



Alert on Detainable Deficiencies

URC24001 | 15 January 2024

Notice to: Ship Owners/ Managers/ Operators / Surveyors/ Auditors:

Following recent Port State Control (PSC) inspections, several deficiencies were recorded that resulted in the detention of the vessels. URACOS wishes to draw attention to the detainable deficiencies to avoid recurrence.

The detainable deficiencies:

SOLAS Chapter 1: General Provisions:

- 1) Some longitudinal frames/beams in the hold were found damaged.

SOLAS Chapter 1, Regulation 11 states that the condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board.

SOLAS Chapter II-1: Construction – Subdivision and Stability, Machinery and Electrical Installations:

- 1) Oil leakage from Emergency Generator in Fo'c'sle.
- 2) Steering Gear found 'oily'.

SOLAS Chapter II-2: Construction – Fire protection, fire detection, and fire extinction:

- 1) The Fo'c'sle deck ventilation line was found cracked and damaged.
- 2) The Emergency Generator exhaust line was found holed and leaking.
- 3) During the PSC Inspection, the Generator Room fire detection and alarm system was found inoperative.
- 4) There was no record of testing of fire alarms.
- 5) The records of having carried out Fire Drills, Abandon Ship Drills, and Enclosed Space Drills had not been maintained up to date.

SOLAS Chapter II-2-Reg.14.2.2.1 requires maintenance, testing, and inspections to be carried out based on the guidelines developed by the Organization and in a manner having due regard to ensuring the reliability of fire-fighting systems and appliances.

Revised guidelines for maintaining and inspecting fire protection systems and appliances can be found in [MSC/Circ.1432](#), as amended by [MSC.1/Circ.1516](#).

Annex to MSC.1 / Circ. 1432, paragraph 4 details the following tests for Fixed fire detection and alarm systems:

Weekly:

Verify all fire detection and fire alarm control panel indicators are functional by operating the lamp/indicator test switch.

Annually:

- Test all fire detection systems and fire detection systems used to automatically release fire-extinguishing systems for proper operation, as appropriate;
- Visually inspect all accessible detectors for evidence of tampering obstruction, etc., so that all detectors are inspected within one year; and
- Test emergency power supply switchover.

[SOLAS Chapter III: Lifesaving appliances and arrangements:](#)

- 1) The Rescue Boat winch motor was found inoperative.
- 2) The Rescue Boat Wire arrangements were found heavily rusted.
- 3) The Rescue Boat five-yearly test had not been performed.
- 4) Man overboard light / smoke unit expired.

SOLAS Chapter III, Regulation 17 requires the rescue boat's recovery time to be less than 5 minutes in moderate sea conditions when loaded with its full complement of persons and equipment.

SOLAS Chapter III, regulation 20 requires that falls used in launching shall be inspected periodically with special regard for areas passing through sheaves, and renewed when necessary due to deterioration of the falls or at intervals of not more than 5 years, whichever is the earlier.

[SOLAS Chapter IV: Radiocommunications](#)

- 1) Two-way VHF Emergency batteries were not fully charged.
- 2) EPIRB Hydrostatic release expired.

[SOLAS Chapter V: Safety of Navigation:](#)

- 1) The IAMSAR Manual Vol 3 was missing.
- 2) Charts not corrected up-to-date.

SOLAS Chapter V, Reg 27 states that nautical charts and nautical publications, such as sailing directions, lists of lights, notices to mariners, tide tables, and all other nautical publications necessary for the intended voyage, shall be adequate and up to date.

SOLAS Chapter IX: Management for the safe operation of ships

- 1) The Document of Compliance Certificate was found to have expired.

A copy of the Document of Compliance shall be kept on board the ship so that the Master can produce it on request for verification.

MARPOL Annex 1:

- 1) Oil leakage on M.E.
- 2) The SOPEP was not approved and the Annex was missing.

MARPOL, Annex 1, Regulation 37 states every oil tanker of 150 gross tonnage and above and every ship, other than an oil tanker, of 400 gross tonnage and above shall carry onboard a shipboard oil pollution emergency plan approved by the Administration.

The International Convention on Loadlines:

- 1) The main deck handrail was found cracked and damaged.
- 2) The sump tank line on the main deck was found holed.
- 3) The Freeboard Calculation missing.
- 4) The deck line marking missing from the Plimsoll Mark.

Act now

Surveyors / Auditors should take note of the above detainable deficiencies and give special attention during forthcoming class and statutory surveys and audits, irrespective of scope.

Shipowners / Managers / Operators are requested to pay special attention to those deficiencies, note the regulations' requirements, and ensure compliance with all Conventions and MSC Circulars.

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MSC.1/Circ.1318/Rev.1
25 May 2021

**REVISED GUIDELINES FOR THE MAINTENANCE AND INSPECTIONS OF
FIXED CARBON DIOXIDE FIRE-EXTINGUISHING SYSTEMS**

- 1 The Maritime Safety Committee, at its eighty-sixth session (27 May to 5 June 2009), having considered the proposal by the Sub-Committee on Fire Protection, at its fifty-third session, approved *Guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems* (MSC.1/Circ.1318).
- 2 In order to address the need to clarify the hydrostatic testing regime for high-pressure CO₂ cylinders and to align the relevant requirements in the Guidelines with those in the *Revised guidelines for the maintenance and inspection of fire protection systems and appliances* (MSC.1/Circ.1432), the Committee, at its 103rd session (5 to 14 May 2021), approved amendments to the above-mentioned Guidelines, prepared by the Sub-Committee on Ship Systems and Equipment, at its seventh session, with a view to dissemination as MSC.1/Circ.1318/Rev.1. The text of the *Revised guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems* is set out in the annex.
- 3 Member Governments are invited to apply the annexed Revised guidelines when inspecting fixed carbon dioxide fire-extinguishing systems on board all ships and bring them to the attention of ship designers, shipowners, equipment manufacturers, and other parties concerned.
- 4 This circular supersedes MSC.1/Circ.1318.

