CTME
CENTRE OF TECHNOLOGY IN MARINE ENGINEERING

MARITIME ENGLISH

SAFETY ON BOARD SHIP (FIRE)

MOHD UZAIR
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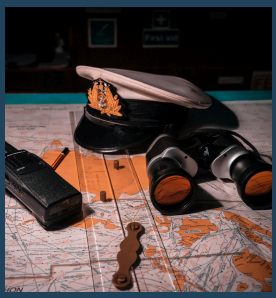

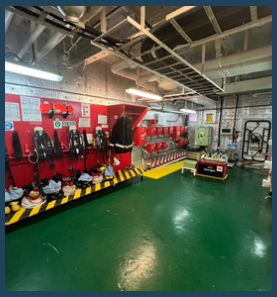

MARINE ENGINEERING DEPARTMENT

MARITIME ENGLISH

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ABSTRACT

This eBook prepares students to have adequate knowledge, understanding, and proficiency in the English language as set out in the the Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW). It is designed to facilitate students to develop effective communication skills to perform their duties and responsibilities in routine and in the emergencies of fire onboard the ship as per IMO SMCP (International Maritime Organization Standard Maritime Communication Phrases) to achieve the standards of competency for the English language for Seafarers.

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INTRODUCTION

FIRE ONBOARD THE SHIP

Fire is a common hazard at sea. It results in loss of cargo, damage to vessels, and sometimes a threat to personnel life.
Fire is a result of a combination of three factors:

1. A substance that will burn
2. An ignition source
3. A supply of oxygen is usually from the air.

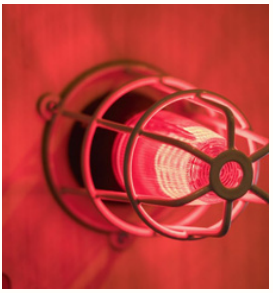
A fire on a ship is the most dangerous incident which can happen onboard. If the fire can be detected in the early stages, the crew can prevent catastrophic damage by taking immediate action.
Firefighting onboard the ship includes three distinct stages:

1. Detection - locating the fire
2. Alarm - informing the crew
3. Control - control by means of extinguishing the fire

CHAPTER ONE

GENERAL ALARM ON THE SHIP

What is the general alarm onboard ship?



On board, the vessel's general alarm is recognized by 7 short ringing of the bell followed by a long ring or using the ship horn signal of 7 short blasts followed by 1 long blast and followed by an announcement using ship PA.

The general alarm on board a vessel is sounded to make the whole crew aware that an emergency has occurred, such as a fire scenario, collision, grounding, or a situation that can lead to abandoning the ship, etc.

As per Safety Of Life At Sea (SOLAS) Convention mandates the Life-Saving Appliances (LSA) Code which includes the general alarm signal. The LSA defines the characteristics of the general alarm signal. The alarm signal itself is seven or more short blasts followed by one prolonged blast on the ship's whistle.

CHAPTER TWO

MUSTER STATION

What is the muster station onboard the ship?

A muster station is a dedicated place or area on the ship where the crew and the passenger should assemble in the event of an emergency such as fire onboard, grounding, collision, abandoning the ship, etc. A muster station can be different depending on the emergency. On a merchant ship, each crew will have a different muster station depending on the rank, responsibilities, and duties.

As per Safety Of Life At Sea (SOLAS) regulation, the muster station should:

- close to the embarkation stations
- shall have sufficient clear deck space to accommodate all persons assigned to muster at that station at least 0.35 m2 per passenger.
- shall be readily accessible from accommodation and work areas
- shall be adequately illuminated by lighting supplied by the emergency source of electrical power

CHAPTER THREE

FIRE PREVENTION

In Maritime Industry especially on board ships, we believe that all accidents and incidents can be prevented. The same goes for accidents or incidents that involved fire on board a ship. The best way to deal with any fire situation is to prevent them rather than letting them occur. Fires onboard the ship can be prevented by finding and rectifying the source of the fire in the first place. For example in the engine room, the biggest possibility fire can occur is from the leaking of fuel pipe. A quick response to preventing the fire from occurring and spreading to other areas is with the help of a fire detection system and alarm panel.

