Sjøfartsdirektoratet
Norwegian Maritime Authority

Safety notice xx/2025

Date: 7 January 2025
Case number: 2025/xxxxx
Case handler: XXX

Improper use and installation of hoses may cause fire

The NMA urges all shipping companies to ensure that hoses installed or intended to be installed in connection with the engine and in the engine-room of their vessels are type-approved and installed according to the supplier's installation instructions. This is particularly important for hoses and fittings where damage or rupture could result in oil or other flammable liquids splashing onto hot surfaces, increasing the risk of fire.

A thorough mapping and risk assessment must be carried out for all hot surfaces that may pose a fire hazard. Additionally, we recommend the protection and insulation of hot surfaces, hoses, pipes, connectors and related components.

Please refer to: **MSC.1/Circ.1321 - 11 June 2009**
Guidelines for measures to prevent fires in engine-rooms and cargo-pump rooms,
which state:
"Hoses should be constructed to a recognized standard and be approved as suitable for the intended service, taking into account fire resistance, pressure, temperature, fluid compatibility and mechanical loading including impulse where applicable."

"Hoses should be installed in accordance with the manufacturers' instructions, having regard to: minimum bend radius, twist angle and orientation, and support where necessary. In locations where hoses could possibly suffer external damage, adequate protection should be provided. After installation, the system should be operated at maximum pressure and checked for possible malfunctions and leakages."

Background

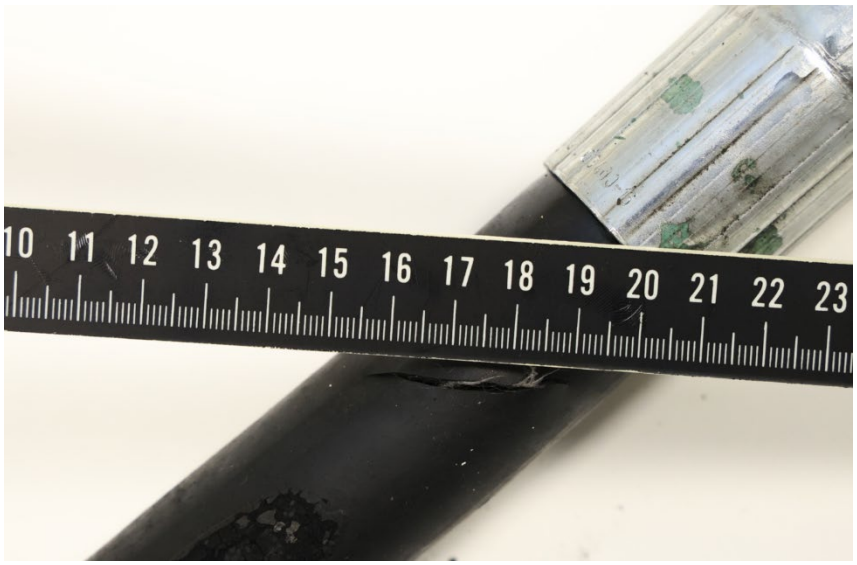


Photo: The police

Following a fire in the engine room of a vessel, the NMA has been informed that the fire was caused by a ruptured hose, which resulted in oil splashing onto hot surfaces. The hose used on board was not intended for use on board vessels (it was designed for industrial applications) and was not installed in accordance with the supplier's instructions.

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Director General of Shipping and Navigation

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This document has been electronically approved and therefore does not contain handwritten signatures.