

CHAPTER 4

SAFETY PRECAUTIONS

4.1 PRECAUTIONS AGAINST FIRE

4.1.1 Lights and smoking.

No naked lights are to be permitted in any part of the ship, and smoking is not allowed in holds or cargo spaces.

Notices in English are to be posted in conspicuous positions drawing attention to this regulation.

4.1.2 Fire stations

Emergency Muster Station Lists are to be prominently displayed in Officer's Accommodations, Engine Room and Crew quarters. The crew are to be mustered at Emergency Stations and full fire drill carried out once weekly, entries of all drills being made in the Official and Deck Log Books.

4.1.3 Temperature of holds

According to the type of cargo being carried, temperatures must be taken at least once daily. When cargo liable to spontaneous combustion, or of an inflammable nature is carried, temperatures must be taken every watch and entered in the Deck Log Book. If temperatures of 100 degrees F (38 degrees C) or over are reported, a check must be made immediately by an Officer to investigate the cause of the rise in temperature, and if the rise continues, the Master will take all necessary precautions to combat possible fire.

4.1.4 Fire appliances

All gear must be regularly inspected and maintained in an efficient condition, and all inspections recorded in the Log Book.

Fire Hoses must only be used during fire drills and in case of fire, and must be thoroughly dried out after use before stowing in boxes.

Smoke Helmets must be used at each drill, and the crew instructed and trained in their proper use.

Fire Extinguishers must be regularly tested and all units maintained up to standard.

Steam Injection System must be regularly tested every three months.

CO2 Fire Extinguishing System must be inspected, maintained, cleaned and used in accordance with maker's instructions, and details entered in the Deck Log Book.

Fire Detecting Apparatus must be tested at intervals, when holds are empty of cargo; in vessels not so equipped, a regular fire patrol must be maintained while at sea, and inspections entered in the Deck Log Book.

4.1.5 Prevention in port

All ships must comply with instructions as laid down by Governmental notices.

A record of all patrols should be kept in the Port Security Log Book, which should be initialled by the Duty Deck and Engineer Officers.

4.1.6 Welding and/ or oxy- acetylene cutting

When welding is to be carried out in any part of the vessel, the Chief Officer must detail an Officer to carry out a thorough examination of that part of the vessel where welding or oxy-acetylene cutting is to be carried out, paying particular attention to the removal of any inflammable material from the vicinity and from adjacent compartments. Permission to commence welding or cutting is not to be given until the inspecting Officer has reported that it is in order to do so. A fire extinguisher must be placed in the vicinity of welding or cutting operations and a crew member stationed in attendance. Before being stationed on fire watching duties members of the crew must be instructed in their work and must pay particular attention to compartments on the other side of steelwork under repair.

4.2 BOAT DRILL

4.2.1 Drills

Boat drill must be carried out weekly, crew being mustered at Boat Stations wearing lifebelts. At least one boat is to be swung out at each drill. All drills must be entered in the Official and Deck Log Books.

Officers and crew are to be exercised monthly in handling of boats as opportunity occurs.

Crews are to be trained by the Chief Officer for Lifeboat Certificates in accordance with requirements.

All davits must be worked monthly and oiled weekly to ensure free working at all times.

4.2.2 Emergency muster stations

Notices in English are to be posted in the Chartroom and Engineers' Alleyway.

4.2.3 Lifeboat engines

It is essential that lifeboat engines, which are so exposed to adverse weather conditions, should receive special consideration and care. The following instructions

must be followed carefully and conscientiously:

1. Lifeboat engines are to be tested weekly and an entry made in the deck and engine room log books
2. Lifeboat engines must be tested at every boat drill and the entry in the deck and engine room log books must contain a statement covering the result of the test.
3. At suitable intervals the motor lifeboat should be lowered for a short run to fully test the engine and keep all concerned acquainted with its operation.

4.2.4 Secondary steering gear

Secondary Steering Gear on the poop must be tested in order to ensure that it is readily available in the event of damage to the telemotor or telemotor system between bridge and steering engine. A drill should be arranged by the Master in close liaison with the Chief Engineer Officer in this regard.