
Fire at Sea: Risk Assessment for the Maritime Incident Response Group (MIRG)

Notice to all Shipowners & Masters

PLEASE NOTE:-

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

Summary

The Maritime and Coastguard Agency has developed a formal strategy in partnership with a number of United Kingdom Local Authority Fire & Rescue Services who can assist the Coastguard with incidents of fire, chemical release and industrial accidents on ships in the UK Search and Rescue (SAR) Region.

15 Fire & Rescue Services have teams specifically trained to respond to incidents at sea. Collectively these teams are known as the UK Maritime Incident Response Group (MIRG).

A MIRG team can only be deployed after obtaining the risk assessment information highlighted in this MGN.

The coordination of all MIRG incidents is the responsibility of HM Coastguard. Contact may be established via any UK Maritime Rescue Co-ordination Centre (MRCC).

1. Introduction

1.1 To enable HM Coastguard and MIRG team managers to assess the potential consequences of an incident at sea, a risk assessment 'Tasking Form' is used by the coordinating Maritime Rescue Co-ordination Centre (MRCC).

1.2 The Tasking Form provides sufficient specific risk information to the Fire & Rescue Services for them to carry out a dynamic risk assessment with regard to deployment.

2. The Tasking Form

2.1 The Tasking Form is in three parts and is completed by the MRCC whilst in communication with the vessel.

Part 1 is a brief synopsis of the incident and is the minimum information required by a MIRG Fire & Rescue Service before they will put their team on alert.

Part 2 is additional information that should be obtained, assessed and passed to the Fire & Rescue Service before they deploy.

Part 3 is for incidents where there are chemicals involved and will only need to be completed in these circumstances. The MIRG response to chemical release events has been divided into four categories. (See Part 3 of the Tasking Form at Annex A).

2.2 The coordinating MRCC sends the completed Tasking Form to the appropriate MIRG Fire & Rescue Service.

2.3 Shipping companies have asked to have the Tasking Form available so that some of the details can be filled in prior to any incident. This saves time in the event of an incident occurring and reduces the burden on both the MRCC and ship's staff.

2.4 Electronic copies may be downloaded from the MCA website, www.mcga.gov.uk/c4mca/tasking_forms.pdf

More Information

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Department for
Transport

DATE:	TIME (Local):
MRCC:	MRCC PHONE NUMBER:
G.I.N. (MRCC to complete):	Call Log ref (FRS to complete):

PART ONE - KEY INFORMATION (Page 1 of 1)
1.1 Casualty identity
<i>(Name of vessel, Flag State, etc)</i>
1.2 Assistance required
<i>(Does the casualty require the assistance of shore based firefighters and/or paramedics? Identify which)</i>
1.3 Type of vessel etc
<i>(eg, passenger ferry, oil tanker, container ship etc, or other casualty type)</i>
1.4 Position
<i>(Distance & bearing from a well-known location)</i>
1.5 Type, location on board & extent of incident
<i>(Type: eg fire / chemical release / industrial accident? On-board areas affected?)</i>
1.6 Action being taken on board
<i>(Firefighting or other action)</i>
1.7 Persons at risk
<i>(Total number of persons on board & persons directly affected, eg by fire / fumes / trapped, etc)</i>
1.8 On scene weather & sea state – actual and forecast
<i>(Provide brief details)</i>

DATE:	TIME (Local):
MRCC:	MRCC PHONE NUMBER:
G.I.N. (MRCC to complete):	Call Log ref (FRS to complete):

PART TWO - SUPPORTING INFORMATION (Page 1 of 2)

2.1 (MRCC:) Is there evidence that the incident has been caused deliberately? Has the casualty sent a security alert? Check with MRCC Falmouth.

2.2 (MRCC:) Has SOSREP been alerted (via DCPSO)?

2.3 Vessel size

(Tonnage / Length / Freeboard at boarding point)

2.4 Cargo

(Including any IMDG Class / hazardous cargo on board)

2.5 Communications, including any communications difficulties

(Primary comms: VHF, MF, satcomms, mobile etc. Any problems? Good English spoken by Bridge Team?)

2.6 Condition of vessel

(Eg, problems with main engines / steering / onboard power; listing; taking water, etc)

2.7 Type & condition of fixed firefighting installations

(Eg, CO₂ used / remaining; fire main / sprinklers / foam / other systems available / used)

2.8 Contact details of owners / operators and/or agents

PART TWO - SUPPORTING INFORMATION (Page 2 of 2)

2.9 Further details of hazards that could affect FRS operations

(Additional info to that given at 1.5: eg, uncontrolled fire spread / adverse stability / navigational hazards, etc)

2.10 Further details of action being taken on board / persons at risk

(Additional info to that given at 1.6 and/or 1.7)

AIRBORNE RESPONSE – *the MRCC is responsible for providing air support via ARCC Kinloss*

2.11 Helicopter(s) tasked

(Base & type; any known limitations that may affect MIRG operations in prevailing conditions?)