ANNEX

REVISED GUIDELINES FOR THE MAINTENANCE AND INSPECTIONS OF FIXED CARBON DIOXIDE FIRE-EXTINGUISHING SYSTEMS

1 General

These Revised guidelines provide the minimum recommended level of maintenance and inspections for fixed carbon dioxide fire-extinguishing systems on all ships and are intended to demonstrate that the system is kept in good working order as specified in SOLAS regulation II-2/14.2.1.2. These Revised guidelines are intended to supplement the fire-extinguishing system manufacturer's approved maintenance instructions. Certain maintenance procedures and inspections may be performed by competent crewmembers, while others should be performed by persons specially trained in the maintenance of such systems. The onboard maintenance plan should indicate which parts of the recommended inspections and maintenance should be completed by trained personnel.

2 Safety

Whenever carbon dioxide fire-extinguishing systems are subjected to inspection or maintenance, strict safety precautions should be followed to prevent the possibility that individuals performing or witnessing the activities are placed at risk. Prior to performing any work, a safety plan should be developed to account for all personnel and establish an effective communications system between the inspection personnel and the on-duty crew. Measures to avoid accidental discharges such as locking or removing the operating arms from directional valves, or shutting and locking the system block valve should be taken as the initial procedure for the protection of personnel performing any maintenance or inspections. All personnel should be notified of the impending activities before work is begun.

3 Maintenance and inspection plan

Fixed carbon dioxide fire-extinguishing systems should be kept in good working order and readily available for immediate use. Maintenance and inspections should be carried out in accordance with the ship's maintenance plan having due regard to ensuring the reliability of the system. The onboard maintenance plan should be included in the ship's safety management system and should be based on the system manufacturer's recommendations including:

- .1 maintenance and inspection procedures and instructions;
- .2 required schedules for periodic maintenance and inspections;
- .3 listing of recommended spare parts; and
- .4 records of inspections and maintenance, including corrective actions taken to maintain the system in operable condition.

4 Monthly inspections

4.1 At least every 30 days a general visual inspection should be made of the overall system condition for obvious signs of damage, and should include verification that:

- .1 all stop valves are in the closed position;
- .2 all releasing controls are in the proper position and readily accessible for immediate use;
- .3 all discharge piping and pneumatic tubing is intact and has not been damaged;
- .4 all high-pressure cylinders are in place and properly secured; and
- .5 the alarm devices are in place and do not appear damaged.

4.2 In addition, on low pressure systems the inspections should verify that:

- .1 the pressure gauge is reading in the normal range;
- .2 the liquid level indicator is reading within the proper level;
- .3 the manually operated storage tank main service valve is secured in the open position; and
- .4 the vapour supply line valve is secured in the open position.

5 Annual inspections

The following minimum level of maintenance and inspections should be carried out in accordance with the system manufacturer's instructions and safety precautions:

- .1 the boundaries of the protected space should be visually inspected to confirm that no modifications have been made to the enclosure that have created uncloseable openings that would render the system ineffective;
- .2 all storage containers should be visually inspected for any signs of damage, rust or loose mounting hardware. Cylinders that are leaking, corroded, dented or bulging should be hydrostatically retested or replaced;
- .3 system piping should be visually inspected to check for damage, loose supports and corrosion. Nozzles should be inspected to ensure they have not been obstructed by the storage of spare parts or a new installation of structure or machinery;
- .4 the manifold should be inspected to verify that all flexible discharge hoses and fittings are properly tightened; and
- .5 all entrance doors to the protected space should close properly and should have warning signs, which indicate that the space is protected by a fixed carbon dioxide system and that personnel should evacuate immediately if the alarms sound. All remote releasing controls should be checked for clear operating instructions and indication as to the space served.

6 Minimum recommended maintenance

6.1 At least biennially (intervals of 2 years \pm 3 months) in passenger ships or at each intermediate, periodical or renewal survey¹ in cargo ships, the following maintenance should be carried out (to assist in carrying out the recommended maintenance, examples of service charts are set out in the appendix):

- .1 all high-pressure cylinders and pilot cylinders should be weighed or have their contents verified by other reliable means to confirm that the available charge in each is above 90% of the nominal charge. Cylinders containing less than 90% of the nominal charge should be refilled. The liquid level of low pressure storage tanks should be checked to verify that the required amount of carbon dioxide to protect the largest hazard is available;
- .2 the hydrostatic test date of all storage containers should be checked. High-pressure cylinders should be subjected to periodical tests at intervals not exceeding 10 years. At the 10-year inspection, at least 10% of the total number provided should be subjected to an internal inspection and hydrostatic test². If one or more cylinders fail, a total of 50% of the onboard cylinders should be tested. If further cylinders fail, all cylinders should be tested. Before the 20-year anniversary and every 10-year anniversary thereafter, all cylinders should be subjected to a hydrostatic test. Flexible hoses should be replaced at the intervals recommended by the manufacturer and not exceeding every 10 years. When cylinders are removed for testing, the cylinders should be replaced such that the quantity of fire-extinguishing medium continues to satisfy the requirements of 2.2.1 of chapter 5 of the FSS Code, subject to SOLAS regulation II-2/14.2; and
- .3 the discharge piping and nozzles should be tested to verify that they are not blocked. The test should be performed by isolating the discharge piping from the system and flowing dry air or nitrogen from test cylinders or suitable means through the piping.

6.2 At least biennially (intervals of 2 years \pm 3 months) in passenger ships or at each renewal survey¹ in cargo ships, the following maintenance should be carried out by service technicians/ specialists trained to standards accepted by the Administration:

- .1 where possible, all activating heads should be removed from the cylinder valves and tested for correct functioning by applying full working pressure through the pilot lines.

In cases where this is not possible, pilot lines should be disconnected from the cylinder valves and blanked off or connected together and tested with full working pressure from the release station and checked for leakage.

In both cases this should be carried out from one or more release stations when installed. If manual pull cables operate the remote release controls, they should be checked to verify the cables and corner pulleys are in good condition and freely move and do not require an excessive amount of travel to activate the system;

¹ Refer to the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)*, 2019 (resolution A.1140(31)).

² Refer to standard ISO 18119:2018 – Gas cylinders – Seamless steel and seamless aluminium-alloy gas cylinders and tubes – Periodic inspection and testing.

- .2 all cable components should be cleaned and adjusted as necessary, and the cable connectors should be properly tightened. If the remote release controls are operated by pneumatic pressure, the tubing should be checked for leakage, and the proper charge of the remote releasing station pilot gas cylinders should be verified. All controls and warning devices should function normally, and the time delay, if fitted should prevent the discharge of gas for the required time period; and
- .3 after completion of the work, the system should be returned to service. All releasing controls should be verified in the proper position and connected to the correct control valves. All pressure switch interlocks should be reset and returned to service. All stop valves should be in the closed position.

