

TERMINAL FIRE WHILST VESSEL IN PORT

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This contingency plan is applicable to all shore fires whilst the vessel is in port and is intended to supplement the emergency plan as detailed in the ship/shore checklist and any additional terminal information received.

ACTION (NOT NECESSARILY IN ORDER)

- ☐ Sound the general alarm.
- ☐ Main engines to standby as soon as possible, start bowthruster.
- ☐ Stop all cargo and bunkering operations and secure the maindeck. Have ship's staff standby at the manifold to disconnect at once in case shore staff are unable to reach vessel.
- ☐ Request pilot and tugs immediately from Port Control/Terminal operator.
- ☐ Only the Emergency Party and Ventilation Party to assemble at muster stations. All other personnel to departure stations - recover gangway, rig pilot ladder & prepare to let go.
- ☐ Start seawater pump for deck foam system, use monitors to cool off deck and accommodation if necessary. Standby to start foam pump if necessary.
- ☐ If fire is causing serious threat to vessel's safety, consider letting go at once and manoeuvring off berth to await pilot and tugs.
- ☐ Contact Company and charterers as soon as possible to apprise them of the situation.

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CONTINGENCY PLAN FOR TERMINAL FIRE WHILST VESSEL IN PORT	
1.	The ship/shore safety checklist will normally contain details of actions to be taken in the event of a fire in the terminal, and is often supplemented by a separate terminal information booklet. Actions in the event of a fire should generally be guided by this information.
2.	Speedy reaction is vital, and once cargo operations have been stopped the draining and disconnection of booms/hoses should commence at once – waiting for shore personnel may cost valuable time and so ship's staff should commence the operation immediately.
3.	Evacuation of any non-essential personnel and shore staff should be exercised with care – if any danger exists they should rather remain on board and muster on the bridge. Names and details of any persons not part of the ships complement should be collected ASAP and passed to shore authorities in this event.
4.	If there is a risk that the fire may affect the vessel before pilot and tugs are available, the master must consider evacuating the berth without assistance. To this purpose the main engine and bowthrustrer must be made available as quickly as possible, and personnel at mooring stations should be prepared to cut mooring lines if these cannot be released remotely from the shore.
5.	The deck foam firefighting system should be made ready with water running, as it may be required to assist in fighting the fire, and certainly will assist in cooling the vessel and keeping approaching flames under control. The foam system should only be used on the shore as a last resort, as compound may be needed on board.
6.	It is essential to co-operate fully with the terminal and appropriate Authorities and to keep them, the Company and Charterers fully informed of the situation onboard.
7.	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.
8.	Reference should be made to the U.S. Department of Commerce publication "Marine Fire Prevention, Firefighting and Fire Safety" chapter 10, as well as ISGOTT 5th Ed., Ch 19-21, 26.