

Subject: "Fire-fighting equipment – Important issue!"

Through statistical analysis based on PaSea visits onboard, it has been observed that additional training and familiarization is required by the Mariners with regards to the procedures that should be followed in the event of a fire in the engine room and the utilization of the firefighting equipment. In many cases crew members found in need of training in relation to the use of the fixed fire extinguishing systems (CO₂, foam and water mist detection etc).

- ✓ **'Prevention at Sea'** suggests that fire drills and relevant training should be performed onboard regularly and be evaluated effectively, in order to be ensured that crew members are cognizant of the proper operation of the equipment, the use of safety tools and their assigned duties in case of a fire.

Additionally, the most common observations raised by PaSea Marine Risk Auditors regarding the firefighting equipment were as follows;

- ➔ The **fire hoses** (picture 1), exist in the engine room, were not found connected to the hydrants and their length was more than 15 meters. Additionally, referring to the **portable foam applicator unit**, PaSea Marine Risk Auditors reported that the operational diagram (picture 2) for the proper use and connections of the aforementioned unit was not available and the expiration date of the foam concentrate was not marked, as necessary.

In connection to the above and in order to assist our Clients to avoid potential future complications during Port State control inspections onboard, we would like to highlight the **SOLAS Reg. II-2/10 §2.3.1.1** pursuant to the above case;

"§2.3.1.1 Fire hoses shall have a length of at least 10 m, but not more than:

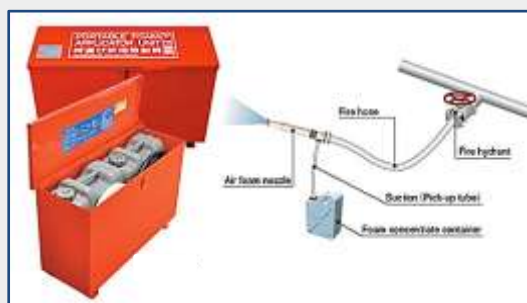
1. 15 m in machinery spaces;
2. 20 m in other spaces and open decks; and
3. 25 m for open decks on ships with a maximum breadth in excess of 30 m."



Picture 1

Referring to the above mentioned regulation and in order to assist further, **'Prevention at Sea'** suggests the following listed items to be considered regarding the normal operation of *fire hoses* in the engine room;

- ✓ Fire hoses shall be of an approved type, accompanied by the applicable Certificate and made of a non – perishable material.
- ✓ Fire hoses shall be of a sufficient length so as to project a jet of water to any of the machinery spaces in which they may be required to be used
- ✓ Fire hoses should be connected to the hydrants at all times and be readily available for immediate use.



Picture 2

'Prevention at Sea' is in a position to detect non-conformances and to prepare the fleet for third party inspections (PSC, Flag, Oil Majors etc.), and provide guidance for compliance, preventing the burden of unpleasant delays, off hires and potential fines. Through our **pre-vetting inspections**, we assess the familiarization process implemented by the seafarers pursuant to their emergency duties and training and we verify that the vessel is safely operated in accordance with the International Standards, meets the Industry Stakeholders' requirements and the ones set by the Vessel Operator.

For more information regarding our Marine Risk Ashore & On-board Audits, do not hesitate to contact us!

We remain at your disposal,

Prevention at Sea