



## **TECHNICAL CIRCULAR No. 588 of 04<sup>th</sup> November 2019**

To	All Surveyors/Auditors
Applicable to flag	All Flags
Title	<b>SOLAS Safety Equipment Survey</b>
Reference	CONARINA-Survey Instructions

### **SOLAS Safety Equipment (SEC)**

#### **1 Preparation**

For all vessels, the initial should be carried out before the ship is put into service or certified for the first time.

The term "first survey" relates to the first initial survey for the issue of the Cargo Ship Safety Equipment Certificate or any occasional survey that implies the confirmation of validity of these certificates.

#### **2 Required Documentation**

##### Fire Control Plans

Fire Control Plans (FCPs) are not required to be approved under SOLAS. CONARINA practice is to approve these plans when found to comply with SOLAS II- 2/15.2.4 (2000 SOLAS Amendments). IMO Resolution A.654(16), applicable to vessels built before 1 January 2004, and IMO Resolution A.952(23), applicable to vessels built on or after 1 January 2004, show the preferred symbols for use on shipboard fire control plans. However, compliance with Resolution A.654(16) or Resolution A.952(23) is not mandatory unless specifically required by the Administration. For reference, see Resolutions A.654(16) and A.952(23) in

"IMO Resolution A.654(16) - Graphical Symbols for Fire Control Plans - applicable to vessels built prior to 1 January 2004" and CLS-REF-00087 "IMO Resolution A.952(23) - Graphical Symbols for Shipboard Fire Control Plans - vessels built on or after 1 January 2004".

The Fire Control Plan (FCP) does not need to be stamped as approved. The Surveyor is to revise the plan (on site) to incorporate the exact location of fire extinguishers, fire hoses,

*Customer Service Center*  
 5201 Blue Lagoon Drive, 9<sup>TH</sup>. Floor,  
 Miami, Fl., 33126  
 Tel: 1 (305) 716 4116,  
 Fax: 1 (305) 716 4117,  
 E-Mail:

[joel@conarinagroup.com](mailto:joel@conarinagroup.com)

*Technical Head Office*  
 7111 Dekadine Ct.  
 Spring, Tx., 77379  
 Tel: 1 (832) 451 0185,  
 1 (713) 204 6380

E-Mail: [vbozenovici@vcmaritime.com](mailto:vbozenovici@vcmaritime.com)

etc. The vessel is then supplied with the FCP that has been confirmed by the Surveyor. This copy of the FCP is not stamped by CONARINA, but actually has been approved.

### 3 Task

#### 3.1 Means of Embarkation and Disembarkation

The Guidelines for construction, installation, maintenance and inspection of the means of embarkation and disembarkation are contained in MSC.1/Circ.1331, "Uniform application of SOLAS Reg. II-1/3-9 in association with MSC.1/Circ.1331" for ready reference.

#### 3.2 Retrofitting Means to Prevent Blockage of Drainage Arrangements

All ships with closed vehicles and Ro-Ro spaces and special category spaces fitted with a fixed pressure water-spraying systems shall have means provided to prevent the blockage of drainage arrangements. The guidelines are contained in MSC.1/Circ.1320, Section 5, "PROTECTION OF DRAIN OPENINGS"

#### 3.3 Navigation Equipment Carriage Requirements

See SOLAS Chapter V navigation equipment carriage requirements of regulation 12 (for ships constructed before 01 July 2002) and regulation 19 (for ships constructed on or after 01 July 2002) for Surveyor's reference.

#### 3.4 Interpretation of "Separate Location" in SOLAS Reg. II-2/4.2.2.3.4 and "Grouped Separately" in SVR 4-6-4/13.5.3(b)

The controls for the remote closure of the valves on the emergency generator and emergency fire pump fuel tanks are, in general, to be physically separated from the controls for the remote closure of the valves on other fuel oil tanks such that there is a clear differentiation between the functions and services involved. This may be accomplished by one of the following:

- Placing the controls for the remote closure of the various valves a reasonable distance apart
- Installing the controls for these emergency services in a separate cabinet

In either case, proper identification should be provided. Alternatively, arrangements may be considered on a case-by-case basis provided the Surveyor is satisfied that the arrangements are sufficient to prevent the crew from inadvertently closing the valves on the emergency generator and emergency fire pump fuel tanks when the crew is trying to remotely close the valves on other fuel oil tanks in an emergency situation (e.g., fire in E/R). Typically, those arrangements should include the :

- Physical separation (i.e., distance or physical barriers separating the emergency service control valves from the other valves such as an inner panel or flap covering the controls for the emergency services)
- Clear distinction between the different types of controls (e.g., color coding)

*Customer Service Center*

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

[joel@conarinagroup.com](mailto:joel@conarinagroup.com)

*Technical Head Office  
7111 Dekadine Ct.  
Spring, Tx., 77379  
Tel: 1 (832) 451 0185,  
1 (713) 204 6380*

*E-Mail: [vbozenovici@vcmaritime.com](mailto:vbozenovici@vcmaritime.com)*

- Clear identification of the service of the valves involved
- Signage/placards that provide adequate instructions, along with a warning identifying the consequences of closing the shut off valves on the emergency generator fuel tank and the emergency fire pump fuel tank (as applicable) when there is a fire in the machinery space.

### 3.5 Recovery of Persons from the Water - IMO Resolution MSC.338(91)

Amendments to SOLAS, adopting new regulation III/17-1, which require every cargo ship to have ship-specific plans and procedures for recovery of persons from the water, taking into account the guidelines developed by the Organization, MSC.1/Circ.1447. The plans and procedures are to identify the equipment intended to be used for recovery purposes and measures to be taken to minimize the risk to shipboard personnel involved in recovery operations.

## 4 Special Instructions

Certificate Issuance for specific guidance on issuance of exemption certificate for Fixed Gas Fire Fighting Systems.

### EU Regulations on Ozone Depleting Substances (ODS)

European Union Regulation (EC) No. 2037/2000 has been replaced by EU Regulation (EC) No. 1005/2009, the EU Regulations on Ozone Depleting Substances (ODS).

## 5 Outcome

The Record of Safety Equipment is to be filled out and uploaded as a Certificate.

After satisfactory survey, the Cargo Ship Safety Equipment Certificate is to be issued for:

- 2 years (Non-HSSC Vessels)
- 5 years (HSSC Vessels)
- 

### REFERENCES:

- CONARINA – Instruction, Courtesy of ABS

- ATTACHMENTS: No

Kindest Regards,

Val Bozenovici  
Naval Architect – Conarina Technical Director

*Customer Service Center  
5201 Blue Lagoon Drive, 9<sup>TH</sup>. Floor,  
Miami, Fl., 33126  
Tel: 1 (305) 716 4116,  
Fax: 1 (305) 716 4117,  
E-Mail:*

[joel@conarinagroup.com](mailto:joel@conarinagroup.com)

*Technical Head Office  
7111 Dekadine Ct.  
Spring, Tx., 77379  
Tel: 1 (832) 451 0185,  
1 (713) 204 6380*

*E-Mail: [vbozenovici@vcmaritime.com](mailto:vbozenovici@vcmaritime.com)*