7 Five-year service

At least once every five years, internal inspection of all control valves should be performed.

APPENDIX

EXAMPLE SERVICE CHARTS

HIGH PRESSURE CO₂ SYSTEM

Date:	Name of ship/unit:	IMO No.:	
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Technical description

No.	Text	Value
1	Manufacturer	
2	Number of main cylinders	
3	Main cylinders capacity (each)	
4	Number of pilot cylinders	
5	Pilot cylinder capacity (each)	
6	Number of distribution lines	
7	Oldest cylinder pressure test date	
8	Protected space(s)	
9	Date flexible hoses fitted/renewed	

Description of inspection/Tests

No.	Description	Carried out	Not carried out	Not applicable	Comment
1	Release controls and distribution valves secured to prevent accidental discharge				
2	Contents in main cylinders checked by weighing				
3	Contents in main cylinders checked by liquid level indicator				
4	Contents of pilot cylinders checked				
5	All cylinder valves visually inspected				
6	All cylinder clamps and connections checked for tightness				
7	Manifold visually inspected				
8	Manifold tested for leakage, by applying dry working air				
9	Main valve and distribution valves visually inspected				
10	Main valve and distribution valves tested for operation				
11	Time delay devices tested for correct setting*				
12	Remote release system visually inspected				
13	Remote release system tested				
14	Servo tubing/pilot lines pressure tested at maximum working pressure and checked for leakages and blockage				
15	Manual pull cables, pulleys, gang releases tested, serviced and tightened/adjusted as necessary				
16	Release stations visually inspected				

No.	Description	Carried out	Not carried out	Not applicable	Comment
17	Warning alarms (audible/visual) tested				
18	Fan stop tested*				
19	10% of cylinders and pilot cylinder/s pressure tested every 10 years. All cylinders and pilot cylinder/s pressure tested before the 20-year anniversary and every 10-year anniversary thereafter				
20	Internal inspection of all control valves performed at least once every five years				
21	Distribution lines and nozzles blown through, by applying dry working air				
22	All doors, hinges and locks inspected*				
23	All instruction and warning signs on installation inspected				
24	All flexible hoses renewed and check valves in manifold visually inspected every 10 years				
25	Release controls and distribution valves reconnected and system put back in service				
26	Inspection date tags attached				

* If fitted as part of the CO₂ system.

LOW PRESSURE CO₂ SYSTEM

Date:	Name of ship/unit:	IMO No.:	
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Technical description

No.	Text	Value
1	Manufacturer	
2	No. of tanks	
3	Tanks capacity (tonnes)	
4	Number of pilot cylinders	
5	Pilot cylinder capacity (each)	
6	Number of distribution lines	
7	Protected space(s)	

Description of inspection/Tests

No.	Description	Carried out	Not carried out	Not applicable	Comment
1	Tank main service valve closed and secured to prevent accidental discharge				
2	Distribution valves verified closed				
3	Check correct function of level indicator				
4	Contents of CO ₂ tank checked by tank level indicator				

No.	Description	Carried out	Not carried out	Not applicable	Comment
5	Contents of CO ₂ tank checked by riser tube reading				
6	Contents of CO ₂ tank checked by level control valve				
7	Supports of tank inspected				
8	Insulation on tank inspected				
9	Safety valves of tank inspected				
10	Safety valves of tank tested				
11	Contents of pilot cylinders checked				
12	Start/stop function of cooling compressors tested				
13	All connected electrical alarms and indicators tested				
14	Main manifold valve inspected				
15	Internal inspection of all control valves performed at least once every five years				
16	Main manifold valve tested				
17	Distribution valves inspected				
18	Distribution valves tested				
19	Release stations inspected				
20	Total flooding release mechanism inspected				
21	Total flooding release mechanism tested				
22	Time delay devices tested for correct setting*				
23	Warning alarms tested				
24	Fan stop tested*				
25	Distribution lines and nozzles inspected				
26	Distribution lines and nozzles tested				
27	Distribution lines and nozzles blown through				
28	All doors, hinges and locks inspected*				
29	All instruction plates inspected				
30	Tank main service valve reopened and secured open				
31	System put back in service				
32	Inspection date tags attached				

* If fitted as part of the CO₂ system.

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MSC.1/Circ.1432
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**REVISED GUIDELINES FOR THE MAINTENANCE AND INSPECTION OF
FIRE PROTECTION SYSTEMS AND APPLIANCES**

- 1 The Maritime Safety Committee, at its ninetieth session (16 to 25 May 2012), having considered a proposal by the Sub-Committee on Fire Protection, at its fifty-fifth session, and recognizing the need to include maintenance and inspection guidelines for the latest advancements in fire-protection systems and appliances, approved the Revised Guidelines for the maintenance and inspection of fire protection systems and appliances, as set out in the annex.
- 2 Member Governments are invited to apply the annexed Guidelines when performing maintenance, testing and inspections in accordance with SOLAS regulation II-2/14.2.2.1 on or after 31 May 2013 and bring the annexed Guidelines to the attention of shipowners, shipmasters, ships' officers and crew and all other parties concerned.
- 3 This circular supersedes MSC/Circ.850.

ANNEX

REVISED GUIDELINES FOR THE MAINTENANCE AND INSPECTION OF FIRE PROTECTION SYSTEMS AND APPLIANCES

1 Application

These Guidelines apply to all ships and provide the minimum recommended level of maintenance and inspections for fire protection systems and appliances. This information may be used as a basis for the ship's onboard maintenance plan required by SOLAS regulation II-2/14. These Guidelines do not address maintenance and inspection of fixed carbon dioxide systems or portable fire extinguishers. Refer to the comprehensive instructions provided in the Guidelines for the maintenance and inspections of fixed carbon dioxide fire-extinguishing systems (MSC.1/Circ.1318) for fixed carbon dioxide systems, and in the Improved Guidelines for marine portable fire extinguishers (resolution A.951(23)) for portable fire extinguishers.

