



TECHNICAL CIRCULAR No. 107 of 18th February 2013

To: All Surveyors/Auditors

Applicable to flag: All Flags

Subject: **BATTERY ROOMS VENTILATION AND PROPER UPKEEP**

Reference: **ISPS & CONARINA TECHNICAL PROCEDURES**

Battery rooms ventilation and proper upkeep

The UK P&I Club has issued Technical Bulletin No.41 regarding battery rooms ventilation and proper upkeep. Closing devices on battery room ventilators should be left in an open position and should only be closed in an emergency situation.

The Club would remind Members of the MSC circular MSC.1/Circ.1434 issued in June 2012 dealing with the ventilation arrangements of ship's battery rooms.

The circular states that when battery room ventilators are fitted with a closing device, these devices should be left in an open position and a clear warning notice fitted to prevent the possibility of inadvertent closing: The closing device should only be closed in an emergency situation.

If battery room compartment ventilation is inadequate, or the ventilation is restricted for a period of time, there is a risk of a buildup of combustible hydrogen gas.

The ISPS code and the ship security plans require the battery rooms to be locked or tagged shut. This should not include the ventilator to the battery compartments. (Safety takes priority over security)

REFERENCES:

CONARINA Technical Procedures
ISPS

ATTACHMENTS: No.

Kindest Regards,
Cosmin Bozenovici
Naval Architect – Conarina Technical Head Office

Customer Service Center

5201 Blue Lagoon Drive, 9TH. Floor,
Miami, Fl., 33126
Tel: 1 (305) 716 4116,
Fax: 1 (305) 716 4117,
E-Mail:

joel@conarinagroup.com

Technical Head Office

7111 Dekadine Ct.
Spring, Tx., 77379
Tel: 1 (281) 370 9363,
1 (713) 204 6380

E-Mail: tho@conarinagroup.com,

houston@conarinagroup.com

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