1. PURPOSE

To provide a procedure for crew response to a ship board fire.

2. SCOPE

This procedure applies to all personnel embarked.

3. RESPONSIBILITY

The Master is responsible for ensuring that all crew members are properly trained in shipboard fire fighting and fully understand these procedures.

4. PROCEDURE

4.1. PREVENTION. Fire prevention is KILO MOANA’s first line of defense against fire. There will be no open fires without the permission of the Master. The Master or Mate-on-Watch at sea, will be notified of all hot-work before it commences. Hot-work will not commence without a fire watch present, with extinguisher(s), to watch all surfaces that could get hot enough to cause a fire. Fire watch(s) shall remain at their post upon completion of the hot-work until it is positively determined that no fire has been started. The Chief Engineer will be notified of all electrical equipment malfunctions so that a determination can be made whether or not a fire hazard is present. There will be no smoking inside the ship.

4.2. FIRE FIGHTING AT SEA. The KILO MOANA has a small crew and limited fire fighting equipment. If our fire prevention efforts fail and a fire does start, initial action will be the greatest factor in determining whether or not we will be able to extinguish it.

4.3. INITIAL ACTION - ALL FIRES. Upon finding a fire, the initial action a person should take consists of several steps taken in the following order.

4.3.1. Get the word out. Yell "FIRE", call the bridge, sound an alarm (fire alarm pull station)and any means you have to alert at least one other person to the emergency so that he/she can alert the rest of the ship.

4.3.2. If the fire is small (i.e.-waste can fire), try to put it out with a fire extinguisher, or throw it over the side, or by smothering it, or by any other means available. If equipment is involved, secure the electrical power and/or fuel.

4.3.3. If you can not control the fire, contain it. Check, as best you can without endangering your own life, for other personnel in the compartment. If any are found, assist as you are able, hopefully removing them from the compartment. Then seal the compartment by closing the doors, hatches, etc. Secure all vents into or out of the compartment.

4.4. ENGINE ROOM FIRE.

4.4.1. The Chief Engineer is in charge of all Fire Fighting efforts in the Engineering Spaces and is assisted by the Chief Mate and Fire Fighting Teams A and B.
4.4.1.1. Ensure all personnel have been evacuated from the engine room.

4.4.1.2. Secure the fuel source to all engineroom equipment.

4.4.1.3. Secure all electrical power in the engine room.

4.4.1.4. Ensure the ventilation is secured to the engine room.

4.4.1.5. When authorized by the Master, set off the CO2 System.

4.5. **OVERVIEW**

4.5.1. The Master will be in charge of the fire fighting efforts from the bridge. He will immediately contact the Coast Guard or anyone else that may be able to provide assistance, establish communications with the Fire Fighting Teams, and take muster for all personnel on board. All crewmembers will proceed to their fire fighting billet station. The science party will proceed to their muster station where the Chief Scientist will take roll call and report to the 3rd mate the results of the roll call. The Fire Fighting Teams will muster at the Damage control locker under the leadership of the Chief Mate (A-TEAM) and the after gear locker under the leadership of the 3rd Mate (B-TEAM). Communication with the bridge will be by portable radio (ch 19A), phone, messenger, or any other means available. When ready, the fire fighting parties will proceed to the scene of the fire.

4.5.2. The Fire Fighting Team’s priorities in order will be:

4.5.2.1. Contain the fire

4.5.2.2. Control the fire

4.5.2.3. Extinguish the fire

4.6. **FIRE FIGHTING IN PORT**

4.6.1. If a fire is discovered on board in port during the normal workday, we will follow the same procedure as fighting a fire at sea. The main difference is that we can expect rapid assistance by experienced Fire Fighters. The main shortcoming of these Fire Fighters is that they will not be familiar with our ship. We will continue fighting the fire until they arrive and are ready to take over. Our job then is to assist as possible.

4.6.2. If a fire is discovered after normal working hours, the person finding the fire will alert anyone on board by sounding General Alarm located on the bridge or the nearest Fire Alarm Pull Station, take initial action, and then contact the fire department at 911 and the Coast Guard at 541-2450 (if in port Honolulu)

4.6.3. All personnel not required for fire fighting will be evacuated from the ship as soon as possible after the alarm is sounded.
4.7. **FIRE PLAN**

4.7.1. The ships Fire Plan is located on the Gangway, Bridge, MCC and both port and starboard side 02 level at the International Shore Connection (Fire Hydrant #4 & #5)