

GUIDANCE NOTE 04/2004

EMERGENCY ESCAPE BREATHING DEVICES

To: OWNERS, OPERATORS, SEAFARERS, SURVEYORS AND CLASSIFICATION SOCIETIES.

This Guidance Note was previously issued as Shipping Notice CISN 04/04 and the content remains unchanged. A copy of Shipping Notice CISN 04/04 is attached to, and forms part of, this Guidance Note.

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Shipping Notice CISN 04/04 -EEBD

EMERGENCY ESCAPE BREATHING DEVICES

To: OWNERS, MANAGERS, OPERATORS, MASTERS, RECOGNISED ORGANISATIONS AND CLASSIFICATION SOCIETIES.

1. Background

Emergency Escape Breathing Devices (EEBD's) are supplied air or oxygen devices needed to provide breathing protection against a hazardous atmosphere while escaping to an area of safety.

The 2000 amendments to SOLAS 1974 II/2 Regulation 13.3.4 and 13.4.3 require EEBD's to be fitted to all ships of 500 GT or more not later than the first Safety Equipment survey after 1st July 2002.

2. General:

- EEBD's shall be of an approved type and comply with the Fire Safety System Code (FSS Code);
- The number and location of all EEBD's shall be indicated in the Fire Control Plan;
- The EEBD should have duration of at least 10 minutes.

3. Carriage requirements:-

Accommodation spaces: *(applicable to new and existing passenger ships);*

- Cargo ships – not less than 2
- Passenger ships carrying not more than 36 passengers – not less than 2 in each main vertical zone
- Passenger ships carrying more than 36 passengers –not less than 4 in each main vertical zone
- New ships are ships constructed on or after 1st July 2002.

Machinery spaces: (*applicable to new and existing passenger ships*);

- SOLAS does not specify the number of EEBD's to be provided in the machinery spaces and states "EEBD's 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 the emergency escape breathing devices shall take account of the layout of the machinery space and the number of persons normally working in the spaces".
- CISR policy is that the owner/operator in conjunction with the Classification Society should carry out a risk assessment in the machinery spaces and agree the number of EEBD's to be provided. The risk assessment should take account of the layout and design of the machinery spaces and the number of persons present, distance from escape routes and length of escape routes
- In the event of a disagreement CISR will make the final decision.

4. Spares:

SOLAS does not specify the number of spares to be carried. CISR policy is that spare sets should be provided on board either in the area of the navigation bridge, fire control station or storage room on both new and existing ships as follows:

- Cargo ships: 50% of the total number carried;
- Passenger ships an additional 2 spare sets.

5. Inspections and Testing:

- Maintenance shall be in accordance with the Manufacturers' instructions
- Inspection by a competent person (which can include the Master, Chief Mate, Chief Engineer or 2nd Engineer and similarly qualified and experienced personnel) shall be undertaken annually.
- Hydraulic testing of the cylinder shall be undertaken at least once every five years or in accordance with the Manufacturer's instructions if testing is required on a more frequent basis.
- Test pressure and test date shall be clearly and permanently marked on the cylinder.

6. Records:

- Records of inspection, maintenance and testing shall be maintained on board and readily available for inspection. They should include the Test Certificates and inspection statements for each cylinder, which should be clearly identified.