

**Subject: “Portable atmosphere testing instruments: New SOLAS Regulation!”**

*Case: Recently, it has been reported that a cargo vessel, carrying a fumigated cargo of wheat, had to medically evacuate two of the crew members, who lost their senses due to fumes from the fumigant in Cargo Hold No. 1, whilst they were working in the forecastle store, adjacent to the Cargo Hold.*



With regards to the above case and a number of accidents, where crewmembers lost their lives during inspection and work in enclosed spaces (cargo spaces, tanks, non-ventilated store rooms, etc.), the Maritime Safety Committee (MSC) adopted new regulations on training in enclosed space. Crew members are now required to participate in an enclosed space entry and rescue drill on board the ship *at least once every two months.*



Furthermore, in November 2014, the IMO adopted mandatory requirements for portable atmosphere testing instruments to be carried on board ships. The new IMO requirements will enter into force on **1<sup>st</sup> of July 2016**, as per **SOLAS Regulation XI-1/7**.

Before entering into enclosed spaces, these portable testing instruments will be used to test the atmosphere inside the enclosed space in order to ensure it is safe for the crew members to enter.

In connection to the above and in order to assist our Clients, we would like to highlight the **SOLAS Reg. XI – 1/7** requirements pursuant to the above:

*“Reg. XI – 1/7: Every ship to which Chapter I applies shall carry an appropriate portable atmosphere testing instrument or instruments (MSC.1/Circ.1477). As a minimum, these shall be capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces (Resolution A.1050 (27)).”*

Referring to the above mentioned regulation and in order to assist further, **‘Prevention at Sea’** suggests the following items to be considered regarding the instrument for atmosphere testing of enclosed spaces on board:

Can the instrument be carried easily?

Is the instrument intrinsically safe?

Have you tested the instrument’s sound alarm before its use?

Does the battery of the instrument fulfill the minimum requirement of 10 hours of continuous power supply?

Have you calibrated the instrument in accordance with the Manufacturer’s requirements?

We remain at your disposal for more details,

**Prevention at Sea**