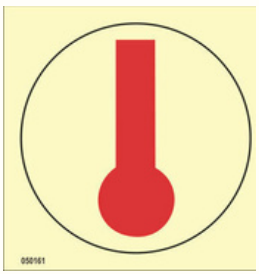
CHAPTER THREE

FIRE PREVENTION

The fire detection system onboard consists of detectors and alarm panels.
Alarm panels can be located at the places such as bridge, engine control room, and emergency headquarter. There are a few types of detectors that usually used in the system which are:

- Smoke detector
- Heat detector
- Flame detector

The function of the detectors is to detect any possibility of fire occurrence and to send a signal to the alarm panel.

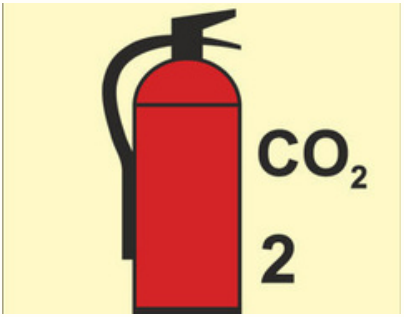


CHAPTER FOUR

FIRE FIGHTING EQUIPMENT

Following are the Fire fighting equipment which are used onboard ships:

1. **Portable Fire Extinguishers:** There are few type portable fire extinguishers such as CO2, Foam and Dry Chemical Powder which are provided in accommodation, deck and machinery spaces carried along with a number of spares as given by the SOLAS regulation.



CHAPTER FOUR

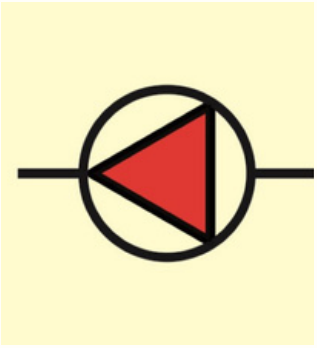
FIRE FIGHTING EQUIPMENT

2. Fire Hose and Nozzles: Fire hoses that have been used onboard must be a length of at least 10 meters. The numbers and diameter of the hoses are determined by the classification society. The diameters of the nozzle are 12m, 16m, and 19m used on the ship and must be of dual-purpose types which are Jet and spray mode.

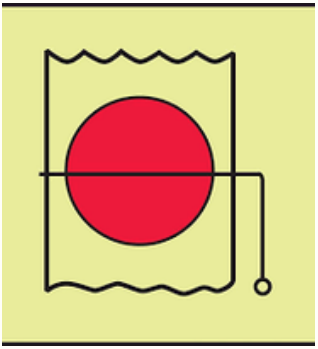
CHAPTER FOUR

FIRE FIGHTING EQUIPMENT

3. Fire Pumps: A ship must have the main fire pump and an emergency power pump of approved type and capacity as per classification society. The location of the emergency fire pump must be outside of the machinery space where the main fire pump is located.



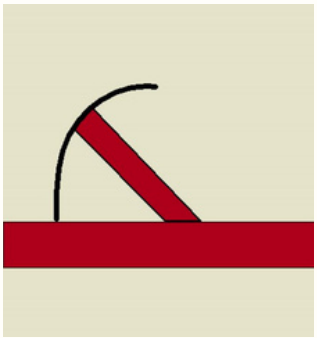
4. Fire Dampers: Fire dampers to be provided in the ship ventilation system which supply air to the cargo hold, engine room, accommodation etc. Function of this dampers is to block out the excessive oxygen supply to the fire. So, it is necessary for open and shut positions clearly marked for fire dampers.



CHAPTER FOUR

FIRE FIGHTING EQUIPMENT

5. Fire doors: Fire doors usually will be installed in a fire retardant bulkhead to provide access from the same. They must be self-closing type doors with no holdback arrangement. It can be activated from the bridge or emergency headquarter.

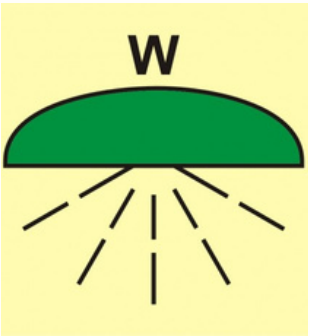


6. Fire Hydrants: The fire hydrant's function is to connect fire hoses from which the water supply is controlled. Fire hydrants must be made from heat retardant material so they will not be affected by the sub-zero temperatures when reach to cold region and also to ensure that hoses can be easily coupled with them.

