

# Palau International Ship Registry



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## MARINE NOTICE 220.2

**To: RECOGNIZED ORGANIZATIONS, SHIPOWNERS, MANAGERS, OPERATORS, MASTERS, AND FLAG STATE INSPECTORS**

**Subject: MAINTENANCE AND INSPECTION OF FIRE-PROTECTION SYSTEMS AND APPLIANCES**

1. Reference
  - 1.1 SOLAS, International Convention for the Safety of Life at Sea, Consolidated Edition 2014, as amended
  - 1.2 IMO Resolution MSC. Circular 849, Adopted on June 8<sup>th</sup>, 1998
  - 1.3 IMO Resolution MSC. Circular 850, Adopted on June 8<sup>th</sup>, 1998
  - 1.4 MSC.1/Circ. 1312, Adopted June 10<sup>th</sup>, 2009
  - 1.5 MSC.1/Circ. 1312/Corr.1, Adopted November 22 2011
  - 1.6 MSC.1/Circ. 1318, Adopted June 11<sup>th</sup>, 2009
  - 1.7 International Code for Fire Safety Systems (FSS Code), as amended
  - 1.8 Palau Maritime Regulations, Chapter 5.5
2. Purpose
  - 2.1 This Marine Notice provides instructions for the proper maintenance and inspection of fire protection systems, appliances, and emergency equipment including the specific guidelines applicable to testing and examination of fixed and portable fire extinguishers, foam systems, and self-contained breathing apparatus are provided.
3. Applicability
  - 3.1 This Marine Notice applies to all Palau registered vessels including MOUs subject to the International Convention for the Safety of Life at Sea (SOLAS)
4. General instructions for the Maintenance and Inspection of Fire-protection Systems and Appliances:
  - 4.1 The specific instructions contained in this Marine Notice address areas where the Palau Ship Registry Administrator feels there is a need for additional guidance or clarification. Vessel owners and managers should be familiar and follow the equipment's manufacturer's recommendations, as well as class society requirements and applicable requirements of SOLAS, except where these recommendations or requirements are superseded by this Marine Notice.



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- 4.2 All fire protection systems and appliances should at all times be in good order and available for immediate use while the ship is in service. If a fire protection system is under repair, then suitable arrangements acceptable to the vessel Recognized Organization and the Palau Ship Registry Administrator should be made to ensure safety is not diminished.
- 4.3 Prior to sailing or in the case of a MODU and MOU engaging in operations with a fire protection system under repairs, a dispensation must be obtained from the Palau Ship Registry Administrator.
5. Weekly Inspections:
- 5.1 Weekly inspections should be carried out to ensure that:
- All public address systems and general alarm systems are functioning properly;
  - Breathing apparatus cylinders do not present leakages; and
  - All fireman's outfits and EEBDs are appropriately supplied, arranged, and in proper condition
  - All fire detection, fire alarm, and fixed-extinguishing system control panel indicators are functional by operating the lamp/indicator test switch and verifying that all control/section valves are in the correct position.
  - All fire door control panel indicators, if provided, are functional by operating the lamp/indicator switch.
  - Verify low-location lighting systems are functional by switching off normal lighting in selected locations.
  - Verify water mist, water spray, and sprinkler systems control panel indicators and alarms are functionals, visually inspecting pump unit and its fitting, and checking the pump unit valve positions.
6. Monthly examinations:
- 6.1 Ships officers are responsible for performing monthly examinations of firefighting system equipment and recording the examinations in the ship's official logbook. Monthly inspections should be carried out to ensure that:
- All fire extinguishers, fire hydrants, hose and nozzles are in place, properly arranged, and are in proper condition;
  - Dry pipe sprinkler systems have appropriate pressures as indicated by gauges;



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- c. Sprinkler system pressure tanks have corrected levels of water as indicated by glass gauges;
  - d. All sprinkler system pumps automatically operate on reduction of pressure in the systems;
  - e. All fire pumps are operational
  - f. Emergency fire pump fuel supply is adequate and heating system in satisfactory condition.
- 6.2 With regards to fixed firefighting systems, a general visual inspection should be made of the overall system condition for obvious signs of damage, and should include verification that:
- a. All fixed fire-extinguishing installations using extinguishing gas are free from leakage;
  - b. All stop valves are in the closed position;
  - c. All releasing controls are in the proper position and readily accessible for immediate use;
  - d. All discharge piping and pneumatic tubing is intact and has not been damaged;
  - e. All high-pressure cylinders are in place and properly secured; and
  - f. The alarm devices are in place and do not appear damaged.
  - g. Containers/cylinders fitted with pressure gauges are in the proper range and the installation is free from leakage.
- 6.3 In addition, on low pressure systems the inspection should verify that:
- a. The pressure gauge is reading in the normal range;
  - b. The liquid level indicator is reading within the proper level;
  - c. The manually operated storage tank main service valve is secured in the open position; and
  - d. The vapor supply line valve is secured in the open position.
- 6.4 Verification of all control and section valves of the foam fire-extinguishing system are in the proper open or closed position, and all pressure gauges are in the proper range.
- 6.5 For the water mist, water spray and sprinkler systems:
- a. Verify all control, pump unit and section valves are in the proper open or closed position.



