



Maritime and Coastguard Agency

MGN 215 (M+F)

New Carriage Requirements for Emergency Escape Breathing Devices

Guidance to Ship Owners, Operators, Managers, Masters, Officers and Seamen

Summary

The purpose of this MGN is to advise owners and operators of the need for ships to carry Emergency Escape Breathing Devices. This will follow the introduction of a revised Chapter II-2 of SOLAS on 1 July 2002.

1. Chapter II-2 of SOLAS 74 has been revised and the new text will be effective from 1 July 2002.
2. The revised text is applicable principally to ships built after the implementation date. However, a requirement for Emergency Escape Breathing Devices (EEBD) will be applicable to existing ships.
3. Escape devices will be required in accommodation and machinery spaces in both passenger and cargo vessels.
4. Annex 1 of this Note contains an extract from the SOLAS text. Annex 2 contains an extract from the Fire Safety Systems Code as it applies to Emergency Escape Breathing Devices.

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*An executive agency of the Department for
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REGULATIONS RELEVANT TO EMERGENCY ESCAPE BREATHING DEVICES EXTRACTED FROM THE REVISED CHAPTER II-2 OF SOLAS**Regulation 1.2.2 (Ships constructed before 1 July 2002 shall also comply with)**

Paragraphs 3, 6.5 and 6.7 as appropriate;

regulations 13.3.4.2 to 13.3.4.5, 13.4.3 and Part E, except regulations 16.3.2.2 and 16.3.2.3 thereof, as appropriate, not later than the date of the first survey after 1 July 2002;

regulations 10.4.1.3 and 10.6.4 for new installations only ; and

regulation 10.5.6 not later than 1 October 2005 for passenger ships of 2,000 gross tonnage and above.

Regulation 13 of the revised SOLAS 'Means of Escape' contains the requirements for carriage of EEBD's**Means of escape from control stations, accommodation and service spaces**

- 13.3.4.1 Emergency escape breathing devices shall comply with the Fire Safety Systems Code. Spare emergency escape breathing devices shall be kept onboard.
- 13.3.4.2 All ships shall carry at least two emergency escape breathing devices within accommodation spaces.
- 13.3.4.3 In passenger ships, at least two emergency escape breathing devices shall be carried in each main vertical zone.
- 13.3.4.4 In passenger ships carrying more than 36 passengers, two emergency escape breathing devices, in addition to those required in paragraph 13.3.4.3 above, shall be carried in each main vertical zone.
- 13.3.4.5 However, paragraphs 13.3.4.3 and 13.3.4.4 do not apply to stairway enclosures which constitute individual main vertical zones and for the main vertical zones in the fore or aft end of a ship which do not contain spaces of categories (6), (7), (8) or (12) defined in regulation 9.2.2.3.

Means of escape from machinery spaces

- 13.4.3.1 On all ships, within the machinery spaces, emergency escape breathing devices shall be situated ready for use at easily visible places, which can be reached quickly and easily at any time in the event of fire. The location of emergency escape breathing devices shall take into account the layout of the machinery space and the number of persons normally working in the spaces.
- 14.4.3.2 The number and location of these devices shall be indicated in the fire control plan required in regulation 15.2.4.
- 14.3.3 Emergency escape breathing devices shall comply with the Fire Safety Systems Code.

Fire Safety Systems Code

The purpose of the Fire Safety Systems Code is to provide international standards of specific engineering specifications for fire safety systems required by Chapter II-2 of the International Convention for the Safety of Life at Sea, 1974, as amended. An extract of the code relating to EEBD's is contained in the annex.

Number of Emergency Escape Breathing Devices

The number of EEBD(s) to be kept within accommodation spaces should, as a minimum, be:

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

EXTRACT FROM THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS**2.2 *Emergency escape breathing devices (EEBD)******General***

- 2.2.1.1 An EEBD is a supplied air or oxygen device only used for escape from a compartment that has a hazardous atmosphere and shall be of an approved type.
- 2.2.1.2 EEBDs shall not 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 applications shall be used.

2.2.2 *Definitions*

- 2.2.2.1 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.
- 2.2.2.2 Hood means a head covering which completely covers the head, neck and may cover portions of the shoulders.
- 2.2.2.3 Hazardous atmosphere means any atmosphere that is immediately dangerous to life or health.

2.2.3 *Particulars*

- 2.2.3.1 The EEBD shall have a service duration of at least 10 Min.
- 2.2.3.2 The EEBD shall include a hood or full face piece, as appropriate, to protect the eyes, nose and mouth during escape. Hoods and face pieces shall be constructed of flame resistant materials and include a clear window for viewing.
- 2.2.3.3 An inactivated EEBD shall be capable of being carried hands-free.
- 2.2.3.4 An EEBD, when stored, shall be suitably protected from the environment.
- 2.2.3.5 Brief instructions or diagrams clearly illustrating their use shall be clearly printed on the EEBD. The donning procedures shall be quick and easy to allow for situations where there is little time to seek safety from a hazardous atmosphere.

2.2.4 *Markings*

Maintenance requirements, manufacturer's trademark and serial number