



PREVENTION AT SEA

CIRCULAR 04/2018

**FIRE DRILL -
PLAN, DO, PREVENT!**



**Don't Cure,
PREVENT**

Fire Drill – Plan, Do, Prevent!

Case Study: Recently, it was reported that a chemical tanker faced difficulties in Marseille, France, when Port State Control Officers boarded the vessel for a detailed inspection. The PSC Officers requested the crew to conduct a fire drill incorporating a missing person scenario. The PSC Officers found that there was a lack of communication between the participants, that the commander's instructions to the fire party were confusing, and that preparation and execution of the drill was poor. They also noted that no reference was made either to the ship's fire control plan nor to the relevant emergency plans in the Company's SMS which was a further contributing factor in pertinent actions being missed (e.g. shutting off ventilation). Finally, the drill was called off and the vessel detained for the following deficiency:

Crew members failed to conduct a fire drill

SOLAS Chapter III Regulation 19.2.1 requires:

"Every crew member with assigned emergency duties shall be familiar with these duties before the voyage begins."

SOLAS Chapter III Regulation 19.3.2 requires:

"Every crew member shall participate in at least one abandon ship drill and one fire drill every month. The drills of the crew shall take place within 24 h of the ship leaving a port if more than 25% of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month. [...]"

Prevention at Sea would like to highlight the following, with a view to assist its clients to avoid potential complications during PSC inspections onboard:

- ✓ Fire drills should be conducted in accordance with SOLAS requirements, the company's procedures and training manuals, taking into account weakness observed during previous drills, recommendations and observations reported by previous PSC inspections, and lessons circulated by the company.



- ✓ Drill briefings should be attended by all crew members to ensure that everybody is aware of her or his roles and responsibilities.



- ✓ When a company's superintendent is onboard, he should observe the execution of the emergency drills and advise the crew about good and poor aspects of their performance.



- ✓ The company's SMS should include specific and clear instructions and guidelines on how drills shall be safely and efficiently carried out.
- ✓ Debriefings should be carried out after each emergency drill in order to discuss the crew's performance and operational condition of FFE and LSA, and to identify weakness that should be addressed.
- ✓ All FFE and LSA should be properly maintained and inspected at regular intervals in accordance with the company's procedures, manufacturer's instructions, and flag state regulations.



Advise the crew to send photos taken during the drill in order for the company to verify proper execution.



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DON'T CURE, PREVENT! FOR MORE INFORMATION,
PLEASE DO NOT HESITATE TO CONTACT US.



Prevention at Sea Ltd
52 Arch. Makariou III Avenue,
Ydrogios Tower, CY 6017
Larnaca - Cyprus
Tel: +357 24819800
Fax: +357 24819881



Tel: +30 210 64 37 637



info@preventionatsea.com

www.preventionatsea.com

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