Risk Assessment Solutions

"Don't Cure, Prevent"

Circular 03/08/2015

Subject: "Fire doors in accommodation not closing adequately" - Important PSC Issue!

Case: Recently, it has been reported that a cargo vessel faced difficulties in Canada, when the Port State Control Officers boarded the vessel for a detailed PSC inspection. Amongst other findings, the PSC Officers while inspecting the fire equipment, noticed that the self-closing mechanism of two of the fire doors in accommodation area was not properly adjusted and as a consequence these fire doors were not closing properly. As a result, the following deficiency ***(Code 10)*** was imposed:

"Fire doors in accommodation not closing adequately"

In connection to the above, and in order to assist our clients to avoid similar complications, we would like to remind the ***SOLAS II- 2 Reg.9 § 4.1.1.5 & 4.2.2*** pursuant to the above case:

*"**§ 4.1.1.5** Fire doors in main vertical zone bulkheads, galley boundaries and stairway enclosures other than power - operated watertight doors and those which are normally locked shall satisfy the following requirements:*

1. *the doors shall be self-closing and be capable of closing with an angle of inclination of up to 3.5° opposing closure;*
2. *the approximate time of closure for hinged fire doors shall be no more than 40 s and no less than 10 s from the beginning of their movement with the ship in upright position. The approximate uniform rate of closure for sliding doors shall be of no more than 0.2 mls and no less than 0.1 m/s with the ship in upright position;*
7. *the release mechanism shall be so designed that the door will automatically close in the event of disruption of the control system or central power supply.*

***§ 4.2.2** Doors required to be self-closing shall not be fitted with hold-back hooks. However, hold-back arrangements fitted with remote release devices of the "fail-sail" may be utilized".*

Referring to the above mentioned regulation and in order to assist further, *"Prevention at Sea"* recommends that our Clients should consider the following items related to the monitoring of fire doors, so as to operate properly and close, as appropriate.

General

The primary purpose of any fire door is to limit the spread of fire and smoke from one space into another.

Fire Doors should be self-closing in *Category 'A'* machinery spaces and galleys, except where they are normally kept closed.

Maintenance and Testing arrangements

- Inspections should be carried out by the crew to ensure that the indicated weekly, monthly, quarterly, annual, two-year, five- year and ten-year actions are taken for the specified equipment, if provided.
- The self – closing mechanism of fire doors, if fitted, it is suggested to be tested and adjusted, as necessary, to ensure proper operation of the fire doors.
- Fire doors should be also regularly checked for any damage to the lock – mechanism, strike plate or their hinges and relevant arrangements to be made, so as to always close as appropriate.

The Table below presents indicative time intervals, at which the Fire Doors should be tested and inspected, in accordance with the ***IMO Resolution A. 951(23)*** and ***MSC.1 / Circ.1432.***

	Testing & Inspections		
	Weekly	**Quarterly**	**Annually**
Fire Doors	Verify all fire door control panel indicators, if provided, are functional by operating the lamp /indicator switch	Test all fire doors located in main vertical zone bulkheads for local operation	Test all remotely controlled fire doors for proper release

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,

Prevention at Sea