2.12 Load capability in prevailing conditions

(MIRG team minimum 6 persons and normally 300kg equipment per flight – but note that for a chemical incident a minimum of 12 MIRG personnel will have to be deployed)

2.13 Landing site & ETA (local time) for rendezvous with MIRG team

SEABORNE RESPONSE – *MIRG FRS will usually have local seaborne support arrangements in place, but the MRCC may be requested to assist. (NB: RNLI Lifeboats cannot be used for this purpose.)*

2.14 Surface units available

(Name / type of vessel; suitable embarkation point, with ETA (local time); any restrictions)

2.15 Additional / new information not covered above

(Attach additional pages if necessary – note number of additional pages here)

PART THREE – CHEMICAL RELEASE INFORMATION (Page 1 of 2)

MRCC: The following additional information should be sent to the MIRG FRS Control in the event of a chemical release.

Note: For a chemical incident it will be necessary to send a minimum of 12 MIRG FRS personnel.

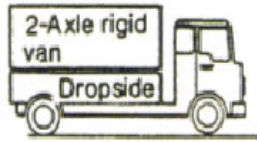
WARNING – FOR THE ATTENTION OF CASUALTY’S CREW – ONLY OBTAIN THIS INFORMATION IF SAFE TO DO SO

3.1 Name of chemical	
3.2 UN Number	
<p>3.3 Type/Class of goods</p> <div style="text-align: center; border: 1px solid black; width: 100px; height: 100px; margin: 10px auto; transform: rotate(45deg);"> <p style="margin: 0;">Tick what is shown within the diamond</p> </div> <ul style="list-style-type: none"> <input type="radio"/> Class 1 Explosives <input type="radio"/> Class 2 Gases compressed <input type="radio"/> Class 3 Flammable liquids <input type="radio"/> Class 4.1 Flammable solids <input type="radio"/> Class 4.2 Spontaneously combustible <input type="radio"/> Class 4.3 Flammable gas - contact with water <input type="radio"/> Class 5.1 Oxidising substance <input type="radio"/> Class 5.2 Organic peroxide <input type="radio"/> Class 6.1 Toxic substance <input type="radio"/> Class 6.2 Repugnant substance - cause infection <input type="radio"/> Class 7 Radiation <input type="radio"/> Class 8 Corrosive <input type="radio"/> Class 9 Miscellaneous 	
<p>3.4 Category of incident</p> <p><i>(Broad assessment by attempting to ascertain which of the following applies – tick accordingly)</i></p>	<ul style="list-style-type: none"> <input type="checkbox"/> <u>Category 1</u> - Damage to ships fixed installations? <input type="checkbox"/> <u>Category 2</u> - Damage to the cargo - bulk, containers or vehicles? <input type="checkbox"/> <u>Category 3</u> - A 'deliberate' release? <input type="checkbox"/> <u>Category 4</u> - Piracy/Terrorist attack?
<p>3.5 Nature of substance</p> <p><i>(Solid / liquid / gas / powder / crystals?)</i></p>	
3.6 Colour of substance	
3.7 Quantity released	
3.8 Quantity remaining	
<p>3.9 Type of reaction, if any</p> <p><i>(Explosion, fire, smoke, boiling liquids?)</i></p>	
<p>3.10 Specialist advice</p> <p><i>(Contact details from manifest, container, vehicle or shore side, eg shippers)</i></p>	

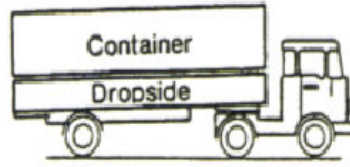
PART THREE – CHEMICAL RELEASE INFORMATION (Page 2 of 2)

3.11 Tick the relevant boxes to identify the type of container and leak involved

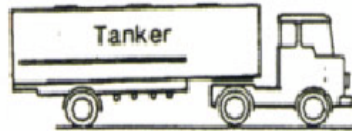
TYPE OF CONTAINER



1.



2.



3.



4.



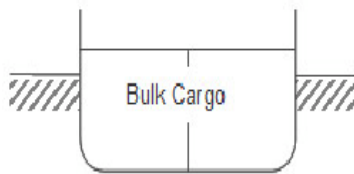
Containers liquids 5.



Containers solid powder crystals 6.



7.

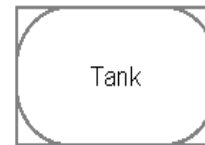


8.

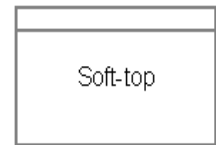
Shipping containers:



9. 20ft
10. 40ft



11. 20ft
12. 40ft

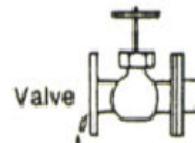


13. 20ft
14. 40ft

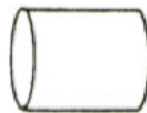
TYPE OF LEAK



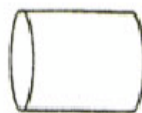
15.



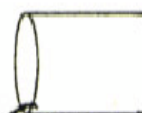
16.



17.



18.



19.



20.