



Risk Assessment Solutions

## “Don’t Cure, Prevent”

Circular 02/08/2015

**Subject: “Water Hyper mist system not readily available for immediate use” – Important Safety & PSC Issue!**

**Case:** Recently, it has been reported that a cargo vessel faced difficulties in Canada, when the Port State Control Officers boarded the vessel for a detailed PSC inspection. Amongst other findings, the PSC Officers during examination in the vessel’s E/R, found that the water supply valve of the water mist system was in closed position, rendering the water hyper mist system inoperative for immediate use. As a result, the following deficiency (*Code 16*) was imposed:



**“Water Hyper mist system not readily available for immediate use”**

In connection to the above, and in order to assist our clients to avoid similar complications, we would like to remind the *International Code for Fire Safety Systems Chapter 8, § 2.5.1.1 & § 2.5.1.2* requirements pursuant to the above case:

*“§ 2.5.1.1 Any required automatic sprinkle, fire detection and fire alarm system shall be capable of immediate operation at all times and no action by the crew shall be necessary to set it in operation.*

*§ 2.5.1.2 The automatic sprinkler system shall be kept charged at the necessary pressure and shall have provision for a continuous supply of water as required in this chapter”*

Referring to the above mentioned regulation and in order to assist further, “Prevention at Sea” recommends that our Clients should consider the following items related to the ‘stand-by mode’ of the water – mist system.

### **General**

The high-pressure water mist system provides water mist protection during emergencies in the Engine room area and machinery spaces. This system is independent of any other fixed firefighting system such as foam or CO<sub>2</sub> system.

**It has been observed that during maintenance procedures the water supply valve of the system is often being closed to prevent accidental operation of the system and the crew members omit to return same in open position once maintenance is completed.**

The following conditions are suggested at all times ensuring hyper mist system is readily available for operation:

- Sufficient water level is retained in the dedicated water tank (example Fresh Water tank)
- Make sure of the power supply
- The fire alarm system is in operation
- Drain and test valves are closed
- The area around the hyper mist water pump must be clear of any obstructions

In accordance with the **IMO MSC.1/ Circ. 1432**, it is advisable that relevant procedures and regular inspections (weekly, monthly, annually etc.) should also be performed to ensure the proper valve alignment and system's readiness for immediate use. All inspections shall be carried out in accordance with the system manufacturer's instructions and safety precautions.

- *It is also recommended during frequent inspections of the water mist system and valve alignment, to ensure that the valve is not overlooked and accidentally closed and there is **adequate labeling**, so that existing and new crew members will be notified that critical fixed firefighting equipment should be made available for immediate use. The water mist control panels must be kept in **“automatic” mode** and **power supply to be in “on” position**.*



- *When a water mist system requiring an automatic operation capability is placed in manual mode, the sensors and alarms are not engaged and the system's quick response capability is disabled. In the event of the above, further attention should be paid to any control panels related to the system to verify that areas are not left isolated and that automatic detection and activation are not disabled.*
- *When maintenance operation takes place and the water hyper mist system is deactivated, it is suggested the crew members to ensure that adequate lookouts and firefighting equipment is available and ready for activation.*
- *As the Water Hyper Mist System consists part of the ship's firefighting equipment, it is suggested relevant section for familiarization purposes to be provided in the SOLAS Training Manual.*

To assist further, we offer our clients through our “PaSea Risk Assessment Program” the service of assessing onboard or remotely, through the “Distance Assessment”, whether the vessel is in conformance with the PSC requirements by calculating the Ship's “PaSea” Factor.

We remain at your disposal,

**Prevention at Sea**