



PREVENTION AT SEA

CIRCULAR 10 /2019

“NEW INSTALLATIONS & ARRANGEMENTS ONBOARD?”



Don't Cure,
PREVENT

NEW INSTALLATIONS & ARRANGEMENTS ONBOARD?

CASE 1

During a Navigational Audit onboard a vessel, the PaSea Assessor observed that an additional air condition unit was installed in the Bridge. The vessel's crew informed the PaSea Assessor that the new A/C unit was installed in the navigation Bridge during the last dry dock.

In connection to the above, the PaSea Assessor requested to review the Classification Society approval for this new installation along with the relevant Certificate, but none of the subject documents were available onboard.



Fig1.



Fig2.

CASE 2

During a Condition Survey onboard a vessel, the PaSea Assessor observed that the Muster Station location was not in accordance with the vessel's LSA & FFE plan.

The Master decided as good practice, to move the muster station to the Main Deck as the original location at the Boat Deck was too narrow to fit the crew members.

Although a correct reason for relocation, the new muster station was NOT equipped with a loudspeaker for addressing emergency announcements.

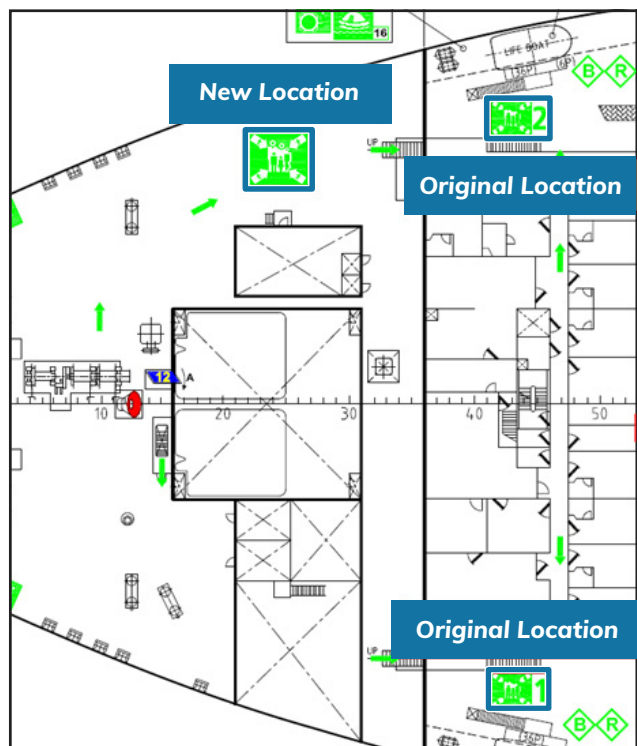


Fig3.

REGULATORY FRAMEWORK

AS PER SOLAS PART F - REG. 55 §2 & §4

- 2.2. When alternative design or arrangements deviate from the prescriptive requirements of parts C, D and E, an engineering analysis, evaluation and approval of the design and arrangements shall be carried out in accordance with this regulation.
- 4.2. A copy of the documentation, as approved by the Administration, indicating that the alternative design and arrangements comply with this regulation shall be carried on board the ship.

REGULATION 3 – DEFINITIONS RELATING TO PARTS C, D AND E

- 16. [...] Machinery spaces are all machinery spaces of category A and all other spaces containing propelling machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and **air conditioning machinery**, and similar spaces, and trunks to such spaces.

AS PER SOLAS PART III - REG. 11

- 11.2. [...] Muster stations shall be provided close to the embarkation stations. Each muster station shall have sufficient clear deck space to accommodate all persons assigned to muster at that station, but at least 0.35m² per person.
- 11.3. Muster and embarkation stations shall be readily accessible from accommodation and work areas.
- 11.4. Muster and embarkation stations shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by regulation 11-1/42 or 11-1/43, as appropriate.

AS PER SOLAS PART B - REG. 2

- 4.1 [...] An emergency means comprised of either fixed or portable equipment or both shall be provided for two-way communications between emergency control stations, muster and embarkation stations and strategic positions on board.

WHAT WENT WRONG ?

CASE 1

- Although the new installation of A/C unit was carried out during the vessel's drydock there was no evidence onboard that the vessel's classification society was informed, as is necessary;
- The Classification Society needs to approve any new arrangement/installation onboard the vessel and issue a Certificate of Approval;
- The Class Approval indicating the new arrangements onboard need to be carried out onboard the ship;
- Additionally, a Management of Change (MOC) was not carried out for new installation onboard

CASE 2

- Although the change of location was justified due to the limited space in the old locations on the Boat Deck, the Management Company was not notified prior to this relocation action.
- The LSA & FFE Plan needs to always be updated to show the correct information.
- Additionally, a Management of Change (MOC) was not carried out for the new location of the muster station.

OUR SUGGESTION

In order for the vessel to avoid potential complications during PSC inspection it is recommended to ensure the following items, in regard to new installations and arrangements onboard.

- New equipment needs to be installed onboard in accordance with SOLAS requirements, as stated in Regulation 55.
- The necessary documentation needs to be submitted to the vessel's Classification Society for approval.
- A copy of the documentation, as approved needs to be kept onboard and be readily available for inspection.
- The Ship operator needs to proceed with the completion of a Management of Change ensuring that all necessary actions are taken for the implementation of this change and that the relevant personnel (shore based and shipboard) are properly informed.

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FOR MORE INFORMATION,
PLEASE DO NOT HESITATE TO CONTACT US.



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