2 Operational readiness

All fire protection systems and appliances should at all times be in good order and readily available for immediate use while the ship is in service. If a fire protection system is undergoing maintenance, testing or repair, then suitable arrangements should be made to ensure safety is not diminished through the provision of alternate fixed or portable fire protection equipment or other measures. The onboard maintenance plan should include provisions for this purpose.

3 Maintenance and testing

3.1 Onboard maintenance and inspections should be carried out in accordance with the ship's maintenance plan, which should include the minimum elements listed in sections 4 to 10 of these Guidelines.

3.2 Certain maintenance procedures and inspections may be performed by competent crew members who have completed an advanced fire-fighting training course, while others should be performed by persons specially trained in the maintenance of such systems. The onboard maintenance plan should indicate which parts of the recommended inspections and maintenance are to be completed by trained personnel.

3.3 Inspections should be carried out by the crew to ensure that the indicated weekly, monthly, quarterly, annual, two-year, five-year and ten-year actions are taken for the specified equipment, if provided. Records of the inspections should be carried on board the ship, or may be computer-based. In cases where the inspections and maintenance are carried out by trained service technicians other than the ship's crew, inspection reports should be provided at the completion of the testing.

3.4 In addition to the onboard maintenance and inspections stated in these Guidelines, manufacturer's maintenance and inspection guidelines should be followed.

3.5 Where particular arrangements create practical difficulties, alternative testing and maintenance procedures should be to the satisfaction of the Administration.

4 Weekly testing and inspections

4.1 Fixed fire detection and alarm systems

Verify all fire detection and fire alarm control panel indicators are functional by operating the lamp/indicator test switch.

4.2 Fixed gas fire-extinguishing systems

- .1 verify all fixed fire-extinguishing system control panel indicators are functional by operating the lamp/indicator test switch; and
- .2 verify all control/section valves are in the correct position.

4.3 Fire doors

Verify all fire door control panel indicators, if provided, are functional by operating the lamp/indicator switch.

4.4 Public address and general alarm systems

Verify all public address systems and general alarm systems are functioning properly.

4.5 Breathing apparatus

Examine all breathing apparatus and EEBD cylinder gauges to confirm they are in the correct pressure range.

4.6 Low-location lighting

Verify low-location lighting systems are functional by switching off normal lighting in selected locations.

4.7 Water mist, water spray and sprinkler systems

- .1 verify all control panel indicators and alarms are functional;
- .2 visually inspect pump unit and its fittings; and
- .3 check the pump unit valve positions, if valves are not locked, as applicable.

5 Monthly testing and inspections

Monthly inspections should be carried out to ensure that the indicated actions are taken for the specified equipment.

5.1 Fire mains, fire pumps, hydrants, hoses and nozzles

- .1 verify all fire hydrants, hose and nozzles are in place, properly arranged, and are in serviceable condition;
- .2 operate all fire pumps to confirm that they continue to supply adequate pressure; and

- .3 emergency fire pump fuel supply adequate, and heating system in satisfactory condition, if applicable.

5.2 Fixed gas fire-extinguishing systems

Verify containers/cylinders fitted with pressure gauges are in the proper range and the installation free from leakage.

5.3 Foam fire-extinguishing systems

Verify all control and section valves are in the proper open or closed position, and all pressure gauges are in the proper range.

5.4 Water mist, water spray and sprinkler systems

- .1 verify all control, pump unit and section valves are in the proper open or closed position;
- .2 verify sprinkler pressure tanks or other means have correct levels of water;
- .3 test automatic starting arrangements on all system pumps so designed;
- .4 verify all standby pressure and air/gas pressure gauges are within the proper pressure ranges; and
- .5 test a selected sample of system section valves for flow and proper initiation of alarms.
(**Note** – The valves selected for testing should be chosen to ensure that all valves are tested within a one-year period.)

5.5 Firefighter's outfits

Verify lockers providing storage for fire-fighting equipment contain their full inventory and equipment is in serviceable condition.

5.6 Fixed dry chemical powder systems

Verify all control and section valves are in the proper open or closed position, and all pressure gauges are in the proper range.

5.7 Fixed aerosol extinguishing systems

- .1 verify all electrical connections and/or manual operating stations are properly arranged, and are in proper condition; and
- .2 verify the actuation system/control panel circuits are within manufacturer's specifications.

5.8 Portable foam applicators

Verify all portable foam applicators are in place, properly arranged, and are in proper condition.

5.9 Wheeled (mobile) fire extinguishers

Verify all extinguishers are in place, properly arranged, and are in proper condition.

5.10 Fixed fire detection and alarm systems

Test a sample of detectors and manual call points so that all devices have been tested within five years. For very large systems the sample size should be determined by the Administration.

6 Quarterly testing and inspections

Quarterly inspections should be carried out to ensure that the indicated actions are taken for the specified equipment:

6.1 Fire mains, fire pumps, hydrants, hoses and nozzles

Verify international shore connection(s) is in serviceable condition.

6.2 Foam fire-extinguishing systems

Verify the proper quantity of foam concentrate is provided in the foam system storage tank.

6.3 Ventilation systems and fire dampers

Test all fire dampers for local operation.

6.4 Fire doors

Test all fire doors located in main vertical zone bulkheads for local operation.

7 Annual testing and inspections

Annual inspections should be carried out to ensure that the indicated actions are taken for the specified equipment:

7.1 Fire mains, fire pumps, hydrants, hoses and nozzles

- .1 visually inspect all accessible components for proper condition;
- .2 flow test all fire pumps for proper pressure and capacity. Test emergency fire pump with isolation valves closed;
- .3 test all hydrant valves for proper operation;
- .4 pressure test a sample of fire hoses at the maximum fire main pressure, so that all fire hoses are tested within five years;
- .5 verify all fire pump relief valves, if provided, are properly set;
- .6 examine all filters/strainers to verify they are free of debris and contamination; and
- .7 nozzle size/type correct, maintained and working.

7.2 Fixed fire detection and fire alarm systems

- .1 test all fire detection systems and fire detection systems used to automatically release fire-extinguishing systems for proper operation, as appropriate;
- .2 visually inspect all accessible detectors for evidence of tampering obstruction, etc., so that all detectors are inspected within one year; and
- .3 test emergency power supply switchover.

