

TEXAS A&M UNIVERSITY MARITIME ACADEMY SUMMER SEA TERM 2021 Annual Fire Safety Report on Student Housing



Higher Education Campus Fire Safety Standards and Measures

This Annual Fire Safety Report on Student Housing (Annual Fire Safety Report) and the Texas A&M University Maritime Academy Summer Sea Term Annual Security Report are available at the following Texas A&M University Office of Risk, Ethics, and Compliance websites.

<https://orec.tamu.edu/wp-content/uploads/TAMUMaritimeAcademyAnnualFireReport.pdf>

<https://orec.tamu.edu/wp-content/uploads/TAMUMaritimeAcademyAnnualSecurityReport.pdf>

Email vpfa-urc-compliance-officer@exchange.tamu.edu for assistance if any link does not function.

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Texas A&M University Maritime Academy, Summer Sea Term

Compiled by Mike Phillips, Assistant Manager Environmental Health & Safety, Fire Marshal

Telephone Numbers and General Contact Information

Reporting an Emergency

On campus phones - Police/Fire/Medical 911 or 9-911

Off campus or cellular phones 911

TS Kennedy in port

Master of TS Kennedy 646-817-3630 (vsat phone)

TS Kennedy while at sea

Wheelhouse – Call “1” on any of the ship’s sound powered phones or UHF channel 2

Bridge – Call “121” on any of the ship’s sound powered phones

Non-Emergencies/General

Texas A&M University at Galveston Police Department 409-740-4545

Texas A&M University at Galveston Safety Office 409-741-4029

Web Site: <http://www.tamug.edu/police/>

Other Important Telephone Numbers

Texas A&M Maritime Academy (TAMMA) Acting Deputy Superintendent 409-740-4477

TAMMA Commandant 409-740-4559

Texas A&M University at Galveston Campus Living & Learning (CL&L) 409-740-4445

Texas A&M University at Galveston Facilities Services 409-740-4547

Fire Department 911

Fire Log Information/Location

Texas A&M University at Galveston maintains a fire log that is available to the public and kept at the Environmental Health & Safety Office, Building 3026, Room 910.

How to access

Request by phone:

Texas A&M University at Galveston Environmental Health & Safety Office
409-741-4029

Request in writing:

Texas A&M University at Galveston Environmental Health & Safety Office
Building 3026, Rm. 910
PO Box 1675
Galveston, TX 77553

Aboard TS Kennedy, the ship’s officers are responsible for keeping the ships logs. The fire log is available free of charge on the TS Kennedy from the ship’s Master. The Master can be contacted by calling 409-974-3677. Personnel located at the Texas A&M University at Galveston main campus’ Environmental Health & Safety Office (see contact information above) can also assist with accessing the TS Kennedy fire log.

A Message from Our Leadership

The TAMMA is a highly specialized maritime training and education program dedicated to cadets at Texas A&M University at Galveston (TAMUG). As part of the TAMMA program, a public vessel owned by the United States Department of Transportation's Maritime Administration (Maritime Administration) is utilized by the TAMMA under the ship use memorandum of agreement. During the Summer Sea Term, the ship serves as a training cruise location away from campus which offers an opportunity to practice theoretical knowledge taught in the classroom. Supervised sea service is required for TAMMA cadets pursuing merchant mariners credentials (MMC) issued by the United States Coast Guard (USCG).

Ships utilized during the Summer Sea Term are on-campus student housing locations assigned to maritime cadets enrolled in the TAMMA's training program for the duration of their training cruise. In accordance with the Clery Act, these ships meet the criteria of on-campus student housing when operating as training cruise locations for the TAMMA. TAMMA students do not reside on the ships at other times.

Due to the COVID-19 pandemic and shelter in place precautions and requirements, the 2020 TAMMA Summer Sea Term did not acquire a vessel through user agreement for its training sea term. A vessel use agreement for the Training Ship (TS) Kennedy was reinstated from June 2021 to August 2021 for the 2021 TAMMA Summer Sea Term. Accordingly, policies included in the 2021 Annual Fire Safety Report on Student Housing reflect TS Kennedy protocols as TS Kennedy was active through vessel user agreement during calendar year 2021.

