

## **HUMBERSIDE FIRE & RESCUE SERVICE**

**FIRE ON BOARD MV PATRICIA,  
NEW HOLLAND SHIPYARD  
HOWARTH TIMBER SITE  
NEW HOLLAND**

**21/12/2007.**

The first call was received at 1138hrs to a vessel on fire at New Holland. The site is used to dismantle ships for scrap/salvage.

The MV Patricia was a trawler which was in the water at low tide and had caught fire in the accommodation area under the bridge, whilst in the process of being dismantled.

The initial Oic WM Darren Picket (HFRS Mirg team member) made pumps six due to problems with water supplies to the site.

Large volumes of black smoke were issuing from the vessel which drifted out into the River Humber. VTS Humber, the MRCC at Bridlington and the Environment Agency were informed to negate any further problems to shipping within the River Humber.

We were informed that the co2 fixed installation room had a bank of 12 charged cylinders on board but that oxy acetylene cutting equipment, used in the dismantling process, had been removed. All persons were accounted for.

Further hazards that existed were in the form of distress flares held in the Bridge, which had a projectile range of approximately 300 meters and an unknown quantity of fuel oil held within the vessels double bottom. However, neither exacerbated the fire situation.

Although it was confirmed that no asbestos was present, large volumes of toxic smoke were emitted due to the degradation of the ships insulation.

Initial firefighting concentrated on ground monitors and information received from the BCGA advised us that the co2 cylinders should be fitted with pressure relief valves and that any temperature change should result in the contents being vented to atmosphere. A thermal image camera was used constantly to monitor this situation and no adverse effect was seen.

At 1358 hours a mechanical cutter, used in the dismantling process, was utilized to cut a hole in the port side of the vessel to give greater access to the fire, thus negating the need to commit crews onto the vessel.

Subsequently the incident was scaled down to four pumps at 1509hrs to monitor the vessel and allow it to burn out under control. The stop message was sent at 1655hrs.

VTS Humber was informed of this fact and that the vessel was, at 1746hrs left with the owners to supervise.

Within the crews attending were 5 HFRS Mirg team members who gained valuable experience as to the dangers posed by such incidents.

Andy James  
SM Mirg Training Officer.  
HFRS