7.3 Fixed gas fire-extinguishing systems

- .1 visually inspect all accessible components for proper condition;
- .2 externally examine all high pressure cylinders for evidence of damage or corrosion;
- .3 check the hydrostatic test date of all storage containers;
- .4 functionally test all fixed system audible and visual alarms;
- .5 verify all control/section valves are in the correct position;
- .6 check the connections of all pilot release piping and tubing for tightness;
- .7 examine all flexible hoses in accordance with manufacturer's recommendations;
- .8 test all fuel shut-off controls connected to fire-protection systems for proper operation;
- .9 the boundaries of the protected space should be visually inspected to confirm that no modifications have been made to the enclosure that have created uncloseable openings that would render the system ineffective; and
- .10 if cylinders are installed inside the protected space, verify the integrity of the double release lines inside the protected space, and check low pressure or circuit integrity monitors on release cabinet, as applicable.

7.4 Foam fire-extinguishing systems

- .1 visually inspect all accessible components for proper condition;
- .2 functionally test all fixed system audible alarms;
- .3 flow test all water supply and foam pumps for proper pressure and capacity, and confirm flow at the required pressure in each section (Ensure all piping is thoroughly flushed with fresh water after service.);
- .4 test all system cross connections to other sources of water supply for proper operation;
- .5 verify all pump relief valves, if provided, are properly set;

- .6 examine all filters/strainers to verify they are free of debris and contamination;
- .7 verify all control/section valves are in the correct position;
- .8 blow dry compressed air or nitrogen through the discharge piping or otherwise confirm the pipework and nozzles of high expansion foam systems are clear of any obstructions, debris and contamination. This may require the removal of nozzles, if applicable;
- .9 take samples from all foam concentrates carried on board and subject them to the periodical control tests in MSC.1/Circ.1312, for low expansion foam, or MSC/Circ.670 for high expansion foam.
(**Note:** Except for non-alcohol resistant foam, the first test need not be conducted until 3 years after being supplied to the ship.); and
- .10 test all fuel shut-off controls connected to fire-protection systems for proper operation.

7.5 Water mist, water spray and sprinkler systems

- .1 verify proper operation of all water mist, water-spray and sprinkler systems using the test valves for each section;
- .2 visually inspect all accessible components for proper condition;
- .3 externally examine all high pressure cylinders for evidence of damage or corrosion;
- .4 check the hydrostatic test date of all high pressure cylinders;
- .5 functionally test all fixed system audible and visual alarms;
- .6 flow test all pumps for proper pressure and capacity;
- .7 test all antifreeze systems for adequate freeze protection;
- .8 test all system cross connections to other sources of water supply for proper operation;
- .9 verify all pump relief valves, if provided, are properly set;
- .10 examine all filters/strainers to verify they are free of debris and contamination;
- .11 verify all control/section valves are in the correct position;
- .12 blow dry compressed air or nitrogen through the discharge piping of dry pipe systems, or otherwise confirm the pipework and nozzles are clear of any obstructions. This may require the removal of nozzles, if applicable;
- .13 test emergency power supply switchover, where applicable;

- .14 visually inspect all sprinklers focusing in areas where sprinklers are subject to aggressive atmosphere (like saunas, spas, kitchen areas) and subject to physical damage (like luggage handling areas, gyms, play rooms, etc.) so that all sprinklers are inspected within one year;
- .15 check for any changes that may affect the system such as obstructions by ventilation ducts, pipes, etc.;
- .16 test a minimum of one section in each open head water mist system by flowing water through the nozzles. The sections tested should be chosen so that all sections are tested within a five-year period; and
- .17 test a minimum of two automatic sprinklers or automatic water mist nozzles for proper operation.

7.6 Ventilation systems and fire dampers

- .1 test all fire dampers for remote operation;
- .2 verify galley exhaust ducts and filters are free of grease build-up; and
- .3 test all ventilation controls interconnected with fire-protection systems for proper operation.

7.7 Fire doors

Test all remotely controlled fire doors for proper release.

7.8 Breathing apparatus

- .1 check breathing apparatus air recharging systems, if fitted, for air quality;
- .2 check all breathing apparatus face masks and air demand valves are in serviceable condition; and
- .3 check EEBDs according to maker's instructions.

7.9 Fixed dry chemical powder systems

- .1 visually inspect all accessible components for proper condition;
- .2 verify the pressure regulators are in proper order and within calibration; and
- .3 agitate the dry chemical powder charge with nitrogen in accordance with system manufacturer's instructions.
(**Note:** Due to the powder's affinity for moisture, any nitrogen gas introduced for agitation must be moisture free.)

7.10 Fixed aerosol extinguishing systems

Verify condensed or dispersed aerosol generators have not exceeded their mandatory replacement date. Pneumatic or electric actuators should be demonstrated working, as far as practicable.

7.11 Portable foam applicators

- .1 verify all portable foam applicators are set to the correct proportioning ratio for the foam concentrate supplied and the equipment is in proper order;
- .2 verify all portable containers or portable tanks containing foam concentrate remain factory sealed, and the manufacturer's recommended service life interval has not been exceeded;
- .3 portable containers or portable tanks containing foam concentrate, excluding protein based concentrates, less than 10 years old, that remain factory sealed can normally be accepted without the periodical foam control tests required in MSC.1/Circ.1312 being carried out;
- .4 protein based foam concentrate portable containers and portable tanks should be thoroughly checked and, if more than five years old, the foam concentrate should be subjected to the periodical foam control tests required in MSC.1/Circ.1312, or renewed; and
- .5 the foam concentrates of any non-sealed portable containers and portable tanks, and portable containers and portable tanks where production data is not documented, should be subjected to the periodical foam control tests required in MSC.1/Circ.1312.

7.12 Wheeled (mobile) fire extinguishers

- .1 perform periodical inspections in accordance with the manufacturer's instructions;
- .2 visually inspect all accessible components for proper condition;
- .3 check the hydrostatic test date of each cylinder; and
- .4 for dry powder extinguishers, invert extinguisher to ensure powder is agitated.

7.13 Galley and deep fat cooking fire-extinguishing systems

Check galley and deep fat cooking fire-extinguishing systems in accordance with the manufacturer's instructions.

8 Two-year testing and inspections

Two-year inspections should be carried out to ensure that the indicated actions are taken for the specified equipment.

