5790 Fire Fighting Equipment

# NB518:

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| Question | Answers |
| Are you satisfied with the technical output and choises of the system? | * We should provide a little bit more portable extinguishers. in this type of ships. |
| Rules requirements : Easy/hard? Everything fulfilled? Issues with class worth mentioning? | * Rules are fulfilled but when NB518 left, the signage was still missing in many places. For a proper readiness of the fire control plan items, the ship needs to be fully ready.  This was inspected by Class and approved but there will be more inspections, for example by USCG. Situation was better in NB517 where all these inspections were carried out before the ship left teh shipyard. |
| Material (purchase, logistics, budget) : Your experience and feedback? | * Items were purchased on time. Delivery was a little late due to invoice payment issues. However, it was without consequences due to delays in the project. Purchases were within budget. |
| Drawings (schedule, comments received, changes..) : Lessons learned? | * First revision of the drawing was late. Class used this document to comment on general safety related issues as this gives an overview of safety on board.  First approved revision was revision C. When preparing updated revision due to change of flag. Many items inaccurate were found. Also changes in GA plan needed to be addressed.  Elaboration of this document is requiring more work than it looks because information is presented and categorized in a different way than on dedicated system drawings. Level of details required is not always available in other basic design documentation. Drawing released early can receive an approval in principle. However, the drawing needs a lot of work in late phase to bring some accuracy and show exact location of equipment and devices on board.  The difficult situation related to the fact that the ship left the shipyard unfinished was partly compensated by the good work and effort paid during the last 2 weeks to get the material installed on board. However, readiness for these items could have been achieved earlier in machinery spaces which were not late. |
| Communication (internal and external), Co-operation with different parties (In own team, other design teams, subcontractors, production, suppliers, TK.. ) | * The communication and cooperation has been really good in the last run to make the AS BUILT drawing ready and inspection succeed. |
| Comparison to NB516-517 - did we learn? | * Situation was not as bad as in NB516 where the ship's departure was not so well anticipated. In NB517, due to the change in contract, the ship stayed longer at the shipyard than expected. This added time allowed to reach the necessary completion and readiness for a successful inspection of the fire control plan items. In NB518, the ship was not ready enough, but anticipation of the ship's departure, even though not ready helped to provide a better level than in NB516. Also the failures noticed in NB517 (missing material, wrong information...) were anticipated and corrected in NB518. |