Issue 19

Inspector Bulletin

Latest updates & News feeds for Inspectors. 21st Jun 2021

Experience Transfer Advice and Guidance Regulation Updates

VIQ 10.22 Where hydraulic aggregate pumps are located within the main engine compartment, is an oil mist detector fitted?

Inspector Observations: Hydraulic aggregates were located in a compartment within engine room; the space had about 12 pipe penetrations through the bulkhead with gaps around the pipes. In all about an area of 2.0 square meters was open while there was no oil mist detector fitted within the compartment.

Other Inspector Comments: The ship staff presented email from class regarding present system to be in compliance with class and statutory rules.

Initial Operator Comments: The Framo hydraulic power pack pumps are located within a dedicated segregated compartment within the main engine compartment. The hydraulic pumps are fitted within a separate enclosure, inside the compartment, which is provided with oil leakage detectors and alarms.

The hydraulic power pack room is fitted with fire head/detection/alarm and fixed firefighting system. LR Class had been consulted regarding this matter previously and confirmed compliance with the Class and statutory regulations.

Regrettably OCIMF have not provided a definitive answer to this point, but the system meets class requirements here and a casing provided around the power packs with leakage alarm hence we do not consider this as an observation.

The pumps are encased within a sealed compartment that is fitted with a oil leakage detector and visual glass screen

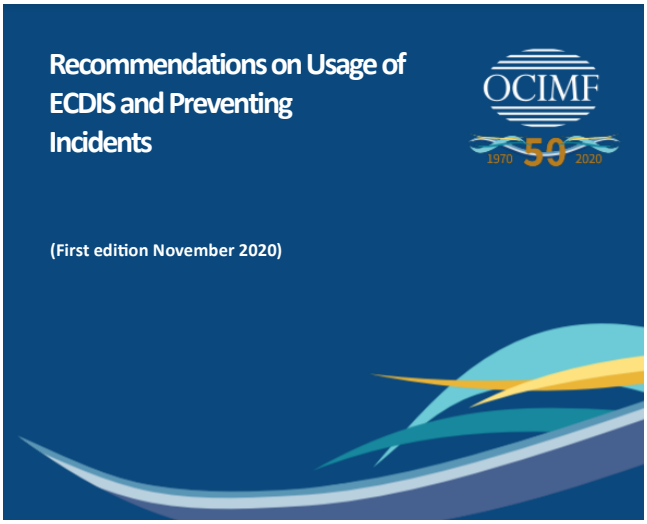
4.1 Are the deck officers' familiar with the Company navigation procedures and instructions and are the Company navigation procedures comprehensive?

NOTE The following publications should be considered as part of the publication folio onboard and passage planning should follow the publication guidance:-
NP 231 Admiralty Guide to the Practical Use of ENC's;
NP 232 Admiralty Guide to ECDIS Implementation, Policy and Procedures

Inspector Observations: The calculation of safety contour (SC) and safety depth (SD) did not include deductions / consideration for the height of tide (HoT) (Ref NP232).

Initial Operator Comments: Operators procedures for not subtracting tidal heights in calculating the Safety contour and safety depth were an added safety margin and allowed a greater margin of safety and need to update continuously due to changes in tidal range / times. Predicted tidal heights are used for UKC calculations for each leg of the passage and safe transit windows are defined.

If the policy discounts the height of tide in the generic calculation there may well be dangers associated with transiting channels of significant tidal range that may well dry out in some cases thus providing a negative height of tide (less than 0m) and unless this is captured carefully in the procedures / format then there is danger of this being overlooked and thus underestimated in some cases.



OCIMF *Recommendations on Usage of ECDIS and Preventing Incidents* actually captures one of the contributing factors identified from analysis of navigational incidents as the UKC calculation not considering CATZOC, Squat and height of tide one procedural cause of ECDIS incidents.

Interesting to hear your views on this.

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VIQ 5.43 Are crew members familiar with donning breathing apparatus and are Fireman's Outfits in good order and ready for immediate use?

