



SCM CIRCULAR

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CIRCULAR TO SHIP OWNERS, MASTERS, AGENTS AND ALL RELEVANT PARTIES.

EMERGENCY ESCAPE BREATHING DEVICES (EEBD).

Owners, operators and Masters are hereby informed that the 2000 amendments to SOLAS 74 which includes a revised Chapter II (Construction-Fire protection, fire detection and fire extinction) entered into force on 1st July 2002.

The new regulation is on the provision of Emergency Escape Breathing Devices on board all ships. The regulations for EEBD's apply to 'New ships' constructed on or after 1st July 2002 and all 'Existing ships' shall comply with the requirements not later than the date of the first Safety Equipment survey after 1st July 2002.

1.Ch II-2 Regulation 13.3.4.1

For cargo ships there shall be 2 sets of EEBD's in accommodation spaces.

2.Ch II-2 Regulation 13.4.3.1

On all ships, in machinery space of Category A where crew is normally or periodically employed, the number of EEBD's should be provided as a minimum as follows:

2.1 Machinery space containing internal combustion machinery used for main propulsion:

- 1 EEBD for the engine control room (if located within the space)
- 1 EEBD close to the area where the workshop is located.
- 1 EEBD near the escape route (other than escape routes protected by trunk or a watertight access door to a safe place) at each deck or platform level of the space.

In cases where the engine control room and the workshop are close, one of the EEBD's for them, or in case where the engine control room and/ or the work shop and the escape routes are closed, the EEBD's for the engine control room and/ or the work shop, may be dispensed with. However the numbers of EEBD's shall not be less than 2.

2.2 Machinery space of category A other than those in (2.1) above:

1 EEBD near the escape route (other than escape routes protected by trunk or a watertight access door to a safe space) at each deck or platform level of the space. Where the space is located on one level only and an easy escape to safe space is surely granted, EEBD,s are not required.

3.Spares.

The number of spare EEBD's shall be a minimum of 50% of the actual provision.

4.Fire control plan.

The number and location of the EEBD,s shall be indicated in the fire control plan. The relevant drawing shall be endorsed by the attending surveyor after conforming the provision of EEBD's are in accordance with the regulations. The symbol for EEBD (see image) from the International Standards ISO 17631 *Ships and Marine Technology-Shipboard plans for Fire Protection, life saving appliance and means of escape* may be used.

5.Size and type of ship

The number of EEBD's placed on board is **not** dependent on the size of the vessel.

6.Approval of EEBD's

Type approved certificates issued by recognised organisations are acceptable.

7.Maintenance and training.

- 7.1 The new regulations contain additional requirements of a maintenance plan and crew training in the use of EEBD's.
- 7.2 On board safety management manuals under the ISM code should be modified to reflect these changes.
- 7.3 All training EEBD's should be clearly marked, this is to avoid mistakenly using a training unit during an emergency. The training units allow personnel to be proficient in the use of the device without expending an actual EEBD unit.

8.Service Life

Depending on the manufacturer, EEBD's may have a service life of up to 15 years. In any case units which have exceeded their service life as indicated by the manufacturer are to be discarded and attempts to recycle such units are not allowed.

SHIPS CLASSIFICATION MALAYSIA

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