8.1 Fixed gas fire-extinguishing systems

- .1 all high pressure extinguishing agents cylinders and pilot cylinders should be weighed or have their contents verified by other reliable means to confirm that the available charge in each is above 95 per cent of the nominal charge. Cylinders containing less than 95 per cent of the nominal charge should be refilled; and

- .2 blow dry compressed air or nitrogen through the discharge piping or otherwise confirm the pipe work and nozzles are clear of any obstructions. This may require the removal of nozzles, if applicable.

8.2 Fixed dry chemical powder systems

- .1 blow dry nitrogen through the discharge piping to confirm that the pipe work and nozzles are clear of any obstructions;
- .2 operationally test local and remote controls and section valves;
- .3 verify the contents of propellant gas cylinders (including remote operating stations);
- .4 test a sample of dry chemical powder for moisture content; and
- .5 subject the powder containment vessel, safety valve and discharge hoses to a full working pressure test.

9 Five-year service

At least once every five years, the following inspections should be carried out for the specified equipment.

9.1 Fixed gas fire-extinguishing systems

Perform internal inspection of all control valves.

9.2 Foam fire-extinguishing systems

- .1 perform internal inspection of all control valves;
- .2 flush all high expansion foam system piping with fresh water, drain and purge with air;
- .3 check all nozzles to prove they are clear of debris; and
- .4 test all foam proportioners or other foam mixing devices to confirm that the mixing ratio tolerance is within +30 to -10% of the nominal mixing ratio defined by the system approval.

9.3 Water mist, water spray and sprinkler systems

- .1 flush all ro-ro deck deluge system piping with water, drain and purge with air;
- .2 perform internal inspection of all control/section valves; and
- .3 check condition of any batteries, or renew in accordance with manufacturer's recommendations.

9.4 Breathing apparatus

Perform hydrostatic testing of all steel self-contained breathing apparatus cylinders. Aluminium and composite cylinders should be tested to the satisfaction of the Administration.

9.5 Low-location lighting

Test the luminance of all systems in accordance with the procedures in resolution A.752(18).

9.6 Wheeled (mobile) fire extinguishers

Visually examine at least one extinguisher of each type manufactured in the same year and kept on board.

10 Ten-year service

At least once every 10 years, the following inspections should be carried out for the specified equipment:

10.1 Fixed gas fire-extinguishing systems

- .1 perform a hydrostatic test and internal examination of 10 per cent of the system's extinguishing agent and pilot cylinders. If one or more cylinders fail, a total of 50 per cent of the onboard cylinders should be tested. If further cylinders fail, all cylinders should be tested;
- .2 flexible hoses should be replaced at the intervals recommended by the manufacturer and not exceeding every 10 years; and
- .3 if permitted by the Administration, visual inspection and NDT (non-destructive testing) of halon cylinders may be performed in lieu of hydrostatic testing.

10.2 Water mist, water spray and sprinkler systems

Perform a hydrostatic test and internal examination for gas and water pressure cylinders according to flag Administration guidelines or, where these do not exist, EN 1968:2002 + A1.

10.3 Fixed dry chemical powder systems

Subject all powder containment vessels to hydrostatic or non-destructive testing carried out by an accredited service agent.

10.4 Fixed aerosol extinguishing systems

Condensed or dispersed aerosol generators to be renewed in accordance with manufacturer's recommendations.

10.5 Wheeled (mobile) fire extinguishers

All extinguishers together with propellant cartridges should be hydrostatically tested by specially trained persons in accordance with recognized standards or the manufacturer's instructions.

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MSC.1/Circ.1516
8 June 2015

**AMENDMENTS TO THE REVISED GUIDELINES FOR THE MAINTENANCE
AND INSPECTION OF FIRE PROTECTION SYSTEMS AND APPLIANCES
(MSC.1/CIRC.1432)**

1 The Maritime Safety Committee, at its ninety-fifth session (3 to 12 June 2015), approved amendments to the *Revised guidelines for the maintenance and inspection of fire protection systems and appliances* (MSC.1/Circ.1432), as set out in the annex, concerning testing of automatic sprinkler systems, prepared by the Sub-Committee on Ship Systems and Equipment, at its second session.

2 Member Governments are invited to use the amendments when applying MSC.1/Circ.1432 and to bring the amendments to the attention of ship designers, shipyards, shipowners, systems manufactures and all parties concerned.

ANNEX

AMENDMENTS TO THE REVISED GUIDELINES FOR THE MAINTENANCE AND INSPECTION OF FIRE PROTECTION SYSTEMS AND APPLIANCES (MSC.1/CIRC.1432)

- 1 Paragraph 3.4 is amended to read as follows:

"3.4 In addition to the onboard maintenance and inspections stated in these guidelines, manufacturer's maintenance and inspection guidelines should be followed. The quality of water in automatic sprinkler systems is of particular importance and should be maintained in accordance with manufacturer guidelines. Records of water quality should be maintained on board in accordance with the manufacturer's guidelines."

- 2 A new paragraph 6.5 is added after the existing paragraph 6.4, as follows:

"6.5 Water mist, water spray and sprinkler systems

Assess system water quality in the header tank and pump unit against the manufacturer's water quality guidelines."