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- b. Verify sprinkler pressure tanks or other means have correct levels of water.
  - c. Test automatic starting arrangements on all system pumps so designed.
  - d. Verify all standby pressure and air/gas pressure gauges are within the proper pressure ranges;
  - e. Test a selected sample of system section valves for flow and proper initiation of alarms.
- 6.6 Verification of lockers providing storage for fire-fighting equipment contain their full inventory and equipment is in serviceable condition.
- 6.7 Verification of fixed dry chemical powder system's control and section valves making sure that are in the proper open or closed position and the pressure gauges are in the proper range.
- 6.8 Verification that fixed aerosol extinguishing systems have all their electrical connections and/or manual operating stations properly arranged, in proper condition, and that the actuation system/control panel circuits are within manufacturer's specifications.
- 6.9 Verification that all portable foam applicators are in place and in proper condition.
- 6.10 Test a sample of the fixed fire detection and alarm system's call point so that all devices have been tested within five years.
7. Quarterly Examinations and Inspections:
- 7.1 Ship officers are responsible for performing quarterly test and examinations of the following firefighting system equipment and recording the test and examinations in the ship's official logbook. Quarterly inspections should be carried out to ensure that:
- a. All automatic alarms for the sprinkler systems are tested using the test valves for each section;
  - b. The international shore connection is in proper condition;
  - c. Lockers and fire stations providing storage for fire-fighting equipment contain proper inventory and equipment is in proper condition;
  - d. All fire doors and fire dampers are tested for local operation; and



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- e. All CO2 bottle connections for cable operating system clips should be checked for tightness on fixed fire-extinguishing installations.

## 8. Annual Testing and Inspections:

- 8.1 As part of the annual statutory survey for Safety Equipment Certification, the following inspections and tests should be carried out to ensure that:

### 8.1.1 Fire mains, fire pumps, hydrants, hoses, and nozzles:

- a. Are visually inspected ensuring their condition;
- b. Flow test fire pumps for proper pressure and capacity;
- c. Test hydrants valves for proper operation;
- d. Verify all control/section valves are in the correct position;
- e. Examine all flexible hoses in accordance with manufacturer's recommendations;
- f. Test all fuel shut-off controls connected to fire protection systems for proper operation.
- g. Pressure test a sample of fire hoses at the maximum fire main pressure;
- h. Verify all fire pump relief valves;
- i. Examine and clean all filters/strainers;

### 8.1.2 Fixed fire detection and fire alarm systems:

- a. Visually inspected for proper condition;
- b. Externally examine all high-pressure cylinders for evidence of damage or corrosion.
- c. Test all fixed system audible and visual alarms.

### 8.1.3 Foam fire extinguishing system.

- a. Visually inspect all accessible components for proper operation.
- b. Test all fixed system audible alarms.
- c. Flow test all water supply and foam pumps for proper pressure and capacity.
- d. Verify all pump relief valves are properly set, as applicable.
- e. Examine and clean all filters/strainers.
- f. Take samples from all foam concentrates carried on board and subject



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- them to the periodical control test for both low and high expansion foam;
- g. Test all fuel shut-off controls connected to fire-protection system for proper operation.

## 8.1.4 Water mist, water spray, and sprinkler systems

- a. Verify proper operation of all water mist, water-spray and sprinkler systems using the test valves for each section.
- b. Visually inspect all accessible components for proper condition.
- c. Externally examine all high-pressure cylinders.
- d. Check the hydrostatic test date of all high pressure cylinders;
- e. Test all fixed system audible and visual alarms;
- f. Test all antifreeze systems for adequate freeze protection;
- g. Verify all pump relief valves;
- h. Examine and clean all filters and strainers;
- i. Test emergency power supply switchover;
- j. Test automatic sprinklers and automatic water mist nozzles in accordance with the manufacturer's guidelines

At least once every five years, the control valves of fixed fire-fighting systems should be internally inspected.

