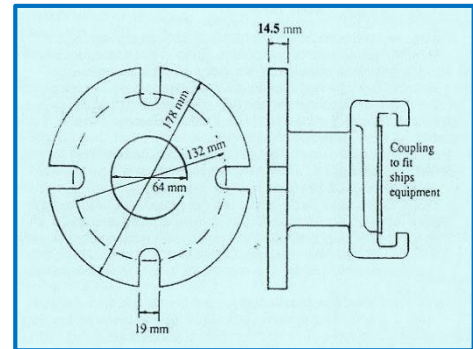
- *Fire mains, fire pumps and hydrants, including hoses, nozzles and international shore connections”.*

Suggestion

Referring to the above and in order to assist further, “*Prevention at Sea*” recommends that our Clients should consider the following items related to a potential Port State Control inspection with regards to the international shore connection:

- Each vessel is required to be equipped with at least one international shore connection and arrangements to be made so as to enable the connection to be used on each side of the vessel. The purpose of the connection is to provide a uniform piping joint, which allows water supply to the vessel’s fire main system from another vessel or shore facility.
- At least one hydrant on each side of the vessel, suitable for such connection, should be a designated international shore connection station. Provision of dedicated port/starboard hydrants with shore connections permanently fixed to them, is also considered as an acceptable arrangement.

- The connection should be made of steel or other suitable material and should be designated for 1N / mm² services. The flange should have a flat face on one side, and on the other side, to be permanently attached to a coupling that will fit the vessel's hydrant and hose.
- The connection should be accompanied with a gasket (suitable for 1N/mm² services), four (4) bolts (16 mm diameter & 50 mm in length), nuts (16 mm) and eight (8) washers.



[Source: Marine Insight]

- **The shore connection should be located in a readily accessible location.**

Port State Control Officers inspection requirements with regards to the International Shore Connection

- Verify that it is readily available
- Check that it is clearly marked, in accordance with the Fire Plan
- Ensure that at least one gasket packing is available onboard, together with;
- 4 bolts (16mm diameter, 50mm in length) and;
- 8 washers

Finally, we would like to suggest that the subject equipment should be, as per the ***Record of Approved Ship Safety Equipment***, inspected on a regular basis, maintained in a good condition and ready for operation at all times.

To assist further, we offer our clients through our “PaSea Risk Assessment Program” the service of assessing onboard or remotely, through the “Distance Assessment”, whether the vessel is in conformance with the PSC requirements by calculating the Ship’s “PaSea” Factor.

We remain at your disposal for more details,

Prevention at Sea