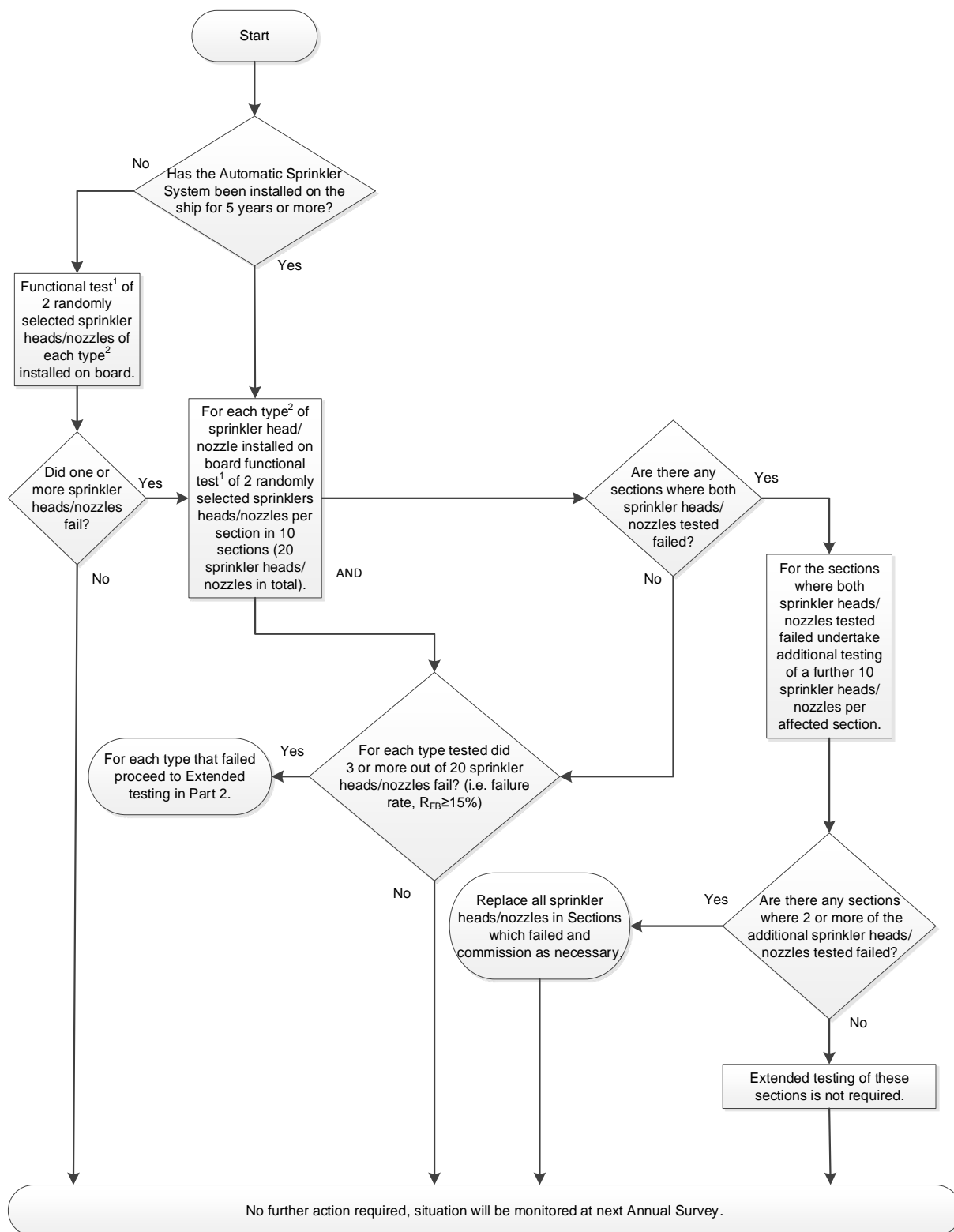
- 3 Paragraph 7.5 is amended to read as follows:

"7.5 Water mist, water spray and sprinkler systems

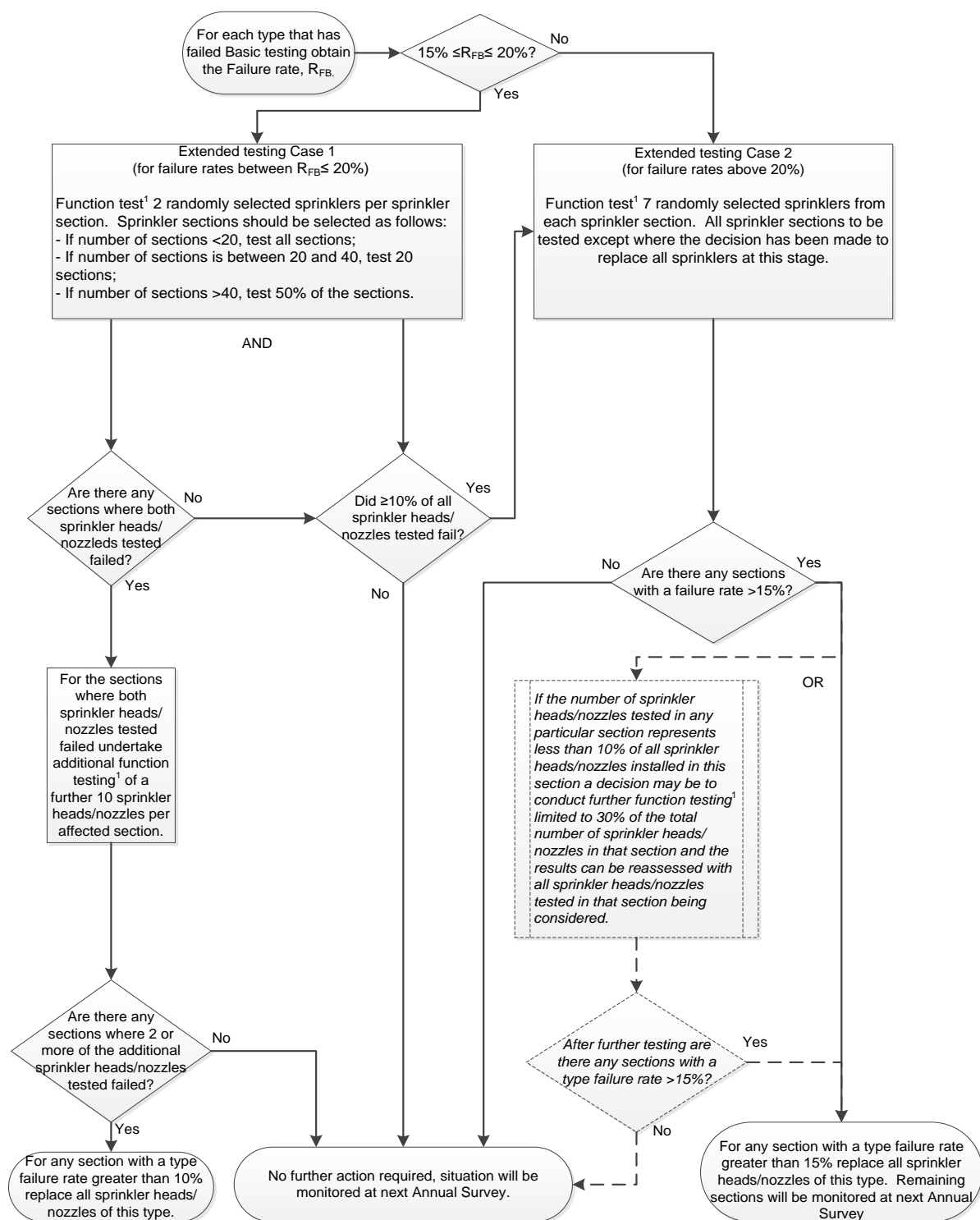
- .1 verify proper operation of all water mist, water-spray and sprinkler systems using the test valves for each section;
- .2 visually inspect all accessible components for proper condition;
- .3 externally examine all high pressure cylinders for evidence of damage or corrosion;
- .4 check the hydrostatic test date of all high pressure cylinders;
- .5 functionally test all fixed system audible and visual alarms;
- .6 flow test all pumps for proper pressure and capacity;
- .7 test all antifreeze systems for adequate freeze protection;
- .8 test all system cross connections to other sources of water supply for proper operation;
- .9 verify all pump relief valves, if provided, are properly set;
- .10 examine all filters/strainers to verify they are free of debris and contamination;
- .11 verify all control/section valves are in the correct position;