The 2021 Annual Fire Safety Report includes statistical data for calendar years 2020, 2019, and 2018 for fires reported as occurring on each ship for the time period specified in the agreement, i.e., during each year's respective TAMMA Summer Sea Term. Ships utilized during the Summer Sea Terms for 2021 Annual Security Report statistical disclosures include the TS Golden Bear (2019) and TS Kennedy (2018). Statistics for calendar year 2020 are not available nor required to be disclosed as TAMMA did not acquire a vessel through agreement in 2020.

This publication is designed to provide information about services, programs and statistical information as required by law. If you have any questions or suggestions concerning this publication, please contact the TAMMA Captain Allan Post at 409-740-4477, posta@tamug.edu or the TAMMA Commandant at 409-740-4559, eric.vanvelzen@tamug.edu.

Policy for preparing the Annual Fire Safety Report

TAMMA composes the Annual Fire Safety Report and maintains a log of fire statistics with information and input from various sources such as the Texas A&M University at Galveston Office of the Commandant, Office of Student Affairs, and the Texas A&M University Office of Risk, Ethics, and Compliance (OREC).

The Annual Fire Safety Report is published every year by October 1st and contains three years of selected fire statistics in accordance with the Higher Education Opportunity Act (HEOA). This, the 2021 report, contains the statistics for calendar years 2018 through 2020.

Annual Fire Safety Report and Related Information

The Annual Fire Safety Report is required by the HEOA for any Title IV institution that maintains an on-campus student housing facility. Per HEOA, an institution that maintains an on-campus student housing facility must collect fire statistics, publish an Annual Fire Safety Report, and keep a fire log.

The Clery Act was amended by HEOA in 2008, requiring future reports to include campus housing fire safety statistics. The information contained in this document relates to fire safety for on-campus student residential housing only.

A copy of the Annual Security Report for Texas A&M University Maritime Academy Summer Sea Term may be requested by emailing Texas A&M Galveston Police at police@tamug.edu or by calling 409-740-4545. The Annual Security Report can be found at the following OREC website: <https://orec.tamu.edu/wp-content/uploads/TAMUMaritimeAcademyAnnualSecurityReport.pdf>.

Notifications

Each year, an e-mail notification is sent to all current students, faculty, and staff providing the web site to access this report. Upon request, prospective students and employees and others may obtain a written paper copy of the report from Environmental Health and Safety located at 200 Sea Wolf Parkway, Bldg. 3026, Room 910, P.O. Box 1675, Galveston, TX 77553, by calling 409-741-4029, by emailing Phillipm@tamug.edu, or visiting the following OREC website: <https://orec.tamu.edu/wp-content/uploads/TAMUMaritimeAcademyAnnualFireReport.pdf>.

Prospective employees are notified of the availability of the Annual Security Report through an email distributed when applying for a position. Website access to the Annual Security Report is provided by the Division of Human Resources and Organizational Effectiveness through a link called “A safe and welcoming environment” located on the Prospective Employees webpage (<https://employees.tamu.edu/talent-management/careers/index.html>). The Required Employee Notices & Important Reminders webpage (<https://employees.tamu.edu/employees/required-notices.html>) also provides website access to the Annual Security Report through a link under the “Safety and Security Notices” heading.

Prospective students are notified of the availability of the Annual Fire Safety Report through an email distributed when applying for admission. Prospective students and parents of students can also read about and reference Clery Act information on the Office of Admissions webpage (<http://admissions.tamu.edu/>) via a link titled “Campus Safety” located at the bottom of the webpage.

The fire log is available free of charge on the TS Kennedy from the ship’s Master. The Master can be contacted by calling 646-817-3630 (vsat phone). Personnel in Texas A&M University at Galveston’s Environmental Health and Safety Department can also assist with accessing the TS Kennedy fire log (200 Sea Wolf Parkway, Bldg. 3026, Room 910, Galveston, TX 77553). A request can be made by phone at 409-741-4029 (Environmental Health and Safety Department) or 409-740-4715 (TAMMA Office).