CHAPTER FOUR

FIRE FIGHTING EQUIPMENT

7. Fixed Fire extinguishing system: Dry powder, CO2, Foam, and water are used depending on the type of ship and which space is covered by the system. Each system is installed at different locations on the ship and can be remotely and manually activated from outside the space.



8. Fire Fighter's Outfit: The function of Fire fighter's outfit is to wear it to fight a fire on a ship. The outfit is made up of fire retardant material of an approved type. As per SOLAS requirements, a minimum of 2 outfits must be carried by a cargo ship, and for a passenger ship, at least 4 outfits must be onboard.

CHAPTER FOUR

FIRE FIGHTING EQUIPMENT

9. Remote Shut and Stop System: Normally, remote shut and stop station shutdown is installed to all fuel lines including HFO, diesel, and lube oil tanks in the machinery space, and is done by triggering quick closing valves. A remote stop system is also provided to stop the machinery like fuel pumps, purifiers, ventilation fans, boiler, etc. in the emergency fire situation in the machinery space or before discharging a fixed fire fighting system in the E/R.

CHAPTER FOUR

FIRE FIGHTING EQUIPMENT

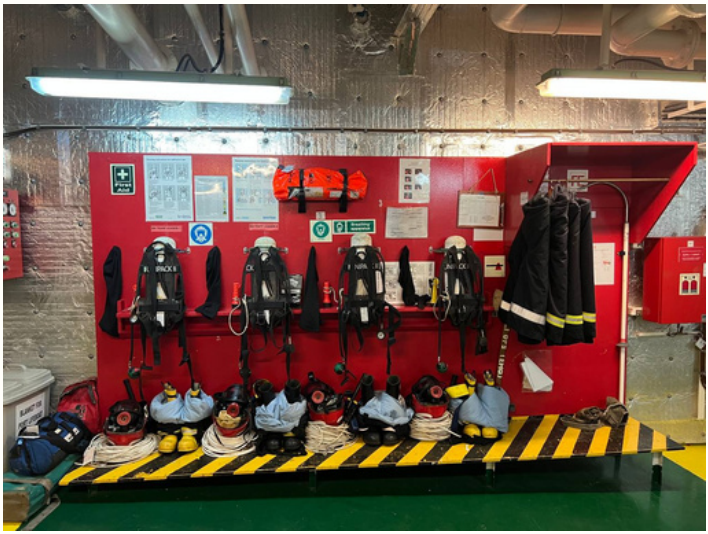
10. EEBD: (Emergency Escape Breathing Device) function is to be used in emergencies when escaping from a room on fire or filled with smoke. The location of EEBD and spares must be as per the requirements given and approved by the class society.

11. International Shore Connection (ISC): ISC is to be used to connect to ship fire fighting system with shore water to fight fire in the event of the ship fire pump system is not operational, and is on the port, lay off, or dry dock. The ISC size and dimensions are standard for all types of ships and one coupling with a gasket must be available at all times onboard.

CHAPTER FIVE

FIGHTING THE FIRE (DRILLS)

Fire drills onboard the ship must be carried out once a month. As per SOLAS regulation, every crew member shall participate in at least one abandon ship drill and one fire drill every month. The drills shall take place within 24 hours of the ship leaving a port or anchorage if more than 25% of the crew change. The objective of these drills is to ensure that all crew familiar with their muster station and their duties during an emergency.



CHAPTER FIVE

FIGHTING THE FIRE (ACTION)

In the event of a fire, there are 4 basic rules for fighting the fire. The word FIRE itself can be applied to the situation.

- **F**ind
- **I**nform
- **R**estrict
- **E**xtinguish

Find - Even if you only suspected a fire, it is important that the alarm is raised immediately so that the optimum fire-fighting potential of the ship can be mustered immediately.

Inform – This action includes prompt reporting of the location and immediate sounding of the alarm, or triggering an automatic general alarm, and notifying by calling the engine room and/or bridge. Fire alarm push buttons also can be used in order which are located at strategic points around the ship.

ALWAYS REPORT TO BRIDGE BECAUSE BRIDGE IS THE PLACE WHERE WE CANNOT LEAVE IT UNATTENDED

CHAPTER FIVE

FIGHTING THE FIRE (ACTION)

Restrict - The initial action taken may be critical in the event of a fire. Reducing the flow of air to the fire by restricting opening, closing doors, and other ventilation, followed by extinguishing the fire by the appropriate medium.

