



TECHNICAL CIRCULAR No. 186 of 1ST April 2014

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Subject:	IMO Ship Systems and Equipment Outcome
Reference	IMO Subcommittee 1 st Session

The IMO's Sub-Committee on Ship Systems and Equipment held its 1st session (SSE 1) from Monday 10 through Friday 14 March 2014

Meeting Highlights

Ships carrying hydrogen and compressed natural gas, vehicles

The shipper should provide a signed certificate or declaration that the vehicle fuel system, as offered for carriage, has been checked for leak-tightness and the vehicle is in proper condition for carriage prior to loading. In addition, each vehicle shall be marked, labelled or placarded that these conditions have been met accordingly.

Smoke control and ventilation

A draft Performance Standard, that it would be best to first develop broad functional requirements to benchmark intended smoke control system objectives and then to develop a recommended list of action items as the basis for future work. Possible amendments to SOLAS chapter 11 - 2 will no doubt follow in train.

Developments of amendments to SOLAS Regulation 11-2/20 and associated guidance on air quality management for ventilation of closed vehicle spaces, closed RO-RO and special category spaces

It was agreed that the air quality control system should not be applicable to the new SOLAS regulation 11 - 2/20-1 (requirement for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo) since the current SOLAS requirements consider gasoline and diesel as fuel only.

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Sample extraction smoke detection system in FSS Code

A draft Unified interpretation on the requirement for sample extraction in chapter 10 of the FSS code was agreed for submission to MSC 94. It stipulates that if the CO² system discharge pipes are used for the smoke sample, the control panel can be located in the CO² room but only if there is an indicating unit (repeater panel) on the navigation bridge.

Use of flexible bellows

Noting that flexible bellows (not made of steel or equivalent material) protect the ventilation duct most effectively, especially in that they absorb machinery vibration, it was agreed that a short length, not exceeding 600 mm, of flexible bellows constructed of combustible material may be used for connecting fans to the ducting in the air conditioning room; this recommendation will be forwarded to MSC 93 for consideration.

Fire protection

A correspondence group was established to further consider smoke control, ventilation systems in Ro-Ro cargo spaces and also to revise / update MSC Circular 729. It will report to SSE 2.

Development of life safety performance criteria for alternative design and arrangements for fire safety

It will seek to review available research, methodologies and standards vis-à-vis human exposure to fire effluent and consider whether safety margins in shore-side building design are adequate for use in ships. An appropriate framework for assessment of minimum life-safety performance criteria and safety margins to address survivability when exposed to heat, smoke, toxicity, reducing visibility, etc in relation to evacuation time will also be explored.

Draft goal- based guidelines on the framework of requirements for ships' life- saving appliances

Having addressed these goal-based guidelines:

1. a need to restructure / rearrange SOLAS Chapter III for it to be more user-friendly; and
2. the importance of evaluating feasibility, adequacy and effectiveness of future proposals on new requirements.

2009 MODU Code

Draft amendments to the MODU Code were agreed for submission to MSC 94. These related to Practice musters and drills and in addition, a set of associated draft Guidelines on alternative methods for lifeboat drills on MODUs was developed; they might also be used in conjunction with the provision of on-board training and instruction.

GISIS database regarding the evaluation of hooks under the requirements of MSC.1/Circ.1392

The intent behind this MSC Circular is that existing on load release hooks are only re-approved when the function of the hook itself is safe without the use of additional operating mechanisms or devices similar to 'fall preventer devices'. Such devices should be considered as being in addition to, and not form part of, the original hook's mechanism. Despite this clear and unambiguous intent, some re-approved hooks effectively constitute fall preventer devices thus denying assurance that the modifications guarantee the safety characteristics of the hooks. In addition, information provided on

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the GISIS database advises that a particular hook found to be 'compliant after modification' affords scant details as to how this has been achieved.

Development of requirements for on-board lifting appliances and winches

In light of the number of accidents, the Sub-Committee views on the need for further consideration of available data involving on-board lifting appliances and winches in order to determine the scope and application of measures necessary for potential future regulations. Incident data analysis methodology was endorsed as also was the view that initial consideration of the scope of potential measures should be broad, and not limited only to cargo-handling lifting appliances. However it will not include personnel / passenger elevators (lifts) and escalators on board ships nor equipment regulated by the LSA Code. Application will be considered for all ships to which SOLAS applies but MOUs certified under the MODU Code will be exempt, as also will fishing vessels. It was observed that the focus of potential measures will ultimately determine whether they should apply to existing ships only, or existing and new ships; if certification is included within potential measures, a transitional period for existing ships should be considered. Based on presently available incident data, the following items were noted:

1. insufficient safety procedures in place;
2. lifting hooks not engaging properly;
3. training in operation and maintenance; and
4. operational and maintenance conditions that could induce failure of on-board lifting and winches, particularly that of wire rope.

Guidelines for evaluation and replacement of lifeboat release and retrieval systems

To reconsider the requirements for a post-installation towing test after replacement of a lifeboat release and retrieval system which would permit alternative testing with no personnel in the lifeboat and the lifeboat not being disconnected from the falls during the test. The proposal received scant support, rather the opposite, and it was decided not to proceed with the issue further.

The Polar Code

It was generally agreed that additional performance or test standards may be necessary but that detailed discussion should not be started until after MSC 93 has finalized the Polar Code.

REFERENCES:

- IMO Subcommittee

ATTACHMENTS: No.

Kindest Regards,

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