

Technical Bulletin

Emergency escape breathing devices (EEBD)

UK Club Inspectors have recently seen sets both wrongly positioned and wrongly marked on many vessels

IMO MSC /Circ. 849, contains guidelines for the performance, location, use and care of emergency escape breathing devices.

The IMO circular however only advises where to place EEBD sets in machinery spaces and does not address the correct marking of the sets when in place. Club Inspectors have recently seen sets both wrongly positioned and wrongly marked on many vessels .



Badly positioned EEBDs, all together behind engine room switchboard

Section 4.6 of the circular states:

"Unless personnel are individually carrying EEBDs, consideration should be given for placing such devices



Good position in engine room workshop



Good position in engine room

along escape routes within the machinery spaces or at the foot of each escape ladder within the space." Although this paragraph describes machinery spaces, it would however infer the same requirement in accommodation spaces i.e. well inside the space and not close to exit doors, either in a stairwell leading to an exit or in public rooms where there is easy access to the sets.

All sets need to be clearly labelled as EEBDs not as emergency life saving appliances (ELSAs) as many are at present. Ships fire plans should be amended to include the siting of the sets which requires approval by the flag administration of the vessel. Again, Inspectors are finding in many instances this is not the case.



Good position at accommodation stairwell, but wrongly marked.