- .12 blow dry compressed air or nitrogen through the discharge piping of dry pipe systems, or otherwise confirm the pipework and nozzles are clear of any obstructions. This may require the removal of nozzles, if applicable;
- .13 test emergency power supply switchover, where applicable;
- .14 visually inspect all sprinklers focusing in areas where sprinklers are subject to aggressive atmosphere (like saunas, spas, kitchen areas) and subject to physical damage (like luggage handling areas, gyms, play rooms, etc.) so that all sprinklers are inspected within one year. Sprinklers with obvious external damage, including paint, should be replaced and not included in the number of sprinklers tested in subparagraph .17;
- .15 check for any changes that may affect the system such as obstructions by ventilation ducts, pipes, etc.;
- .16 test a minimum of one section in each open head water mist system by flowing water through the nozzles. The sections tested should be chosen so that all sections are tested within a five-year period;
- .17 test automatic sprinklers and automatic water mist nozzles in accordance with the following flow chart:

Part 1 - Basic Testing



Part 2 - Extended testing



Explanatory notes to the flow chart

- 1 *Functional test* is defined as a test that demonstrates the operation and flow of water from sprinkler head/nozzle.
 - 2 *Type* is defined as each different manufacturer model of sprinkler head/nozzle.
 - 3 *Static/standby pressure* is defined as the constant pressure maintained in the system at all times prior to activation.
 - 4 All testing should be carried out at static/standby pressure.
 - 5 *Failure rate* (R_{FB}) is the number of sprinkler heads/nozzles to fail testing divided by test sample size multiplied by 100; and
- .18 during basic testing, and extended testing when applicable, of automatic sprinkler heads/nozzles as outlined in subparagraph .17, water quality testing should be conducted in each corresponding piping section. Note – should a tested sprinkler fail, assessing the corresponding water quality at that time would assist in determining the cause of failure."
- 4 Paragraph 9.3 is replaced by the following:
- "9.3 Water mist, water spray and sprinkler systems
- .1 flush all ro-ro deck deluge system piping with water, drain and purge with air;
 - .2 perform internal inspection of all control/section valves; water quality testing should be conducted in all corresponding piping sections, if not previously tested as outlined in paragraph 7.5.18 within the last five years;
 - .3 check condition of any batteries, or renew in accordance with manufacturer's recommendations; and
 - .4 for each section where the water is refilled after being drained or flushed, water quality should meet manufacturer's guidelines. Testing of the renewed water quality should be conducted and recorded as a new baseline reference to assist future water quality monitoring for each corresponding section."
-

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MSC.1/Circ.1676
30 June 2023

**DELAYS AFFECTING THE AVAILABILITY OF NEW GMDSS EQUIPMENT COMPLIANT
WITH THE REVISED PERFORMANCE STANDARDS SET OUT IN RESOLUTIONS
MSC.511(105), MSC.512(105) AND MSC.513(105)**

1 The Maritime Safety Committee, at its 105th session (20 to 29 April 2022), adopted amendments to:

- .1 the International Convention for the Safety of Life at Sea (SOLAS), 1974 (resolution MSC.496(105));
- .2 the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 (1988 SOLAS Protocol) (resolution MSC.497(105));
- .3 the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) (resolution MSC.498(105)) and the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) (resolution MSC.499(105)); and
- .4 the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1979 (1979 MODU Code) (resolution MSC.504(105)), the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1989 (1989 MODU Code) (resolution MSC.505(105)) and the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code) (resolution MSC.506(105)),

which will enter into force on 1 January 2024.

2 The Committee also adopted, inter alia, resolutions:

- .1 MSC.511(105) on *Performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling*;
- .2 MSC.512(105) on *Performance standards for shipborne MF and MF/HF radio installations capable of voice communication, digital selective calling and reception of maritime safety information and search and rescue related information*; and
- .3 MSC.513(105) on *Performance standards for Inmarsat-C ship earth stations capable of transmitting and receiving direct-printing communications*,

which recommend Governments to ensure that shipborne equipment installed on or after 1 January 2024, which will form part of the Global Maritime Distress and Safety System (GMDSS), conform to performance standards not inferior to those adopted at that session.

3 The Committee, at its 107th session (31 May to 9 June 2023), having considered information provided by IEC and CIRM on the availability of GMDSS equipment after 1 January 2024, noted that considerable work had been carried out by the radio manufacturing industry and the standards' organizations to develop the new equipment required. However, some of the performance standards incorporate new features which still require specification from other organizations.

4 The Committee, therefore, concluded that it was unrealistic for new shipborne VHF radio installations, shipborne MF and MF/HF radio installations or Inmarsat-C ship earth stations conforming to performance standards specified in the annex to resolutions MSC.511(105), MSC.512(105) and MSC.513(105), respectively, to be available for installation from 1 January 2024.

5 In this regard, the Committee invited Member States to consider permitting until 1 January 2028 the continued installation of:

- .1 shipborne VHF radio installations conforming to performance standards not inferior to those specified in the annex to resolution A.803(19), as amended;
- .2 shipborne MF and MF/HF radio installations conforming to performance standards not inferior to those specified in the annex to resolutions A.804(19), as amended and A.806(19), as amended; and
- .3 Inmarsat-C ship earth stations conforming to performance standards not inferior to those specified in the annex to resolution A.807(19), as amended.

6 Member States are invited to bring this information to the attention of the appropriate national authorities and all other parties concerned.
