

Vessel Familiarization

You will be asked questions on this section at the interview so this should all be LEARNT.

Introduction

Familiarization Training Policy

The Company ensures that no personnel will be assigned to perform any duties on a seagoing vessel unless they have received sufficient information and instruction in a number of subjects affecting personal safety, in accordance with A-VI/1 of the STCW Code.

Objective

The objective of Vessel Familiarization Training is to ensure all seafarers, including those who are working on a ship for the first time, know basic personal safety information that may save their lives and the lives of others in the event of an emergency.

Minimum Requirements Vessel Familiarization Training

The mandatory minimum requirements for familiarization training and instruction for all seafarers are defined in Section A-VI/1 of STCW Code 95 and are as follows:

- Before being assigned to shipboard duties, all persons employed or engaged on a seagoing ship other than passengers, shall receive approved familiarization training in personal survival techniques or receive sufficient information and instruction to be able to:

List of Competencies

1. Communicate with other persons on board on elementary safety matters and understand safety information symbols, signs and alarm signals.
2. Know what to do if a person falls overboard, fire or smoke is detected, or the general alarm is sounded.
3. Identify muster and embarkation stations and emergency escape routes.
4. Locate and don life jackets.
5. Raise the alarm and have basic knowledge of the use of portable fire extinguishers.
6. Take immediate action upon encountering an accident or other medical emergency before seeking further medical assistance on board.

7. Open and close the watertight, fire and weathertight doors fitted in the particular ship other than those for hull openings.

Familiarization Training Program

Vessel Familiarization Training Program takes place on board.

1. A safety meeting is held where each crewmember is given his or her specific safety duties to perform in the event of an emergency. These duties are listed on the crewmember's emergency card.
2. Each crew cabin will have a copy of the Team Carnival Shipboard Handbook.
3. A video is shown with all of the information that applies no matter which ship you sail on.
4. Each crewmember is given specific shipboard information including ship layout, location of crew and passenger muster stations, bridge telephone number, and location of crew and passenger life raft and lifeboat embarkation stations.
5. Each crewmember will be required to don a life jacket.
6. Each crewmember will be required to simulate fighting a fire with a portable fire extinguisher.
7. Each crewmember is shown how to open and close watertight, fire screen and weathertight doors.
8. Each crewmember is shown to her/his emergency station and life raft and/or life boat embarkation station.
9. A test will be given to assess the crewmember's knowledge of the basic information.
10. The crewmember must get all of the blocks listed on the Personal Competency Standard checklist signed by a Qualified Assessor/Person within the first seven days on board. A copy of the list is then routed to the Safety Officer.

Certification Requirements

A crewmember must attend the familiarization meeting on board the ship before starting to perform any work duties.

Failure to complete the Personal Competency Standard will result in dismissal.

Safety, Communication, Symbols, Signs and Alarms Introduction

Signs are divided by color code:

- A sign that has a green background is related to lifesaving.

- A sign with a red background is related to fire equipment and firefighting.
- A sign with a blue background indicates caution.
- A sign with a yellow background indicates warning.

Emergency Escape Routes and Directions to Muster and Embarkation

Stations

An emergency escape route is a path that leads from a cabin or a work place to the muster stations or the open decks. Emergency escape routes are marked with symbols and arrows showing in which direction to go.

Emergency Low Level Lighting

Emergency lighting escape route indicators are installed on board the ship. In the event of an emergency, a low level guidance system will be operated automatically. This consists of a lighted strip and it will lead to an exit. If there is smoke in the corridor keep close to the floor and crawl if necessary to avoid breathing the smoke and be able to see more clearly.

Glossary of Terms

Alarm signals and codes are given on board a ship to indicate emergencies. These signals are sounded on the ship's whistle and Public Address (PA) system. Alarm signals are given as a combination of short and long "blasts" and/or bells.

Aft - The rear, back or stern of the ship

Beam - The extreme width of the ship at its widest part

Bow - The front of a ship

Bridge - Command center of the vessel that is manned 24 hours a day

Deck - Similar to a 'floor' in a building on shore

Disembark - To remove or leave from a vessel

Embark - To take on board or arrive on a vessel

Forward - Going towards the bow (front) of the ship

Port - The left hand side of the ship as you face the bow (front)

Starboard - The right hand side of the ship as you face the bow (front)

Stern - The back of the ship

Wheelhouse – the Bridge of the vessel where all command functions for navigation and safety take place

Codes - Coded announcements on the PA system

Blast - A blast is a signal given on the ship's whistle

Bell - A bell is a signal given on the ship's internal alarm system

Long Blast - The duration of sound of a long blast is greater than six seconds. It is usually indicated in instructions as a "dash" which looks like: _

Short Blast - The duration of sound of a short blast is less than two seconds. It is usually indicated in instructions as a "dot" which looks like: .

General Emergency Alarm Signal - Seven or more short blasts and one long blast on the ship's whistle (. _) supplemented by the same signal over the loudspeakers (. _)

Abandon Ship Call - The order of abandon ship will only be given by the Master over the PA system

Man Overboard Signal and Call - One long blast on the ship's whistle () and code "Bravo Bravo" given over the ship's PA system

Fire Onboard Call - Code "Alpha Team to" given over the ship's PA system

Damage/Pollution Call - Code "DACO team to" given over the ship's PA system

Bright Star Call (Medical Emergency) - Code "Bright Star Operation to" given over the ship's PA system