Extinguish - Extinguishing the fire with an appropriate extinguishing medium and ensuring that no re-ignition occurs.

ATTENTION!
DO NOT TRY TO EXTINGUISH THE FIRE BY YOURSELF WITHOUT INFORMING THE BRIDGE/ CONTROL ROOM

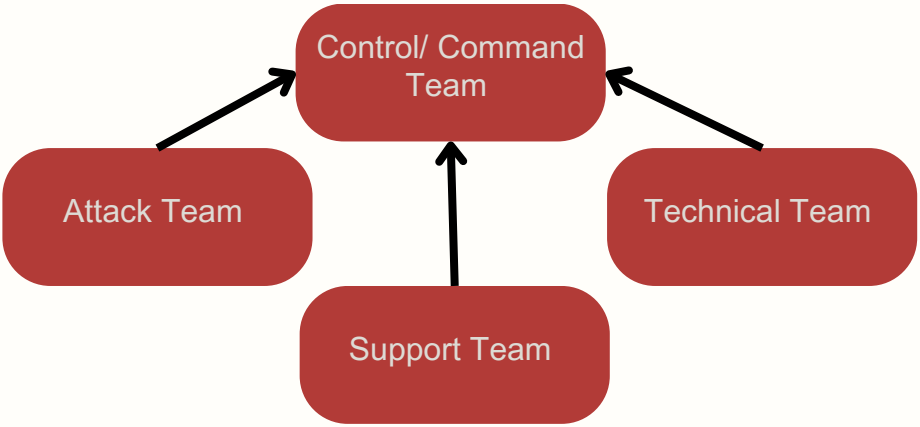
CHAPTER FIVE

FIGHTING THE FIRE (COORDINATION)

Once the alarm is raised, all crew will be mustered according to their respective muster station. In the event of a fire, normally the crew will be divided into 4 groups depending on their rank and duties which are:

- **Control/ Command Team**
- **Attack Team**
- **Support Team**
- **Technical Team**

Each team or party will have a different muster station.



CHAPTER FIVE

FIGHTING THE FIRE (COORDINATION)

CONTROL/ COMMAND TEAM

Command Team will be operated from the bridge. Usually, the command team consists of a Master, 2nd officer, and one able-bodied seaman. The Master is the overall in charge and the 2nd officer will assist in relaying the orders of the Master to the respective emergency teams. The master will give orders to all the teams and all teams must report to him/ her.

CHAPTER FIVE

FIGHTING THE FIRE (COORDINATION)

CONTROL/ COMMAND TEAM
DUTIES AND RESPONSIBILITIES

Master

- Overall command
- Coordinate, monitor, and assess the situation

2nd Officer

- Relieve the officer on watch and take over navigating duties
- Responsible for sending distress/ urgency/ safety messages on master orders.

Able Bodied Seaman (a)

- Relieve Able-bodied seamen on watch helmsman duty
- Switch on all deck lights including emergency lighting for the boat deck and embarkation deck.

ALL DUTIES AND RESPONSIBILITIES ON EACH VESSEL MAY BE DIFFERENT ACCORDING TO COMPANY SMS

CHAPTER FIVE

FIGHTING THE FIRE (COORDINATION)

ATTACK/ EMERGENCY TEAM

An attack team consists of Chief Officer, 2nd Engineer, one 3rd Officer, one 4th Engineer, Boatswain, one Able-bodied seaman, and one Wiper. Their duties are to extinguish the fire and save any casualties. Usually, the attack team member will be the one who has the most experience and familiar with the location of the fire. If the fire is in the engine room, the 2nd Engineer will be in charge of the team and if the fire is on the deck, Chief Officer will take over.

CHAPTER FIVE

FIGHTING THE FIRE (COORDINATION)

ATTACK/ EMERGENCY TEAM DUTIES AND RESPONSIBILITIES

Chief Officer

- In charge of the emergency team for emergencies on deck.
- Proceed to the emergency area, access the area, and report to the command team.
- Attack the fire/ attend the emergency

2nd Engineer

- In charge of the emergency team for emergencies in the engine room.
- Proceed to the emergency area, access the area, and report to the command team.
- Attack the fire/ attend the emergency.

