



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° SOL 035

CARRIAGE OF EMERGENCY ESCAPE BREATHING DEVICES (EEBD) ON CARGO AND PASSENGER SHIPS

SOLAS 74 as amended, Chapter II-2/13.3.4 AND II-2/13.4.3 AND MSC/Circ. 1081

**TO: SHIPOWNERS & SHIPS' OPERATORS & MANAGERS, MASTERS
SURVEYORS TO FLAG STATE ADMINISTRATION
RECOGNIZED ORGANIZATIONS**

APPLICABLE TO: All ships
ENTRY INTO FORCE: Date of present Circular

Monaco, 30th April 2009.

The Maritime Safety Committee has issued the circular MSC/Circ. 1081 to provide a unified interpretation on the requirements of EEBDs under revised chapter II-2 of the 1974 SOLAS Convention.

Saint Vincent and the Grenadines vessels should comply with the requirements stipulated in MSC/Circ. 1081 annexed herewith.

Alternatively, different numbers or location of EEBD in machinery spaces may be determined by the Recognized Organization acting on behalf of this Administration taking into consideration the layout and dimensions or the normal manning of the space.

Maintenance of EEBD should be in accordance with the manufacturer's instruction and shipboard inspection should be undertaken every three months by the ship's crew and records of checks should be maintained.

Hydrostatic testing of the cylinder should be undertaken in accordance with manufacturer's instruction.

The location and the numbers of EEBDs should be indicated in the ship's fire control plans.

Title	CIRCULAR / MSC/Circ.849
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GUIDELINES FOR THE PERFORMANCE, LOCATION, USE AND CARE OF EMERGENCY ESCAPE BREATHING DEVICES (EEBDs)

1 The Maritime Safety Committee, at its sixty-ninth session (11 to 20 May 1998), noting that it had approved, in principle, proposed draft amendments to SOLAS chapter 11-2 to require the carriage of emergency escape breathing devices (EEBDs) on all ships, for inclusion in future amendments to the 1974 SOLAS Convention, approved Guidelines for the performance, location, use and care of emergency escape breathing devices (EEBDs), as set out in the annex.

2 Member Governments are invited, pending adoption by the MSC and entry into force of the aforementioned proposed amendments to the 1974 SOLAS Convention, to bring the annexed Guidelines to the attention of shipowners, shipmasters, ships' officers and crew and all other parties concerned.

ANNEX

GUIDELINES FOR THE PERFORMANCE, LOCATION, USE AND CARE OF EMERGENCY ESCAPE BREATHING DEVICES (EEBDs)

1 SCOPE

1.1 These Guidelines provide information and guidance on the location, use, and care of emergency escape breathing devices (EEBDs), to provide personnel breathing protection against a hazardous atmosphere while escaping to an area of safety.

2 GENERAL

2.1 An EEBD is a supplied-air or oxygen device only used for escape from a compartment that has a hazardous atmosphere and should be of approved type.

2.2 EEBDs are not to be used for fighting fires, entering oxygen deficient voids or tanks, or worn by fire-fighters. In these events, a self-contained breathing apparatus, which is specifically suited for such situations should be used.

3 DEFINITIONS

3.1 "Face piece" means a face covering that is designed to form a complete seal around the eyes, nose and mouth which is secured in position by a suitable means.

3.2 "Hood" means a head covering which completely covers the head, neck, and may cover portions of the shoulders.

3.3 "Hazardous atmosphere" means any atmosphere that is immediately dangerous to life or health.

4 PARTICULARS

4.1 The EEBD should have at least a duration of service of 10 min.

4.2 The EEBD should include a hood or full face piece, as appropriate, to protect the eyes, nose and mouth during escape. Hoods and face pieces should be constructed of flame resistant materials, and include a clear window for viewing.

4.3 An unactivated EEBD should be capable of being carried hands-free.

4.4 The EEBDs, when stored, should be suitably protected from the environment.

4.5 Brief instructions or diagrams clearly illustrating the use should be clearly printed on the EEBD. The donning

procedures should be quick and easy to allow for situations where there is little time to seek safety from a hazardous atmosphere.

4.6 Unless personnel are individually carrying EEBDs, consideration should be given for placing such devices along the escape routes within the machinery spaces or at the foot of each escape ladder within the space. In addition, control spaces and workshops located within the machinery spaces should also be considered for the possible location of such devices

5 CARE

5.1 The EEBD should be maintained in accordance with the manufacturer's instructions

5.2 Spare EEBDs should be kept on board.

5.3 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.

6 TRAINING

6.1 Training in the use of the EEBD should be considered as a part of basic safety training.

6.2 All EEBD training units should be clearly marked.

6.3 Personnel should be trained to immediately don an EEBD prior to exiting a space when the atmosphere becomes life threatening. This is necessary due to the possibility of encountering smoke during escape. Such training should be accomplished by scheduling routine escape drills for crew members working in the engineering or machinery spaces.

6.4 An EEBD may also be used to escape from a machinery space due to an accidental release of a fixed CO2 system and can be carried by fire-fighters for the sole purpose of providing the device to personnel in need of emergency assistance.

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MSC/Circ.1081
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UNIFIED INTERPRETATION OF THE REVISED SOLAS CHAPTER II-2

1 The Maritime Safety Committee, at its seventy-seventh session (28 May to 6 June 2003), with a view to ensuring uniform application of the fire protection, fire detection and fire extinction provisions of the 1974 SOLAS Convention, as amended by resolution MSC.99(73), containing vague wording which is open to diverging interpretations, approved the unified interpretations relating to emergency escape breathing devices (EEBD), set out in the annex.

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying relevant provisions of the revised SOLAS chapter II-2 for ships constructed on or after 1 July 2003 and to bring them to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS II-2/13.3.4 AND II-2/13.4.3**Regulation 13.3.4 Emergency escape breathing devices (EEBD)**

The minimum number of EEBDs to be kept within accommodation spaces should be as follows:

- .1 for cargo ships: two (2) EEBDs and one (1) spare EEBD;
- .2 for passenger ships carrying not more than 36 passengers: two (2) EEBDs for each main vertical zone, except those defined in the regulation 13.3.4.5, and a total of two (2) spare EEBDs; and
- .3 for passenger ships carrying more than 36 passengers: four (4) EEBDs for each main vertical zone, except those defined in the regulation 13.3.4.5, and a total of two (2) spare EEBDs.

Regulation 13.4.3 Emergency escape breathing devices (EEBD)

- 1 This interpretation applies to machinery spaces where crew are normally employed or may be present on a routine basis.
- 2 In machinery spaces for category A containing internal combustion machinery used for main propulsion, EEBDs should be positioned as follows:
 - .1 one (1) EEBD in the engine control room, if located within the machinery space;
 - .2 one (1) EEBD in workshop areas. If there is, however, a direct access to an escape way from the workshop, an EEBD is not required; and
 - .3 one (1) EEBD on each deck or platform level near the escape ladder constituting the second means of escape from the machinery space (the other means being an enclosed escape trunk or watertight door at the lower level of the space).

Alternatively, different number or location may be determined by the Administration taking into consideration the layout and dimensions or the normal manning of the space.

- 3 For machinery spaces of category A other than those containing internal combustion machinery used for main propulsion, one (1) EEBD should, as a minimum, be provided on each deck or platform level near the escape ladder constituting the second means of escape from the space (the other means being an enclosed escape trunk or watertight door at the lower level of the space).

- 4 For other machinery spaces, the number and location of EEBDs are to be determined by the Administration.