Reporting Fires

Per federal law, Texas A&M University is required to annually disclose statistical data on all fires that occur in on-campus housing facilities. In the event of an emergency on Texas A&M University at

Galveston campus or while the TS Kennedy is at port, please call 911. When the TS Kennedy is at sea, report a shipboard emergency by telephone to the Wheelhouse by dialing “1” on any of the sound powered phones located strategically throughout the ship or by hailing UHF channel 2. Additionally the bridge can be called at 121 on the sound powered call system while the ship is underway. When reporting an emergency, state your name, duty, position, where you are calling from, and a description of the situation. If you are reporting a suspected fire situation, indicate whether you see smoke or smell smoke and how it smells (electrical, trash, petroleum, etc.). Additional mechanisms which should be used to report emergency situations include pull-box fire alarms located throughout the TS Kennedy.

Below are the non-emergency phone numbers students and employees should call to report fires that have already been extinguished in on-campus student housing. These phone numbers are for fires which you are unsure whether the Texas A&M Galveston University Police or the TAMMA Administrators may already be aware. If you find evidence of such a fire or if you hear about such a fire, please contact one of the following. For purposes of including fire statistics in the annual fire safety report, employees and students should report all instances that a fire occurred in on-campus student housing to the individuals listed below.

Mike Phillips
Assistant Manager Environmental Health & Safety, Fire Marshal
Phillipm@tamug.edu
409-741-4029

Dee Ann Haney
Assistant Manager Environmental Health & Safety
Haneyd@tamug.edu
409-741-4055

Neil Golemo
Director of CL&L
golemon@tamug.edu
409-740-4469

Sam Martinez
Chief, University Police
martinez@tamug.edu
409-740-4548

The Master of the Vessel [646-817-3630 (vsat phone)] is the individual responsible for tracking fires on the TS Kennedy while docked and while at sea.

When calling, please provide as much information as possible about the location, date, time, and cause of the fire.

Fire Safety Education and Training Programs

All TS Kennedy personnel are instructed in safety management, emergency procedures, and action in normal operations and emergencies. The TS Kennedy’s Safety Management System (SMS) provides

a framework of policies to increase shipboard safety. The SMS contains policies on vessel operations processes and emergency response to be implemented by officers, crew, and cadets. The TS Kennedy's Safety Equipment Manual contains a detailed explanation of all TS Kennedy safety equipment and is issued to all cadets and crew. All persons aboard the TS Kennedy should familiarize themselves with the location of firefighting equipment, call boxes, and procedures detailed in the TS Kennedy SMS and Safety Equipment Manual.

Processes within the SMS must be followed when the Master and Chief Mate are assigning tasks. The SMS is posted in sea officer rooms, public access areas, and on all public computers aboard the TS Kennedy. It is the responsibility of all persons aboard the vessel to become familiar with the SMS and to use it in daily shipboard routine. Detailed instruction manuals called Standing Orders are also located in the Bridge and Engine Rooms. All watch personnel should familiarize themselves with Standing Order information before assuming a watch position. Failure to comply with written safety policies may result in disciplinary measures including dismissal.

All crew and cadets are required to complete a safety orientation process prior to the ship's departure. The safety orientation includes learning about the Station Bill (matrices posted throughout the vessel which specify special duties and duty stations of each crew member for various emergencies) and developing an awareness for recognizing general shipboard safety, onboard dangers, the ship's structural fire integrity, basic fire prevention, potential fire hazards, and how to react upon discovering a fire. More specifically, many individuals aboard the TS Kennedy are assigned specific responsibilities on the Station Bill by being assigned to the At Sea Fire Party. This select group of officers, crew, and cadets are trained separately prior to the Sea Term to be an effective firefighting team.

The At Sea Fire Party and shipboard personnel participate in required fire and abandon ship drills scheduled weekly while the TS Kennedy is at sea. The In Port Fire Party, as assigned through the In Port Watch Bill, is drilled prior to arriving at a specific port. The drills assist students in developing an understanding of procedures to be followed during actual emergencies.