3rd Officer (a)

- Assist fireman outfit as instructed by the team leader.
- Bring extra BA bottles and fire extinguishers as required.
- Assist in rigging the fire hose.

ALL DUTIES AND RESPONSIBILITIES ON EACH VESSEL MAY BE DIFFERENT ACCORDING TO COMPANY SMS

CHAPTER FIVE

FIGHTING THE FIRE (COORDINATION)

ATTACK/ EMERGENCY TEAM DUTIES AND RESPONSIBILITIES

4th Engineer (a)

- Assist the team leader in shutting off all air vents, watertight doors, fire doors, skylights, and scuppers.
- Shut the ventilation damper, funnel damper, and natural ventilation damper.

Boatswain

- Rigging of fire hose as required by the team leader.
- Prepare fire hose for boundary cooling as required by the team leader.

Wiper and Able Bodied Seaman (b)

- Donning the fireman outfit.
- Fight fire as instructed by the team leader.

ALL DUTIES AND RESPONSIBILITIES ON EACH VESSEL MAY BE DIFFERENT ACCORDING TO COMPANY SMS

CHAPTER FIVE

FIGHTING THE FIRE (COORDINATION)

SUPPORT TEAM

Usually, the support team consists of one 3rd officer, one 4th Engineer, one Ordinary seaman, a cook, and a steward. The Support team's duties are to assist the attack party such as boundary cooling, preparing the resuscitator, bringing the stretcher if there is a casualty, and providing extra men power.

CHAPTER FIVE

FIGHTING THE FIRE (COORDINATION)

SUPPORT TEAM
DUTIES AND RESPONSIBILITIES

3rd Officer (b)

- In charge of support party for emergencies on deck.
- Bring first aid kit.
- Carry out shock treatment, resuscitation, etc.

4th Engineer (b)

- In charge of support party for emergencies in engine room.

Cook, Steward, and Ordinary Seaman

- Man stretcher party.
- Assist as required.

ALL DUTIES AND RESPONSIBILITIES ON EACH VESSEL MAY BE DIFFERENT ACCORDING TO COMPANY SMS

CHAPTER FIVE

FIGHTING THE FIRE (COORDINATION)

TECHNICAL / ROVING TEAM

Technical team duties are to provide advice and technical support to the control team such as running the fire pump, closing the ventilation, shutting down machinery, and isolating the power supply to ensure the fire can be extinguished. The team member consists of Chief Engineer, 3rd Engineer, and Fitter.

CHAPTER FIVE

FIGHTING THE FIRE (COORDINATION)

TECHNICAL/ ROVING TEAM
DUTIES AND RESPONSIBILITIES

Chief Engineer

- In charge of the technical party. Communicate with the command team by walkie-talkie.
- Start the fire pump. emergency generator and emergency fire pump as required.
- In charge of operating CO2 gas smothering system, fixed foam system for deck, and emergency fuel shut-off system.

3rd Engineer

- Relieve engineer on watch.
- Assist the chief engineer in starting the emergency generator and shutting down machinery.
- Check that all persons have evacuated the engine room.

Fitter

- Assist as required.

ALL DUTIES AND RESPONSIBILITIES ON EACH VESSEL MAY BE DIFFERENT ACCORDING TO COMPANY SMS

CHAPTER SIX

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

REPORTING FIRE

1.0 Fire on board!:
.1 Smoke / fumes / fire/ explosion
~ in the engine room.
~ in no. ... hold(s) / tank(s).
~ in superstructure/accommodation.
~ in ... space.
~ on deck / ... .
.2 Smoke / fumes from ventilator(s). .
.3 Burnt smell / fumes in .../ from...

2.0 Report injured persons / casualties:
.1 No person injured. .
.2 Number of injured persons / casualties is: ... .

3 What is on fire?
.1 Fuel / cargo / car(s) / truck(s) / waggon(s) / containers (with dangerous goods) / ... on fire.
.2 No information (yet).

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CHAPTER SIX

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

REPORTING FIRE

4.0 Is smoke toxic?

.1 No, smoke not toxic.

.2 Yes, smoke toxic

5.0 Is fire under control?

.1 Yes, fire (in ...) under control.

.2 No, fire (in ...) not under control (yet).

.2.1 Fire spreading (to ...).

.2.2 Fire (in ...) not accessible.

6.0 Report damage.

.1 No damage.

.2 Minor / major damage in .../ to ... .

