

# CCS 通 函

## Circular

中国船级社

总工办(2003年)通函第007号总第091号

2003年7月1日(共2页)

发：总部各业务处室、各分社、办事处、船东、船厂及设计单位

### 关于配置紧急逃生呼吸装置（EEBD）的补充要求

IMO MSC77会议于2003年6月通过了对于 SOLAS 公约 2000 修正案 II-2 章有关紧急逃生呼吸器（EEBD）配置的统一解释（MSC/Circ.1081）。我社曾于2002年3月14日下发了技术管理处（2002）通函 009 号总第 059 号“关于配置紧急逃生呼吸器（EEBD）的几点解释”，现根据新的修正案对 EEBD 的配备要求修改补充如下：

#### 一、要求在船上配置的 EEBD 数量

船上应至少按下表所示位置，配置规定数量的 EEBD。

船舶种类	A 类机器处所（有人值班） <sup>①</sup>		其他机器处所（有人值班）	起居处所	备件总数	训练用
	设有用于主推进的内燃机	设有用于非主推进的内燃机				
货船	1. 位于机器处所内的机器控制室：1 具；工作间：1 具（但若有通向脱险通道的直接通道则不需要）；每一甲板或平台的靠近脱险梯道处（此脱险梯道构成除在机舱底部的环围脱险通道或水密门之外的另一脱险通道）：1 具。或 2. EEBD 的数量和位置也可以由主管机关根据机舱的布局、人员情况配备确定 <sup>②</sup> 。	每一甲板或平台的靠近脱险梯道处（此脱险梯道构成除在机舱底部的环围脱险通道或水密门之外的另一脱险通道）：1 具。	EEBD 的数量和位置由主管机关确定 <sup>②</sup> 。	2 具	1 具	1 具
载客不超过 36 人客船	同上	同上	同上	每一主竖区内配 2 具	2 具	1 具
载客超过 36 人客船	同上	同上	同上	每一主竖区内配 4 具	2 具	1 具

注：① 无人值班 A 类机器处所的配备应不少于 2 具。

② 该要求待主管机关确定后另行通知。

二、本通函对船上配置的 EEBD 数量新要求，适用于 2003 年 7 月 1 日及以后建造的船舶。

对于 2003 年 7 月 1 日之前建造船舶仍可执行技术管理处[2002]通函 009 号总第 059 号通函，但对客船的起居处所可按本通函配备。

附件：MSC/Circ.1081 通函

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Ref. T4/4.01

MSC/Circ.1081  
13 June 2003

## **UNIFIED INTERPRETATION OF THE REVISED SOLAS CHAPTER II-2**

1 The Maritime Safety Committee, at its seventy-seventh session (28 May to 6 June 2003), with a view to ensuring uniform application of the fire protection, fire detection and fire extinction provisions of the 1974 SOLAS Convention, as amended by resolution MSC.99(73), containing vague wording which is open to diverging interpretations, approved the unified interpretations relating to emergency escape breathing devices (EEBD), set out in the annex.

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying relevant provisions of the revised SOLAS chapter II-2 for ships constructed on or after 1 July 2003 and to bring them to the attention of all parties concerned.

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## ANNEX

**UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS II-2/13.3.4 AND II-2/13.4.3****Regulation 13.3.4 Emergency escape breathing devices (EEBD)**

The minimum number of EEBDs to be kept within accommodation spaces should be as follows:

- .1 for cargo ships: two (2) EEBDs and one (1) spare EEBD;
- .2 for passenger ships carrying not more than 36 passengers: two (2) EEBDs for each main vertical zone, except those defined in the regulation 13.3.4.5, and a total of two (2) spare EEBDs; and
- .3 for passenger ships carrying more than 36 passengers: four (4) EEBDs for each main vertical zone, except those defined in the regulation 13.3.4.5, and a total of two (2) spare EEBDs.

**Regulation 13.4.3 Emergency escape breathing devices (EEBD)**

- 1 This interpretation applies to machinery spaces where crew are normally employed or may be present on a routine basis.
- 2 In machinery spaces for category A containing internal combustion machinery used for main propulsion, EEBDs should be positioned as follows:
  - .1 one (1) EEBD in the engine control room, if located within the machinery space;
  - .2 one (1) EEBD in workshop areas. If there is, however, a direct access to an escape way from the workshop, an EEBD is not required; and
  - .3 one (1) EEBD on each deck or platform level near the escape ladder constituting the second means of escape from the machinery space (the other means being an enclosed escape trunk or watertight door at the lower level of the space).

Alternatively, different number or location may be determined by the Administration taking into consideration the layout and dimensions or the normal manning of the space.

- 3 For machinery spaces of category A other than those containing internal combustion machinery used for main propulsion, one (1) EEBD should, as a minimum, be provided on each deck or platform level near the escape ladder constituting the second means of escape from the space (the other means being an enclosed escape trunk or watertight door at the lower level of the space).

- 4 For other machinery spaces, the number and location of EEBDs are to be determined by the Administration.