Basic fire safety instruction is provided to all students at the Texas A&M University at Galveston campus by multiple means. Each dorm room is provided with an instructional sign located on the back side of the door containing instructions on what to do in an emergency. Students also participate in two fire drills each semester to help ensure they understand the evacuation procedures during an emergency. Additionally, Community Leaders (staff) receive specific training during orientation outlining their responsibilities during various emergencies. Hands-on fire extinguisher training is also available on request. In addition, ongoing education and safety awareness is available to all campus personnel on our campus website via the links below.

<http://www.tamug.edu/emergency/noshow/Fire.html>

<http://www.tamug.edu/emergency/index.html>

<http://www.tamug.edu/emergency/Emergency%20Procedures/FireHAZMAT.html>

About Texas A&M University at Galveston

Texas A&M University at Galveston Mission Statement

Texas A&M University at Galveston is a special-purpose institution of higher education for undergraduate and graduate instruction in marine and maritime studies in science, engineering and business and for research and public service related to the general field of marine resources. The institution is under the management and control of the Board of Regents of The Texas A&M

University System, with degrees offered under the name and authority of Texas A&M University at College Station.

Accreditation

Texas A&M University is fully accredited by the Southern Association of Colleges and Schools Commission on Colleges (SACS-COC). As a branch campus, Texas A&M University at Galveston is included in that process. In addition, Offshore and Coastal Systems Engineering (OCSE) is accredited by the Engineering Accreditation Commission of the Accreditation Board for Engineering and Technology (ABET). Marine Engineering Technology is accredited by the Engineering Technology Accreditation Commission of ABET.

Ocean voyages, sailing in Galveston Bay, beachfront experiments and independent study complement the rigorous classroom experience at our island campus. The by-the-sea campus environment enhances the unique curricular offerings. The atmosphere fostered by the faculty, staff and students emphasizes the intimate relationship between the University and the sea. Texas A&M University at Galveston is recognized nationally for academic excellence. The ocean-oriented academic programs are accredited regionally and professionally.

Academics

Texas A&M University at Galveston offers ocean-oriented, four-year courses with excellence in business, oceanographic and physical sciences, biological sciences, engineering and transportation and liberal arts. Degrees are awarded from Texas A&M University. Computer science and technical writing courses are taught across curricula, regardless of a student's major field. In every course each semester, formally administered questionnaires invite students to appraise the effectiveness of teaching. Several unique courses have been developed in response to the university's marine orientation. For instance, "Literature of the Sea" looks at the sea through the works of great authors. "Introduction to Marine Sciences" introduces students to a number of disciplines through lectures, seminars and industrial contacts. The cruise geography course emphasizes the port areas being visited.

TAMMA

The TAMMA provides an opportunity for students to learn how to operate and maintain an ocean-going vessel. In addition to classroom and field training during the regular school year, students sail aboard a training ship during three summer cruises to gain practical experience in seamanship, navigation, and operations. Cruises are typically varied to include Northern Europe, the Caribbean, the Mediterranean and the United States. At the conclusion of the program, Midshipmen are tested to become licensed as officers in the U.S. Merchant Marine and may seek employment in the exciting field of marine transportation as a licensed Third Mate or Third Assistant Engineer.

The Naval Reserve Officer Training Corps (NROTC) Program offers men and women an opportunity to qualify for a commission in the Navy while attending Texas A&M University at Galveston. Any student may join the NROTC Program either as a National Scholarship winner or as a non-subsidized college program student. The TS Kennedy is utilized by the TAMMA as a training cruise location away from campus which offers an opportunity for students to practice theoretical knowledge taught in the classroom. Onboard supervised sea service (sea service accrual) is required for TAMMA cadets pursuing MMC issued by the USCG.

