

Amendments to IACS99 Belgian specific requirements v 1.1

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Chapter 4 – Fire fighting

Section 4:

Added: Requirement 4.5.4.1 “A spare charge should be provided for each required portable fire-extinguisher that can be readily recharged on board. If this cannot be done, duplicate extinguishers should be provided.” can be interpreted as 1 dedicated spare extinguisher suitable for each fire type (one for all types or several for covering the different types).

Section 5:

Added: The fire control plan is to include more information (as detailed below) in order to serve as a general safety plan or fire control and safety plan. Additional requirements for the fire control plan are as follows:

- Lifesaving appliances such as (but not limited to): liferaft, EPIRB, SART, portable VHF, lifebuoy, battery compartment, battery storage box, lifejacket, immersion suit, pyrotechnics, VHF/DSC, navtex, Jason’s Cradle© or Matesaver©, Markus Lifenet©, escape routes, emergency exits, international shore connection, EEBD, spare charge for fire extinguisher/spare extinguisher(s).

Chapter 5 – Life saving appliances

Rescue boat

It is possible to apply for an exemption for a rescue boat when this is substituted BMI accepts that the rescue boat is substituted by a Markus Lifenet© in combination with Jason’s Cradle© or Matesaver© under following conditions:

- Drills are to be performed 3-monthly and recorded in the official ship’s logbook.
- A demonstration shall be given during an inspection when required by the inspector.
- Any exemption request alteration to the currently known situation shall be directed to BMI directly and shall include all necessary information regarding practical arrangements, location and procedures. The actual installation can only be performed after the formal exemption has been granted by BMI.

Life buoys

Added: For vessels shorter than 24m LOA, 4 lifebuoys are accepted with the following combination: 2 fitted with smoke and light, 1 with light and 1 with a floating lifeline. These shall be positioned strategically.

Chapter 9 – Additional Belgian minimum requirements

Unmanned/unattended machinery space (UMS)

Added: A dead man alarm or BMI approved system (such as CCTV) shall be installed for newbuilding vessels. For existing vessels a procedure shall be followed to ensure the safety of the crew working in the engine room at sea.

Footnote 1: SOLAS 2017 Amendment (98th) / Chapter II-2 / Reg. 3: *Control stations* are those spaces in which the ship's radio or main navigating equipment or the emergency source of power is located or where the fire recording or fire control equipment is centralized. Spaces where the fire recording or fire control equipment is centralized are also considered to be a *fire control station*.

Engine room

ELECTRICAL STARTER GEAR FOR MAIN ENGINE

- For vessels with 1 propulsion engine and doing trips longer than 24hrs, a complete starting engine shall be kept on board as spare.