

Technical Bulletin

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Battery rooms ventilation and proper upkeep

Closing devices on battery room ventilators should be left in an open position and should only be closed in an emergency situation

The Club would remind Member's of the MSC circular MSC.1/Circ.1434 issued in June 2012 dealing with the ventilation arrangements of ship's battery rooms. The circular states that when battery room ventilators are fitted with a closing device, these devices should be left in an open position and a clear warning notice fitted to prevent the possibility of inadvertent closing: The closing device should only be closed in an emergency situation.



Possible hazardous atmosphere should also be clearly marked on entrances to battery lockers

If battery room compartment ventilation is inadequate, or the ventilation is restricted for a period of time, there is a risk of a build up of combustible hydrogen gas .

The ISPS code and the ship security plans require the battery rooms to be locked or tagged shut. This should not include the ventilator to the battery compartments. (Safety takes priority over security).



All vents to be kept open and marked

The ship's weekly checks of ventilators should include the ventilator or closing device to the battery room compartment.

It is good seamanlike practice to allow the battery room compartment to 'fully air' prior to completing any statutory checks on the ship's batteries. Equipment that is not certified 'explosion proof' must not be used within the battery room compartment.

Good housekeeping requires the battery room to be maintained in a clean condition. If the batteries require daily or weekly testing, these results should be recorded in a clear concise manner in a battery log.

The battery locker should contain personal protection equipment (PPE) for testing and handling the batteries. The PPE includes a face shield or eye-glasses, chemical handling gloves, chemical resistant shoes or



Proper PPE to be kept ready for use

boots, a suitable apron and a valid bottle of eye wash. The PPE must be stowed clear of the batteries to avoid possible contamination from battery acid.

Reference is made to the UK P & I Club Good Practice - poster No. 88, and it is recommended that this be posted in the battery room for easy reference.
<http://www.ukpandi.com/loss-prevention/posters/posters-72-91>



The battery room to be maintained in clean state

Further maintenance schedules to be followed on the emergency batteries and ventilations can be obtained in the *Port state inspection checklists* and *Marine fire safety checklists* published by the UK P&I Club and available on the Loss Prevention website.