Tankers shall carry four firemen's outfits, which shall consist of: - Protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam. The outer surface shall be water-resistant;

(SOLAS 1974 II-2/17, SOLAS 2004 II-2/10.10 and FSS Code 3/2.1.1)

A vessel received the following PSC defect code 17 requiring rectification prior to the vessels departure from the port;

Fire fighting outfits onboard are fire proximity suits type (NOT FIRE ENTRY) and may not provide the wearer sufficient thermal protection from radiated heat if entering an enclosed space including machinery and accommodation spaces) where a fire is established. Close proximity clothing may be freely used for protection when boundary cooling fires or for search and rescue in an enclosed space without fire. Use of appropriate fireman suits to be included in the safety manual.

Some older vessels maybe equipped with fire proximity suits which, whilst complying with SOLAS 1974 II-2/17, SOLAS 2004 II-2/10.10 and FSS Code 3/2.1.1 requirements for open spaces, may not provide the wearer sufficient thermal protection from radiated heat if entering an enclosed space (including machinery and accommodation spaces) where a fire is established. It is thus important that the fire-fighting protective clothing which must be maintained onboard in accordance with SOLAS II-2 Regulation 10.10 meets the type approval standards in accordance with the Marine Equipment Directive (MED).

SOLAS REGULATION	EQUIPMENT	STANDARDS
SOLAS Reg 10.10.1.1	Fire-fighters outfits protective clothing (close proximity clothing)	**Please note: All of the standards listed below are the latest Marine Equipment Directive standards.** BS EN 469:2005; Protective clothing for firefighters. Performance requirements for protective clothing for firefighting. BS EN 1486:2007; Protective clothing for fire-fighters. Test methods and requirements for reflective clothing for specialized fire-fighting. ISO 15538:2001; Protective clothing for firefighters. Laboratory test methods and performance requirements for protective clothing with a reflective outer surface.
Reg 10.10.1.1	Fire-fighters outfits: boots	BS EN 15090:2012; Footwear for firefighters
Reg 10.10.1.1	Fire-fighters outfit: gloves	BS EN 659:2003+A1:2008 Protective gloves for firefighters
Reg 10.10.1.1	Fire-fighters outfits: helmets	BS EN 443:2008 Helmets for fire-fighting in buildings and other structures

Disclaimer: this material discusses OCIMF activities based on personal experience and opinion and not necessarily in agreement with OCIMF or OCIMF members views.

VIQ 6.6. Are adequate manifold spill containers and gratings in place under the cargo manifolds, fitted with suitable drainage arrangements and are they empty?

Guideline:

A permanently fitted spill tank, provided with suitable means of draining, should be fitted under all ship and shore manifold connections. If no permanent means are fitted, portable drip trays should be placed under each connection to retain any leakage. The use of plastic should be avoided unless provision for bonding is made. (ISGOTT 24.7.4)

ISGOTT 6-
23.7.5 Spill containment
A permanently fitted spill tank, with suitable means of draining, should be fitted under all tanker/terminal manifold connections. If no permanent spill tank is fitted, portable drip trays should be placed under each connection to catch any leaks. Avoid plastic and other non-metallic containers unless bonding is possible.

The use of glass fibre / non metallic gratings are becoming more common on tankers. Where fitted either on walkways or manifold areas the following guidance should be considered;

Fibre Reinforced Plastic (FRP) gratings used in lieu of steel gratings for safe access to tanker bows shall possess:

1. low flame spread characteristics and shall not generate excessive quantities of smoke and toxic products as per the International Code for Application of Fire Test Procedures, 2010 (2010 FTP Code);
and

2. adequate structural fire integrity as per recognized standards* after undergoing tests in accordance with the above standards.
* For example, the Standard Specification for Fibre Reinforced Polymer (FRP) Gratings Used in Marine Construction and Shipbuilding (ASTM F3059-14). Class Unified Interpretation SC253

For maximum conductivity measures the gratings should be constructed of conductive polyester resin or other similar compound with high ability to dissipate static electric charge BS EN 61340

Hence, the vessel should have certification onboard for the glass fibre gratings to show that it meets the requirements of SC253 and be aware of the conductive properties such that appropriate precautions are considered where the gratings have low conductivity levels.

Inspectors are encouraged to share their experiences for us all to learn from here.

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