.3 No power supply (in ...).

.4 Making water in ... .

7.0 Pressure on fire mains!

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CHAPTER SIX

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

REPORTING FIRE

8.0 Shut down main engine(s) / auxiliary engine(s) / ... and report.
.1 Main engine(s) / auxiliary engine(s) / ... shut down.

9.0 Stop fuel and report.
.1 Fuel stopped.

10.0 Close all openings (in ... / in all rooms) and report.
.1 All openings (in ... / in all rooms) closed.
.2 Openings in ... not accessible.

11.0 Switch off ventilator(s) (in ...) and report.
.1 Ventilator(s) (in ...) switched off.

source International Maritime Organization - Resolution A.918(22) Adopted on 29 November 2001 (Agenda item 9) IMO STANDARD MARINE COMMUNICATION PHRASES

CHAPTER SIX

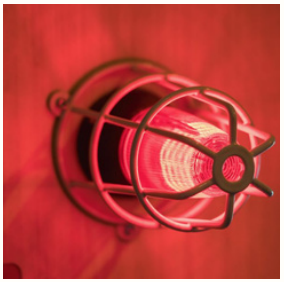
IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

REPORTING FIRE

12.0 Turn bow / stern to windward.

13.0 Turn port side / starboard side to windward.

14.0 Alter course to ... ..



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CHAPTER SIX

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

REPORTING READINESS FOR ACTION

1.0 Stand by fire fighting team / rescue team / first aid team / support team and report.
.1 Fire fighting team / rescue team / first aid team / support team standing by.

2.0 Stand by main engine and report.
.1 Main engine standing by**.**

3.0 Stand by CO2 station / ... station/ emergency generator.
.1 CO2 station / ... station / emergency generator standing by.

4.0 Close all openings (in ... / in all rooms) and report.
.1 All openings (in ... / in all rooms) closed.
.2 Openings in ... not accessible.

source International Maritime Organization - Resolution A.918(22) Adopted on 29 November 2001 (Agenda item 9) IMO STANDARD MARINE COMMUNICATION PHRASES

CHAPTER SIX

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

ORDERS FOR FIRE FIGHTING

1.0 Start fire fighting.
.1 Take one / two / ... fire fighting teams / ... team(s) to scene.

2.0 Go following route:
.1 Go through engine room / no. ... hold(s)/tank(s) / superstructure /
accommodation / ... space / manhole(s) to ... space / funnel / ... .
.2 Go from
~ outside / inside to ... .
~ port side / starboard side to ... .
~ ... to ... .

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CHAPTER SIX

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

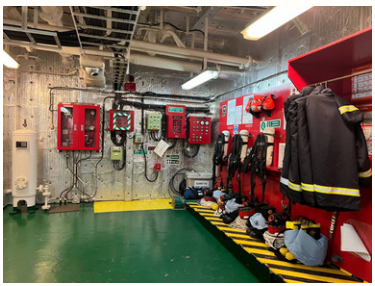
ORDERS FOR FIRE FIGHTING

3.0 Take following (additional) safety measures and report.

.1 Have two / ... members in one team.
.2 Number of members in fire fighting team / ... team is: ... .
.3 Have lifeline between each other / to outside.
.3.1 ... team members have lifelines to each other.
.3.2 ... team has lifelines to outside.
.3 Have rescue team on stand by.
.4 Maintain visual contact / radio contact on walkie-talkie.

4.0 Fire fighting team must have following outfit:

.1 Fire fighting team must have protective clothing / smoke helmets / breathing apparatus / ... .



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CHAPTER SIX

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

ORDERS FOR FIRE FIGHTING

5.0 Manning of fire fighting team / ... team(s) as follows:
.1 Chief Officer / Chief Engineer / ... in command of fire fighting team / ... team (no. ...).
.2 Following officer(s) / crew member(s) in fire fighting team /... team: ...

6.0 Restrict action (in .../ on ...) to ... minutes.
.1 Agree on retreat signal and report.
.2 Retreat signal for fire fighting team / ... team ... is ... .

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CHAPTER SIX

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

ORDERS FOR FIRE FIGHTING

7.0 Use water / foam / powder / CO2 / sand / ... in ... .

8.0 Run out fire hoses and report.
.1 Fire hoses run out.

9.0 Water on!
.1 Water is on.

10.0 Cool down ... with water and report.
.1 ... cooled down.

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CHAPTER SIX

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

CANCELLATION OF ALARM

1.0 Is the fire extinguished?
.1 Yes, fire (in ...) extinguished.
.2 No, fire (in ...) not extinguished (yet).
.3 Fire restricted to ... space / area.

