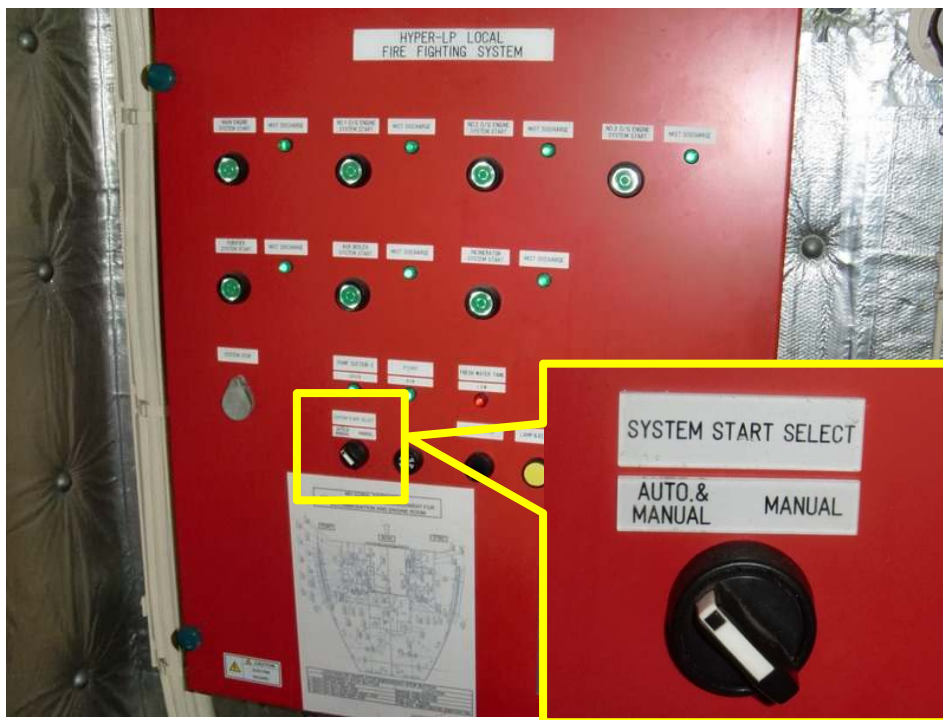


ClassNK PSC Bulletin	Date:	11 May, 2015
	No:	NK-PSC-01
	Attachment	No /Yes: 3 page(s)
Title:	固定式局所消火装置	
Typical deficiency (outline of comment) by PSC:	固定式局所消火装置が非常時に起動されない状態になっている	
Port State	Country: USA	Port: All ports in USA
Action taken by PSC:	Detention / Rectify before Departure / Others ()	
Description:	<p>最近の United States Coast Guard (USCG)による検査において、固定式局所消火装置*¹の起動準備不備による拘留が増加しています。</p> <p>USCG による検査の指摘では、非常時に直ちに起動出来ない以下の欠陥が指摘されています。</p> <p>(1) 常時開とされるべき給水バルブが閉められている。</p> <p>(2) 自動起動ではなく、手動起動モード待機状態となっている。</p> <p>上記(2)は自動及び手動起動装置*²を有する船舶が対象で、自動起動装置に要求される局所火災場所を感知する追加の火災探知装置が、手動起動装置においては起動しないため、拘留を伴う欠陥として指摘されています。</p> <p>対象となる船舶においては、入港前に(1)給水バルブが開である事、(2)局所消火装置が自動起動モードになっている事を確実にして下さい。</p> <p>本件に関し、関連写真(Attachment 1)及び USCG の Marine Safety Information Bulletin (Attachment 2)を添付致しますのでご参照下さい。</p> <p style="text-align: right;">以上</p>	
<p>*1: SOLAS II-2 章 10.5.6 による、総トン数 2,000トン以上で 500m³を超える容積を有する A 類機関区域の要件。2002 年 7 月 1 日以降起工の船舶に適用される。</p> <p>*2: SOLAS II-2 章 10.5.6.2 による、定期的に無人の状態に置かれる機関区域の追加要件。本会船級符号(M0)／設備符号 M0 を有する船舶。</p>		

Attachment 1



(1) Water supply valves to be always opened



(2) Automatic operating system to be ready



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, Stop 7501
Washington, DC 20593-7501

MSIB Number: 41-13
Date: December 6, 2013
Contact: LCDR Michael Lendvay
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Fixed Water-Based Local Application Fire-Fighting Systems

This bulletin addresses the intentional securing of fixed water-based fire fighting systems onboard certain vessels.

1. Machinery spaces onboard vessels are particularly high risk areas for fires. Locations such as main and auxiliary engine tops, fuel oil purifiers, burners and incinerator burners are major areas of concern. Fires in these areas can spread very quickly, causing serious damage to vessels, their crews, and the ports they visit at risk. To protect against this fire risk, Category A machinery spaces containing oil-fired boilers or oil fuel units must be fitted with a fixed fire-extinguishing system (SOLAS II-2/10.5.1.1). In addition, Category A machinery spaces above 500 m³ in volume must have an approved type of fixed water-based or equivalent local application fire-extinguishing system (SOLAS II-2/10.5.6.1). This fixed water-based local application fire-fighting system is intended to protect the crew and affected machinery quickly, and without the necessity of engine shutdown, personnel evacuation, or sealing the space.
2. Where the Category A machinery space protected by the local application fire-extinguishing system is periodically unattended, the system must be provided with both automatic and manual release capability.
3. During recent port state control examinations, units have observed fixed water based fire-fighting systems that protect periodically-unattended Category A machinery spaces secured either by closing supply valves or otherwise placing the system in a manual mode of operation. Doing so disables the system's quick response capability, reducing the effectiveness of the system by not having it ready for immediate use when the machinery space is unattended. Vessels found in such a condition may be at risk for a port state control detention.
4. When the system that requires automatic operation capability is placed in manual mode, the sensors and alarms are not engaged; increasing the chances a fire will spread in an unattended machinery space. Ships which operate with periodically-unattended machinery spaces must therefore ensure any local application water-based fire-extinguishing systems are placed in automatic mode whenever the protected machinery space is unattended.
5. In the case of continuously-manned machinery spaces, including spaces served by a continuously-manned engine control room, the fire extinguishing system is only required to have manual release capability.

Questions regarding this issue should be forwarded to the Office of Commercial Vessel Compliance, Foreign and Offshore Vessel Division (CG-CVC-2) at 202-372-1218 during regular business hours or by email at CGCVC@uscg.mil.

Commander Michael B. Zamperini, Chief, Foreign and Offshore Vessel Compliance Division (CG-CVC-2) in the Office of Commercial Vessel Compliance sends.

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