## 9. Fixed CO<sub>2</sub> Fire Fighting Systems:

9.1 Fixed CO<sub>2</sub> systems in addition to complying with the maintenance and inspection requirements contained in this Marine Notice the following items should be carried out the following:

9.1.1 Verification of Cylinder Contents: At least biennially in passenger ships or at each intermediate, periodical or renewal survey in cargo ships all high-pressure cylinders and pilot cylinders should be weighted 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.

9.1.2 Hydrostatic testing should be carried out biennially in passenger vessels





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or at each renewal survey in cargo ships, maintenance 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 and that this inspection the following should be carried out:

- a. At least 10% of the total number provided should be subjected to an internal inspection and hydrostatic test.
  - b. If one or more cylinders fail, a total of 50% of the onboard cylinders should be tested.
  - c. If further cylinders fail, all cylinders should be tested.
- 9.1.3 Hydrostatic test dates must be stamped on the cylinders and should be performed by an authorized servicing facility which has been certificated by the recognized organization, and by extinguisher manufacturer to perform this type of work.
- 9.1.4 Flexible Hoses should be replaced at intervals recommended by the manufacturer, or if such recommendation is not provided, then at intervals not exceeding every 10 years.
- 9.1.5 Discharge piping 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 the test cylinders or suitable means through the piping.
- 9.1.6 Existing ships equipped with storage containers that are 10 years old or older, but less than 20 years of age shall have the storage containers hydrostatically tested in accordance with the aforementioned guidelines at latest by the vessel's next intermediate or special survey.
- 9.1.7 Existing ships with CO<sub>2</sub> storage containers 20 years of age that have not undergone a hydrostatic test shall at the latest by the vessel's next annual or intermediate survey hydrostatically test a total of 50% of the onboard cylinders. If one or more cylinders failed, then all cylinders should be tested.
- 9.1.8 Additional Required Maintenance by an Authorized Service Facility should be carried out biennially in passenger vessels and at each renewal survey



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in cargo ships including:

- a. All activating heads should be removed from the cylinder valves and tested for correct functioning by applying full working pressure through the pilot lines. 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 required an excessive amount of travel to activate the system.
- b. All cables components should be cleaned and adjusted as necessary, and the cable connectors should be properly tightened. All control and warning devices should function normally, and the time delay, if fitted should prevent the discharge of gas for the required time period.

## 10. Halon System

10.1 The Palau Ship Registry Administrator interpretation of the IMO rules regarding the use of Halon is that only new installations are prohibited and therefore existing system may be continuing to be used as long as the systems remains serviceable.

10.2 It is important to be understand that in accordance with MARPOL Annex VI, any deliberate emission of ozone depleting substances, including halon, shall be prohibited.

10.3 Fixed CO<sub>2</sub> systems in addition to complying with the maintenance and inspection required as per this Marine Notice, shall comply with the following requirements:  
Halon System Hydrostatic testing:

- a. All halon cylinders must be hydrostatically tested after each 20 years of service;
- b. Prior to recharging a discharged cylinder; and
- c. When visual inspection reveals a potential defect.

Hydrostatic test dates must be stamped on the cylinders by authorized and certified service company.

10.4 The Palau Ship Registry Administrator is aware of the increasing difficulty with regards to locating servicing facilities and suppliers for the testing and maintenance of existing fixed halon fire suppression systems and components.





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Taking into consideration this information, the Palau Ship Registry Administrator will consider the extension of the 20-year hydrostatic testing requirement for additional five years provided that the below conditions are met:

- a. Determination that a cylinder has not been discharged during its service history;
- b. The cylinder's content is verified by weighting or isotropic measurement.
- c. The cylinder's pressure levels are verified and acceptable.
- d. A visual inspection of cylinders reveals no potential defects; and
- e. The cylinders are to be gauged or ultrasonically tested to determine the wall thickness.
- f. A thorough examination shall be made of all accessible components parts of the halon system, including control valves and connections, to verify satisfactory condition and freedom from leakage.
- g. The Recognized Organization should forward official statement of the conclusion of the items above and confirming is no objection for the extension to be granted for 5 years.

## 11. Fixed Foam System:

11.1 Fixed Foam System, in addition to complying with the applicable maintenance and inspection requirements contained in this Marine Notice, shall also comply with the revised guidelines contained in MSC.1/Circ.1312, *Performance and Testing Criteria, and Surveys of Foam Concentrates for Fixed Fire-Extinguishing System*, with reference to MSC.1/Circ.1312/Corr.1 as part of the verification of the foam concentrates.