2.0 Post a fire watch and report.
.1 Fire watch posted (in ...space / area).

3.0 Fire extinguishing systems / means remain on stand-by.

4.0 Fire fighting team / ... team remain on stand-by.
.
5.0 Rope-off the fire area and report.
.1 Fire area roped-off.

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CHAPTER SIX

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCP)

CANCELLATION OF ALARM

6.0 Check the fire area every ... minutes / hour(s) for re-ignition and report.

.1 Fire area checked, no re-ignition.

.2 Fire area checked, re-ignition in ... space / area.

.2.1 Re-ignition extinguished.

7.0 The fire alarm is cancelled (with following restrictions: ... .)

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CHAPTER SEVEN

IMO FIRE CONTROL SIGN

SYMBOL	REFERENCE
	Push button/switch for general alarm
	Fire protection appliances or structural fire protection plan
	Fire pump(s)
	Emergency fire pump

CHAPTER SEVEN

IMO FIRE CONTROL SIGN

SYMBOL	REFERENCE
	Space or group of spaces monitored by smoke detector(s)
	Space or group of spaces monitored by heat detector(s)
	Space or group of spaces monitored by flame detector(s)
	Space monitored by gas detector(s)

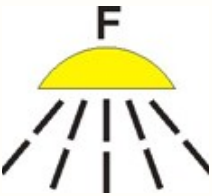
CHAPTER SEVEN

IMO FIRE CONTROL SIGN

SYMBOL	REFERENCE
	Fire damper
	International shore connection
	Fire hydrant
	Fire locker

CHAPTER SEVEN

IMO FIRE CONTROL SIGN

SYMBOL	REFERENCE
	Fire hose and nozzle
	Fire extinguisher
	Space or group of spaces protected by fire-extinguishing system
	Control panel for fire detection and alarm system

CHAPTER SEVEN

IMO FIRE CONTROL SIGN

SYMBOL	REFERENCE
	A-class hinged self-closing fire door
	Closing device for ventilation inlet or outlet
	Manually operated call point
	Emergency escape breathing device (EEBD)

CHAPTER EIGHT

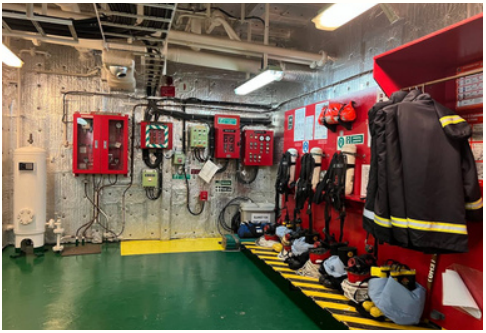
ROLE PLAY EXERCISE

SCENARIO:

While carrying out his fire and safety round in the engine room, the 4th engineer found smoke from the purifier room. He immediately rushed to the nearest phone and informed the bridge.

INSTRUCTIONS:

1. Divide your class into 4 groups.
2. Each group must have a minimum of 3 people.
3. Each group will represent either the command, emergency, support, or roving teams.
4. Each member of the groups will have to take on the duties and responsibilities as per the muster list.
5. Using IMO SMCP, prepare your team to fight and extinguish the fire.



CHAPTER NINE

QUIZ

1. What are the main components of the fire detection system onboard?
   a) Detectors and Alarm Panels
   b) Bridges and Engine Control Rooms
   c) Emergency Headquarters and Flame Detectors
   d) Smoke Detectors and Heat Detectors

2. Where can the alarm panels be located in the fire detection system?
   a) Crew Cabins
   b) Galley
   c) Bridges
   d) Lifeboats

3. Which of the following is NOT a type of detector used in the fire detection system?
   a) Smoke Detector
   b) Heat Detector
   c) Flame Detector
   d) Gas Detector

Answers:
1. (a)
2. (c)
3. (d)

CHAPTER NINE

QUIZ

4. How is the general alarm recognized on board a vessel?
   a) 3 short bell rings followed by 1 long ring
   b) 7 short bell rings followed by 3 long rings
   c) 7 short bell rings followed by 1 long ring
   d) 5 short bell rings followed by 2 long rings