On-Campus Housing Facilities

The TAMMA utilizes the TS Kennedy which contains berthing space assigned to maritime cadets, enrolled in TAMMA's training program, for the duration of the training cruise. Berthing is defined as space or accommodations aboard a vessel assigned to persons for their personal use such as beds, closets, showers/toilets, and desks. Berthing of students is permitted by the Maritime Administration as it is relevant to the training program. The berthing space on the TS Kennedy is considered on-campus student housing for the duration of the training cruise, in accordance with the Clery Act. TAMMA students do not reside on the TS Kennedy at other times.

Fire Safety Policies

TS Kennedy's SMS safety policies are consistent with industry standards. The Master shall also write their own set of standards known as the Master's Standing Orders which apply to all personnel and are posted in sea officer rooms, public access areas, and on all public computers aboard the TS Kennedy. Additionally, a Fire Control Plan contains a detailed deck plan of the ship and identifies all fire equipment including portable and fixed equipment. The Fire Control Plan is communicated during vessel familiarization and is also provided in the vessel's Safety Equipment Manual. Personnel serving on the vessel's fire team are required to be familiar with the Fire Control Plan.

The following are fire safety/prevention measures applicable to the TS Kennedy and adopted by Texas A&M University at Galveston administration to provide for the operational safety and training of all personnel involved in vessel field activities associated with Texas A&M University at Galveston.

1. Keep oil and grease out of bilges.
2. Cleanup any spilled fuel or lube oil immediately and properly dispose of it ashore.
3. Stow cleaning materials off the boat.
4. Keep all areas free of waste material.
5. Use proper containers for flammable liquids.
6. Be alert for suspicious odors and fumes, and vent all spaces thoroughly before starting engine(s).
7. Remember life comes before property.

Appliances and Equipment Including Portable Electrical Appliances

No unauthorized electrical equipment shall be brought on board the vessel. Unauthorized equipment includes, but is not limited to, fans, hot plates, curling irons, televisions, stereos, and personal equipment. Only battery operated alarm clocks are allowed on board the TS Kennedy as they are more reliable, easier to stow, and pose no electrical hazard due to overloading of circuits. No televisions shall be allowed in cadet staterooms.

Large capacity electrical appliances such as refrigerators, air conditioners, microwaves, toaster ovens, and similar equipment are prohibited. All electronic equipment must be secured for sea at all times.

Arson/Campfires (Fire and Life Safety Program)

If arson is suspected, no matter how small the incident, contact the Master at 646-817-3630 (vsat phone). Do not alter the fire scene in any way, unless you are trying to extinguish a live fire. The Master will investigate any possible arson.

Other than authorized “hot work” (as described in the SMS), no other type of burning is permitted on the vessel.

Candles/Incense/Wax Warmers/Open Flames

Incense, candles, and the introduction or use of flammable, combustible, or non-controlled combustible devices aboard ship are prohibited and grounds for dismissal from the Corps.

Cooking

Cooking is prohibited in TS Kennedy staterooms. Eating shall be confined to messing areas. Open or unsealed snack foods will not be kept in staterooms.

Decorations (Fire and Life Safety Program)

Other than approved printed material (e.g., written announcements, plan of the day, etc.), decorations (including but not limited to holiday decorations) are not permitted.

Electrical Power Strips and Extension Cords (Fire and Life Safety Program)

The misuse of electrical outlets onboard the TS Kennedy can expose the entire community to extreme hazard. Outlets are shared by all occupants of a stateroom or berthing area and must not be overloaded due to electrical fire risk. Extension cords and outlet doublers are not authorized. Surge protectors or power strips, if used, must have a fault interrupting capability (a fuse). All electronic equipment must be secured for sea at all times.

Emergency/Safety Equipment

The doors on the TS Kennedy are constructed especially for the ship and for fire protection. For safety, hatches and doors should be fully closed or fully opened and latched/secured. The TS Kennedy is equipped with sound-powered phones. The button on a sound-powered phone must be pushed to speak. Port holes must be closed at all times unless there is an emergency onboard that requires opening. Keeping port holes windows closed maintains fire and smoke boundaries, assists in controlling humidity inside the ship, and assists in air conditioning and heating boundaries.