11.2 Fixed Foam System need to be periodically testing to verify the concentrates including:

- a. The first periodical control of foam concentrates should be performed not more than three (3) years after being supplied to the ship, and after that, every year. These tests should be performed by the shipowners or operator via laboratories or authorized service suppliers deemed acceptable to the Recognized Organization.
- b. Protein-based alcohol-resistant foam concentrates should be subjected to a chemical stability test prior to delivery to the ship and annually thereafter.



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- c. Records of the age of the foam concentrates and of subsequent control should be kept on board.
12. Maintenance and Inspection of Fixed Dry Chemical Powder Fire-Extinguishing System:
    - 12.1 Fixed Dry Chemical Powder Fire-Extinguishing Systems are to be serviced and tested by an approved service supplier and the Recognized Organization.
    - 12.2 At each annual, periodical, renewal survey, the attending Class Surveyor is to perform a general examination of the distribution piping and installation of the dry chemical powder fire-extinguishing system to confirm that the system has not been modified from its original installation. As part of this verification, the following should be carried out:
      - a. The piping distribution system is to be blown through with Nitrogen (N<sub>2</sub>) or dry air to ensure it is free of any obstruction. The nozzles, if any, are to be removed to ensure that they are free and not blocked during the blow-through operation.
      - b. Operational test of local and remote controls and section valves.
  13. Portable Fire Extinguishers:
    - 13.1 Portable Fire Extinguisher should be examined as part of the annual statutory surveys for the SOLAS Safety Equipment Certification.
    - 13.2 The annual servicing/examination of the portable fire extinguishers can be carried out by the crew, if the crew is properly trained and such servicing is acceptable to the vessel's Recognized Organization, however, the Recognized Organization must be satisfied with the condition of the extinguishers in order for Palau Ship Registry Administrator to be satisfied.
    - 13.3 The vessel crew may service powder, foam, or water type portable fire extinguishers subject to the following:
      - a. The equipment requires to test, examine, and service the extinguishers is obtained and maintained in a calibrated and serviceable condition.



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- b. The crew is properly trained in the testing and examination, and servicing of fire extinguishers and the extinguishers manufacturer's servicing instructions are followed:
  - c. The testing and inspection are carried out to the satisfaction of the attending Recognized Organization surveyor and if required by the Recognized Organization, the testing should be carried out in the presence of the surveyor.
- 13.4 The verification of the Fire Extinguishers content must be verified every two years. Weighing of the portable CO<sub>2</sub> cylinders in the presence of the Recognized Organization surveyor is an acceptable method of verification. Other methods of determining contents of the cylinders, such as isotropic measurement, may also be accepted provided the equipment is properly calibrated, the operator of the device is trained and qualified in its use, and the Recognized Organization surveyor is stratified with the measurements.
- 13.5 Spare Charges, Additional Fire Extinguishers, and Refilling of Extinguishers:
- a. For fire extinguishers of the same type, capable of being recharged on board, the spare charges should be 100% for the first 10 extinguishers and 50% for the remaining extinguishers but not more than 60.
  - b. For extinguishers which cannot be recharged by the crew, additional portable fire extinguishers of the same quantity, type, capacity and number as determined in paragraph above should be provided in lieu of spare charges.
  - c. Instructions for recharging the extinguishers should be carried on board. Periodic refilling of the cylinders should be in accordance with the manufacturer's recommendations.
- 13.6 The Recognized Organization surveyor may also accept a servicing certificate from an authorized servicing facility acceptable to the society for the annual and biannual examination, servicing and verification of the portable fire extinguishers.



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- 13.7 Portable fire extinguishers shall be hydrostatically tested as follows:
- Dry powder extinguishers every 10 years;
  - CO<sub>2</sub> Extinguishers every 10 years;
  - Other extinguishers every 10 years.
14. Self- Contained Breathing Apparatus (SCBA):
- 14.1 SCBA should be inspected weekly to ensure that they do not present leakages.
- 14.2 For ships subject to the International Gas Carrier Code and International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, SCBAs should be inspected at least once a month by a responsible and properly trained ship's officer and inspected and tested by qualified personnel at least once a year.
- 14.3 All SCBA shall be examined at least annually as part of the annual statutory survey for the Safety Equipment Certificate or MODU Code Certificate.
- 14.4 Hydrostatic Testing of SCBA cylinders shall be carried out once every five years. The hydrostatic test date must be permanently marked on the bottles.
- 14.5 Spare Charges and Recharging of Breathing Apparatus Air Cylinders shall be as follows:
- Two spares charges suitable for use with the breathing apparatus should be provided for each required apparatus.
  - If passenger ships carrying up to 36 passengers and cargo ships are equipped with suitably locate means for fully recharging the air cylinders free from contamination only one spare charge is required for each required apparatus.
  - Passenger ships carrying more than 36 passengers constructed on or after July 1<sup>st</sup>, 2010 shall be fitted with a suitably located means for fully recharging breathing air cylinders, free from contamination.



