



The Bahamas Maritime Authority

BMA INFORMATION BULLETIN No. 29

EMERGENCY ESCAPE BREATHING DEVICES (EEBD)

Guidance and Instructions for Ship-owners, Managers, Masters, Bahamas Recognised Organisations and Bahamas Approved Nautical Inspectors

Note: This Bulletin supersedes the previous BMA Information Bulletin Nos. 29 and replaces BMA Information Bulletin nos. 38 and 55, and Instruction to Classification Societies Nos. 10 and 13. The Bulletin is to be read in conjunction with IMO MSC Circulars 849, 850 and 1081.

1. Introduction

This Bulletin gives guidance on the carriage and maintenance requirements of Emergency Escape Breathing Devices (EEBD) on Bahamian registered ships and offshore units.

2. General

- 2.1. Special note must be taken of the contents of section 3.2 of this Bulletin that specifies the method by which the number of EEBD required within machinery spaces is to be established.
- 2.2. All EEBD shall comply with the Fire Safety Systems Code Chapter 3.2.2 and the number and location of all EEBD shall be indicated in the fire control plan.

3. Carriage Requirements

- 3.1. SOLAS Chapter II-2 specifies the carriage requirement for EEBD in accommodation spaces as follows:
- i Cargo ships: Not less than two;
 - ii Passenger ships: Not less than two in each main vertical zone;
 - iii Passenger ships carrying more than 36 passengers: In addition to the number specified in ii above, not less than 2 in each main vertical zone.
- 3.2. The Convention does not specify the number of EEBD to be provided in the machinery spaces but further information on this matter is available in IMO Circular MSC Circular 1081. However, Owners are required to carry out a risk assessment to determine the location and numbers of EEBD required and agree this number with the Recognised Organisation.
- 3.3. In the event that the Owner and Recognised Organisation cannot reach agreement the BMA will act as the final arbiter. The risk assessment must take into account the size and layout of the spaces, number of persons normally present, the length of the escape routes, and the guidance in paragraph 4.6 of the Annex to IMO Circular MSC/Circ. 849 and any other relevant factors.
- 3.4. All ships shall carry spare EEBDs that shall be located in a control station. The number of spares carried on board shall be as follows:
- i Cargo ships: 50 % of the total number carried but a minimum of four;
 - ii Passenger ships: 100 % of the total number carried in one main vertical fire zone but not less than two.
- 3.5. Offshore units certified under the MODU Code, or modified MODU Code, shall be provided with EEBDs as if they were SOLAS certificated.
- 3.6. In order to satisfy the SOLAS requirements for on-board training in the use of EEBDs, the vessel shall have either:
- i at least one separate EEBD clearly marked as designated for training, or
 - ii the onboard facility to re-instate the EEBD that was used during the training exercise.
- 3.7. With respect to Bahamian ships carrying Liquefied Gas or Dangerous Chemicals in Bulk, the BMA will permit the carriage of the respiratory equipment described in the International Gas Carrier Code (IGC) 14.4.2, International Bulk Chemical Code (IBC) Code 14.3 and Bulk Chemical Code (BHC) 3.16.10, in lieu of EEBD.

4. Inspections and Testing

- 4.1. Maintenance shall be in accordance with the manufacturer's instruction and inspection, by a competent person*, shall be undertaken annually.
- 4.2. Hydrostatic testing of the cylinder shall be undertaken at least once every five years or in accordance with the manufacturer's instruction if such testing is required on a more frequent basis. The test pressure and test date shall be clearly and permanently marked on the cylinder.

5. Records

Records of inspection, maintenance and testing shall be retained onboard for examination. The records must include the test certificates and the inspection status of each cylinder.

6. Survey Requirements

- 6.1. During Safety Equipment surveys the Recognised Organisation shall verify that:
 - i the manufacturer's instructions for EEBD are provided and available onboard,
 - ii the EEBDs have been inspected and maintained in accordance with the manufacturer's instructions and this Bulletin,
 - iii records of maintenance are being maintained in accordance with Section 5 above,
 - iv spares are provided in accordance with Section 3.4 above.
- 6.2. Recognised Organisations shall notify the BMA, with relevant recommendations, when a Bahamian ship does not satisfy the requirements for the periodical inspections and testing, and carriage of spares, prior to the issue or endorsement of a Cargo Ship Safety Equipment Certificate, Passenger Ship Safety Certificate or any other statutory certificate that relates to safety equipment (e.g. MODU/MOU certificates).

* A competent person is one who has achieved a level of technical skill (incorporating theoretical knowledge and practical experience) to be able to complete a task or activity safely and to the specified standard. Refer to BMA Information Bulletin No. 89