NOTICE TO MARINERS Ref: 4 INS of 2002

Title: FIRE PREVENTION DURING HOT WORK ON BOARD SHIPS

Notice to Owners, Operators, Masters, Crew of Mauritius Ships and Port Authority

In several accidents and incidents on board Mauritius ships where by hot work was being carried out in port, fires resulted which led to serious consequences. Masters and crew are reminded that greater care is to be taken during such activities.

Whenever hot work is being undertaken a responsible officer should be appointed to ascertain that safety procedures and precautions are observed throughout and in particular that:

a. Thorough inspections are carried out prior to, during and after completion of the hot work until the risk of an outbreak of fire no longer exists.

b. Combustible materials in way of a repair and in adjacent spaces are either removed or protected to prevent ignition from heat transfer, spatter, hot slag or sparks.

c. Protective coatings and industrial chemicals which may not be hazardous in normal circumstances, but which may ignite if heated, are adequately protected;

d. Sparks do not pass through open ventilators or their openings;

e. Portable fire fighting appliances are at hand and ready to use; and

f. Ship’s officers supervising the work are fully familiar with the location and operation of all the vessel’s fire fighting systems that may be of assistance in an emergency.

g. Permit to work issued (see Annex I).

When hot work is carried out by ship’s personnel or by a contractor an authorization must be obtained from Master or nominated person before work is started. It is essential that the responsible officer is made aware of the work programme so that, in case of an emergency, the appropriate action may be promptly taken.

On ISM certified vessels, the requirements of the Safety Management System (SMS) should also be implemented.

Port regulations must also be observed where applicable.

Director of Shipping
Port Louis
26th November 2002
Annex I
Permit to work for Hot work

GENERAL
Location of hot work to be carried out ...........................................
Reason for hot work .................................................................
This permit is from: ......................................................... hrs Date ......................
to: ......................................................... hrs Date ......................

(See note 1)

A. CHECKS AT START
1. Has the area/space been checked and made safe? [ ] Yes [ ] No
2. Has the job been isolated? [ ] Yes [ ] No
3. Has the equipment been checked prior use? [ ] Yes [ ] No
4. Has screening been provided around the job? [ ] Yes [ ] No
5. Has fire watch been supplied with suitable fire fighting equipment? [ ] Yes [ ] No
6. Has the adjacent space been checked? [ ] Yes [ ] No
7. Has ventilation been provided? [ ] Yes [ ] No
8. Has the officer of the watch (bridge, engine-room, cargo control
   room) been advised of the hot work? [ ] Yes [ ] No
9. Are personnel properly clothed and equipped? [ ] Yes [ ] No

B. CHECKS AT COMPLETION
Job completed Date ...................... Time ......................
Equipment switch off ..............................................................
Space and job check ..............................................................
The officer of the watch has been duly informed ..............................................
Work area inspected 30 minutes after job completed ..............................................

Very Important
THIS PERMIT IS RENDERED INVALID SHOULD ANY OF THE CONDITIONS NOTED IN THE CHEKLIST CHANGE

Signed upon completion of Part-A
Master or nominated responsible officer .............................................. Date ............ Time ............
Responsible person supervising the job .............................................. Date ............ Time ............
Person/Team leader carrying out the job .............................................. Date ............ Time ............

Note:
1. The permit should contain a clear indication as to its maximum period of validity.