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## 15. Emergency Escape Breathing Devices (EEBDs)

### 15.1 EEBDs maintenance and care shall be as follows:

- a. The EEBD shall be examined and maintained in accordance with the manufacturer's instructions.
- b. The ship's periodic safety appliance and equipment inspection and testing procedures should be modified to incorporate the inspection of EEBDs.
- c. Maintenance requirements, manufacturer's trademark and serial number, shelf life with accompanying manufacture date and name of approving authority should be printed on each EEBD.
- d. EEBDs which have exceeded their service life as indicated by the manufacturer, should be discarded. Any unusable or damaged EEBDs should be promptly disposed of in accordance with manufacturer's instructions.
- e. Where required by the manufacturer hydrostatic testing should be carried out in accordance with the manufacturer instructions and at intervals specified by the manufacturer.

### 15.2 EEBDs spare should be as follows:

- a. Ships with 10 or less EEBDs on board shall carry at least one spare devices,
- b. Ships with 11 to 20 EEBDs on board shall carry at least two spare devices
- c. Ships with more than 20 EEBDs on board shall carry spares equal to at least 10% of the total EEBDs but no more than 4 spares will be required.

## 16. Portable radios for firefighting parties:

- 16.1. For ships constructed on or after July 1<sup>st</sup>, 2014, a minimum of two two-way portable radiotelephone apparatus for each fire party for firefighter's communication shall be carried on board. The purpose of these fire-fighter radios is to provide a dedicated means of communication between a team of fire fighters entering the space and the crew member located outside the space who is assigned to control this team.



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- 16.2. The two-way portable radiotelephone apparatus shall be of an explosion-proof type or intrinsically safe. Ships constructed before July 1<sup>st</sup>, 2014 shall comply with the requirements of this paragraph not later than the first survey after July 1<sup>st</sup>, 2018. All radio accessories capable of generating electricity, a spark, or heat must also be certified explosion proof or intrinsically safe.
- 16.3. FM, UHF, and VHF portable radios are acceptable as long as they are explosion proof or intrinsically safe. However, if the UHF or some other type of non-VHF radio is used then the vessel may need to obtain an amended radio station license from the Administration in order to list the UHF frequencies in use.
- 16.4. Each Fire Party must have at least two explosion proof or intrinsically safe portable radios dedicated only for the use by the fire party. The total number of these radios to be carried on board will depend upon the number of fire parties detailed on the ship's Muster List and in the ship's Safety Management System rather than the number of fire-fighter outfits.
- 16.5. Fire-fighter radios should be stored together with fire-fighter's outfit to ensure easy access and availability with the fire-fighter's outfit in order not to waste valuable time collecting fire-fighter radios from a separate location. If not stored with the fire-fighters outfit the first-fighter radios should be marked or colored to identify such radios from other on-board portable radios in order to ensure that they are kept ready for use by the fire party and should not be used for another purpose as so that it can be easily recognizable to the surveyor during the surveys.
17. Records:
- 17.1. Records of the inspections shall be carried on board the ship or may be computer based. They shall include as appropriate:
- weekly inspections;
  - monthly inspections;
  - quarterly inspections;
  - annual inspections;
  - biennial inspections;





# Palau International Ship Registry



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- f. five-year inspections;
- g. ten-year inspections;
- h. twenty-year inspections;
- i. other maintenance and testing, including whether a pressure test was performed.
- j. records of water quality in automatic sprinkler systems;
- k. age of foam concentrates and subsequent controls; and
- l. deficiencies identified and corrective actions taken.

17.2. In cases where the inspections and maintenance are carried out by trained service technicians other than the ship's crew, inspections reports shall be requested to be provided at the completion of the testing. These reports shall be included in the records of inspections.

18. Contact:

18.1 For further questions, please do not hesitate to contact the Technical Department of the Palau Ship Registry Administrator at [technical@palaureg.com](mailto:technical@palaureg.com)

**\*\*This Marine Notice supersedes  
Marine Notice 220.1\*\***

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