

FIRE ON BOARD WHILST VESSEL IN PORT

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	<i>This contingency plan is applicable to all fires whilst the vessel is in port and is intended to supplement the relevant contingency plan applicable to the location of the fire in question.</i>
	ACTION (NOT NECESSARILY IN ORDER)
<input type="checkbox"/>	Sound the general alarm.
<input type="checkbox"/>	Implement the applicable contingency plan.
<input type="checkbox"/>	Stop all cargo operations, close hatch covers and secure the main deck.
<input type="checkbox"/>	Only the Emergency Party, Back Up Party and Ventilation Party to assemble at muster stations. All non-essential crewmembers, passengers and shore staff onboard to be evacuated ashore and to assemble on the quay AWAY FROM THE VESSEL AND NOT IN THE WAY OF FIRE CREWS.
<input type="checkbox"/>	Inform the terminal and port authorities of the situation via VHF or telephone, as agreed in the ship/shore checklist. It is prudent to request assistance early rather than too late.
<input type="checkbox"/>	Be prepared to fully brief the Fire Chief on arrival of the shore-based fire crews. Have the necessary safety drawings, cargo plans, material safety data sheets for hazardous cargo and stability information available plus the number and location of all crew members still onboard.
<input type="checkbox"/>	Co-operate fully with the shore fire crews and maintain a close working relationship with the Fire Chief.
<input type="checkbox"/>	If considered necessary, the vessel may be moved off the berth and moved to a safer location or to alter the wind direction.
<input type="checkbox"/>	The use of a firefighting tug to douse the main deck and accommodation front with water should be considered. Firefighting tugs may also assist with boundary cooling or to attack the fire if it gets out of control.
<input type="checkbox"/>	Extra care must be taken to ensure shore staff observe normal safety practice whilst on board. Special vigilance should be taken concerning the indiscriminate use of cell phones, non-intrinsically safe handheld radios, cigarette lighters and torches in case of hazardous cargo on board.
<input type="checkbox"/>	Refuse the Press entry to the vessel and politely refer them to the Company for press releases. Make no statements to the Authorities without P&I guidance.
<input type="checkbox"/>	Calls to the vessel's mobile and satellite telephones during the emergency may provide a major distraction to the Master, and consideration should be given to posting a dedicated officer on the bridge to handle and filter all communications.