5. What follows the sounding of the general alarm using the ship's Public Address (PA) system?
   a) Crew assembly in the engine room
   b) Crew assembly in the mess hall
   c) An announcement providing details about the emergency situation
   d) An announcement to evacuate the vessel immediately

6. What does the general alarm signify on board a vessel?
   a) The crew should gather for a group photo
   b) A fire scenario is occurring on the ship
   c) A collision with another vessel has happened
   d) The vessel has reached its destination

Answers:
4. (c)
5. (c)
6. (b)

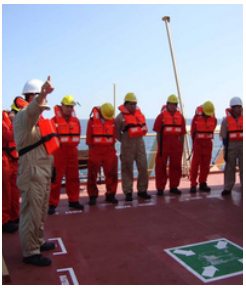
CHAPTER NINE

QUIZ

7. What determines the location of a crew member's muster station on a merchant ship?
   a) Their nationality
   b) Their age
   c) Their rank, responsibilities, and duties
   d) Their physical fitness level

8. What type of emergencies might require assembly at the muster station?
   a) A new entertainment event on board
   b) Ship routine maintenance
   c) Abandoning the ship in a lifeboat
   d) Changing crew uniforms

9. How often must fire drills be conducted onboard a ship?
   a) Once a week
   b) Twice a month
   c) Once a month
   d) Once a year



Answers:
7. (c)
8. (c)
9. (c)

CHAPTER NINE

QUIZ

10. What is the objective of the abandon ship and fire drills?
    a) To entertain the crew during their free time
    b) To familiarize the crew with the ship's muster station
    c) To practice swimming in the open sea
    d) To test the ship's lifeboats and firefighting equipment

11. When should the drills take place if more than 25% of the crew changes and the ship is leaving a port or anchorage?
    a) Within 12 hours
    b) Within 24 hours
    c) Within 48 hours
    d) Within 72 hours

12. What are the four basic rules for fighting a fire, represented by the word "FIRE"?
    a) Find, Intervene, Restrain, Eliminate
    b) Flee, Inhale, Relocate, Evacuate
    c) Find, Inform, Restrict, Extinguish
    d) Follow, Inspect, Respond, Evacuate

Answers:
10. (b)
11. (b)
12. (c)

CHAPTER NINE

QUIZ

13. Who is responsible for overall command during emergencies?
    a) Chief Officer
    b) 2nd Officer
    c) Chief Engineer
    d) Master

14. What is the primary responsibility of the 2nd Officer during emergencies?
    a) Operating the emergency generator
    b) Attending medical emergencies
    c) Relieving the officer on watch
    d) Handling distress messages

15. What duty is assigned to an Able Bodied Seaman of the Command team during emergencies?
    a) Operating the fire pump
    b) Relieving the helmsman on watch duty
    c) Providing first aid treatment
    d) Assisting in rigging the fire hose

Answers:
10. (d)
11. (c)
12. (b)

CHAPTER NINE

QUIZ

16. The Chief Officer's responsibility during emergencies involves:
    a) Operating the emergency generator
    b) Leading the stretcher party
    c) Monitoring the engine room
    d) Heading the emergency team on the deck

17. Who is the person in charge of the emergency team if the emergency is in the engine room?
    a) Chief Engineer
    b) 2nd Engineer
    c) 3rd Officer
    d) 3rd Engineer

18. What is the role of the 3rd Officer of the emergency team during emergencies?
    a) Operating the CO_2 gas system
    b) Assisting the fireman outfit
    c) Operating the emergency fire pump
    d) Coordinating medical response

Answers:
10. (d)
11. (b)
12. (b)

CONCLUSION

The safety on board the ship is the responsibility of each crew. Each crew plays a vital role to ensure fire emergencies onboard the ship can be prevented and can be handled to avoid catastrophic damage to the vessel and most important to avoid any casualties. All fire emergencies must be handled with proper coordination that required training from time to time. The IMO SMCP that has been developed has covered the most important safety related to fire emergencies and onboard communications.

The IMO SMCP is built on basic knowledge of English and has been simplified for the maritime English version. It includes phrases for use in all emergency-related situations.

Under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, the ability to understand and use the SMCP is required for the certification of engineer in charge of watchkeeping on ships of 500 gross tonnages or above.

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