



# Technical Circular

No.: 02/2015

Date: 30<sup>th</sup> January 2015

To Whomsoever it may concern

## **Subject: Detentions on water mist systems under USCG**

This Circular reflects the increase in number of vessels detained due to inoperative water mist systems under United States (US) port State control (PSC) on foreign flagged vessels entering US ports and thus underscores the importance of having all water mist systems fully checked and verified in satisfactory working order prior to entering US waters, particularly in the ports of the US Gulf of Mexico and the US Atlantic Coast.

There have been over forty (40) foreign flagged vessels detained due to

- inoperative water mist systems or
- found in “manual” mode instead of “automatic” mode.

In several cases, the water supply valve was found in the closed position during the PSC examination, essentially rendering the water mist system “not readily available for immediate use”. As a result, each case resulted in an IMO detention. In many of these cases, the Chief Engineer did not know that the water supply valve was in the closed position and was left in the closed position during maintenance.

In other cases, the water mist system was discovered in “manual” mode and not “automatic” mode, leading to immediate IMO detentions.

It is highly advisable to make frequent rounds and inspections of the water mist system, paying close attention to valve alignment as well as to ensure that there is adequate labelling so that existing and new crew members will know that critical fixed fire fighting equipment must be made available for immediate use. The water mist control panels must be kept in “automatic” mode (and power supply turned “on”). Special attention should be given to verify these settings prior to entering a U.S. port.



**Fresh Water Supply Valves in "Open" Position**



**Water Mist Control Panel in "Automatic" Mode with Electrical Power "On"**

Accordingly Ship Owners/Managers are advised that they instruct the Masters, Chief Engineer, Officers and crew members to take note of this detention and to ensure adequate measures are in place to ensure the water mist system is in the fully operational and in automatic mode (and power supply turned “on”). These measures should be included as part of the vessel’s Safety Management System.

**Enclosure:**

1. Nil.

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