The use of or tampering with ship’s equipment, in general, and with safety equipment specifically, except for drill or an actual emergency, is a violation of USCG Regulation and is prohibited. Any such action will also be treated as a violation of Standing Orders, which will result in conduct charges. In certain cases, this may also lead to a Captain’s Mast as determined by the Master or the Commandant. Emergency equipment includes, but is not limited to fire hoses, lifeboats, watertight hatches, and smoke detectors.

Fireworks/Explosives/Hazards

Combustible materials such as printed material are limited to the vessel’s bulletin/announcement boards.

Only safety matches are permitted for use aboard ship. “Zippo” type lighters are permitted, but lighter fluid may not be stored in berthing areas.

The unauthorized introduction, use, or storage of flammable, or combustible explosive material aboard ship is strictly prohibited.

In incidents involving discharges of oil or hazardous substances, a report will be filed with the USCG Officer in Charge of Marine Inspection having jurisdiction over the location where the discharges occurred or nearest the port of first arrival following the discharge. Any Texas A&M University at Galveston crew member or cadet who has been identified as being directly involved shall be tested as per requirements of federal regulations and results reported to the same Officer.

Smoking

Texas A&M University prohibits smoking and use of all forms of tobacco on university property (property located in the state of Texas that is owned, operated, leased, occupied or under the administrative control of the President of Texas A&M University).

On the TS Kennedy, tobacco usage is to be permitted only in designated areas of the vessel or designated areas of the pier when in-port and during pre and post-sea term. A cadet is only permitted to use tobacco on the extreme aft end of the fantail. Smoking is secured during field operations, field day, and by order of the Master of the vessel. Smoking aboard may be completely prohibited for safety reasons such as bunkering. Tobacco use is not permitted anywhere in the interior of the vessel.

When smoking throughout the vessel is secured, the words "Smoking Lamp is secured" will be passed/announced about the vessel. When smoking on deck, do not throw cigarette butts over the side as the ship's motion may blow back onto the deck and start a fire. This is also a pollution violation. Extinguish cigarettes thoroughly and dispose of it properly. Any person found improperly disposing of butts on deck will be charged with a Class One violation of Standing Orders.

Use of electronic cigarettes is prohibited outside of designated smoking areas.

Cell Phones

Cell phone use and/or possession is not allowed at cadet formations; while on work or watch or at watch muster stations; during class; during emergency drills; in the vicinity of ship operations during arrival/departure (line handling and mooring, etc.); and/or other evolutions where safety is jeopardized by their use (while the ship is engaged in bunkering, for example). Cell phone use is authorized at all times at the fantail (excluding mooring and crane operations), within the confines of the house, and on outside walk ways and wing decks of the house as long as ship operations are not occurring in that area.

General

Cadet Officers or resident advisors in each residence facility are responsible for the maintenance of order, the preservation of property and the cleanliness of the area assigned to their organization.

The Master has responsibility under federal law to ensure that there is no contraband materials of any type aboard the TS Kennedy during the cruise. The Master may at any time order a search of any space including rooms or lockers for contraband materials. Smuggling is a serious crime and lack of knowledge of the regulations is not an excuse. Security regulations also prohibit introducing any dangerous substances or unauthorized persons to the vessel. By participating in the training cruise, you acknowledge the legal authority of the Master to make warrantless searches of your living spaces and lockers when he/she believes that such a search is necessary to comply with federal law.

Inspection Program

Annual Inspections

The TS Kennedy is subject to regulations as per the USCG approved Vessel Security Plan enforced by both internal and external audits and inspections. Once per year, inspections are conducted to assure all fire safety systems and system devices are working as designed.

All berthing areas on the TS Kennedy are subject to daily inspections or at any time deemed necessary by the Master of the ship. Master's inspections may be earlier. Every day at approximately 1100, while underway, all cadet berthing areas will be inspected by the Commandant's Office, accompanied by the assigned Utility watch stander and a member of the engine department. This inspection will focus on general cleanliness, safety, and sanitary condition of the spaces. At all times cadet berthing spaces must be in a neat and orderly condition with racks made. This inspection team will also be checking for serviceability and sanitary conditions of all sinks, heads and showers. Any standing water will be addressed. All maintenance issues will be reported appropriately for repair. There will be no gear adrift and will be subject to removal if found during the inspection. Gear adrift in adverse weather/sea conditions could be tossed around and cause injury. Any berthing areas that fail will be re-inspected the same day.

