

Guidance to SIRE 2.0 Key Points

Ref: 039

5.2.2 Fire dampers & ventilation stops (Observed in Trial Inspection) / TMSA 3.1.4

5.2.2. Were the Master, officers and crew familiar with the location, purpose, testing and operation of the vessel's fire dampers, the means of closing the main inlets and outlets of all ventilation systems and the means of stopping the power ventilation systems from outside the space served?

Short Question Text

Fire dampers & ventilation stops

Vessel Types

Oil, Chemical, LPG, LNG

ROVIQ Sequence

Interview - Engineer Officer, Exterior Decks, Forecastle, Aft Mooring Deck, Emergency Headquarters., Interview - Rating

Publications

IMO SOLAS

IMO: MSC.1/Circ.1432 Revised guidelines for the maintenance and inspection of fire protection systems and appliances.

IMO: MSC.1/Circ.1434 Unified interpretations of SOLAS chapter II-2

IMO: ISM Code

Objective

To ensure that crewmembers can respond effectively to a fire situation in accordance with the shipboard emergency plan.

ROTATIONAL
Inspection questions focused on preventing/mitigating risks that could indirectly lead to a catastrophic risk event or directly lead to a lower risk event.

	Hardware		Binary
	Process		Graduated
	Human		Graduated



Following Positive Observations were issued in trial inspection.

 Human

The OP (Observed Person) was very familiar with which dampers were required to be closed during cargo operations (Chevron).



Potential Grounds for a Negative Observation

- The Master, officers or crew were not familiar with the location, purpose and operation of the vessel's fire dampers, skylights, closing devices or remote fan stops.
- Closing devices did not operate freely.
- Closing devices were ineffective due to corrosion, worn gaskets, seized dogs etc.
- Closing devices were not clearly marked with the spaces they served or their open/shut positions.
- Closing devices were not marked with required warning notices e.g. battery lockers.
- Closing devices were not marked with the required position when conducting cargo operations.
- An interviewed officer or rating was not familiar with the required position of each closing device while conducting cargo operations.
- Access to closing devices or fan stops was obstructed.
- Remote operated closing devices were found to be inhibited or prevented from closing fully by obstructions.
- The maintenance plan for the vessel's fire protection systems and fire-fighting systems and appliances did not include fire dampers, skylights, closing devices and remote fan stops or all the required inspections, tests and maintenance.
- There was no maintenance plan for the vessel's fire protection systems and fire-fighting systems and appliances available.
- The accompanying officer was unfamiliar with the maintenance plan for the vessel's fire protection systems and fire-fighting systems and appliances.
- Records of inspections, tests and maintenance carried out were incomplete.
- Inspection of the vessel's fire dampers, skylights, closing devices and remote fan stops indicated that actions recorded in the plan had not in fact taken place.

 Human

 Hardware

 Human

 Hardware

 Process

 Human

 Process