



REPUBLIC OF MAURITIUS

Ministry of Public Infrastructure, Land Transport and Shipping
4th Floor, New Government Centre
PORT LOUIS

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

Table with 2 columns: Yes, No

1. Has the area/space been checked and made safe?

Form box for question 1

2. Has the job been isolated?

Form box for question 2

3. Has the equipment been checked prior use?

Form box for question 3

4. Has screening been provided around the job?

Form box for question 4

5. Has fire watch been supplied with suitable fire fighting equipment?

Form box for question 5

6. Has the adjacent space been checked?

Form box for question 6

7. Has ventilation been provided?

Form box for question 7

8. Has the officer of the watch (bridge, engine-room, cargo control room) been advised of the hot work?

Form box for question 8

9. Are personnel properly clothed and equipped?

Form box for question 9

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 CHECKLIST 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.