Each cadet assigned to a berthing area on the TS Kennedy is held responsible for any damage to the area including furniture, fixtures, and equipment. The cadet will be held liable for the full extent of the damage including cost of repairs and manpower.

Lower deck inspection, to include all spaces other than the Mess and berthing spaces, are conducted on Sundays or as scheduled in the Plan of the Day.

Fire Safety Systems Inspection

The TS Kennedy and its systems are inspected and certified by the USCG as required by federal law. In accordance with the Manual, all systems must be inspected during vessel and equipment checks including fuel, oil system, and wiring. Abrasions, cracked wiring, or pinholes in oil and fuel lines are checked. Any discrepancy must be corrected at the time it is discovered. A fire watch is maintained with security rounds between 2000 and 0600 to check for fire in most areas of the ship.

Evacuation Procedures

If You Hear a Fire Alarm

The decision to abandon the TS Kennedy (abandon ship) is made by the Master. Every person receives training in water survival techniques, including the use of personal floatation devices, life rings and lifeboat/life raft survival. Details of the abandon ship response are complied with by the Bridge or Quarterdeck watch as appropriate. Under all conditions of abandon ship the notification signal is a succession of more than six (6) short blasts followed by one (1) long blast of the whistle supplemented by a comparable signal on the general alarm. When this signal is sounded, all cadets/crew will proceed to their assigned disembarking stations and carry out their duties as assigned on the station bill. All cadets must wear their life jacket, appropriate clothing, and proper cover.

Each crewmember on the TS Kennedy is expected to recognize emergency signals from the Bridge and where they are to report. Instructions are also located on the Station Bill which lists all cadet's duties in case of fire or other emergency and are posted throughout the vessel in public areas. Upon

hearing the alarm, all crew and cadets should proceed to their assigned disembarking stations and carry out their abandon ship duties as assigned on the Station Bill or as directed by the Master.

Muster will occur at the fire and emergency stations where specific instructions will be given on the public address system or on portable radios. After reporting to abandon ship stations all personnel should be aware of signals of the ship's whistle used by the Master to direct actions with the boats/rafts. One short blast means lower boats. Two short blasts mean stop lower boats.

If You Discover a Fire

Any person who discovers a fire shall immediately report the presence of fire to the Bridge or Quarterdeck Watch. To report the fire, use at least one of the following methods:

- Expediently go to the Bridge or the Quarterdeck and report to the Deck Watch Officer or the most senior Cadet on watch or direct a responsible person to report to the Bridge or Quarterdeck.
- Utilize pull-box fire alarms located throughout the ship.
- Call the wheelhouse on the sound-powered phone by dialing 1 or hailing UHF channel 2.

The persons involved in the discover/report should attempt to extinguish the fire within the level of their training, establish boundaries around the affected area to keep personnel away from the fire, and gather information about the fire. The person reporting the fire should remain at the scene to make a full report to the Chief Mate when he/she arrives.

The signal for a fire and emergency is a continuous blast of the ship's whistle for a period of not less than ten seconds supplemented by the continuous ringing of the general alarm for not less than ten seconds. When the signal is sounded, all cadets and crew should carry out assigned duties as per the Station Bill or as directed by the Master.

Firefighting Procedures

1. Shut off all engines, generators, and ventilation systems.
2. Recover and evacuate anyone injured.
3. Locate the fire and evaluate the extent of the fire.
4. Cut off air supply to fire. Close items such as hatches, ports, doors, ventilators and louvers, and shut off ventilation system.
5. Cut off electrical system supplying affected compartment if possible.
6. If safe, immediately use portable fire extinguishers at base of flames for flammable liquid or grease fires or water for fires in ordinary combustible materials. Do not use water on electrical fires.
7. If fire is in machinery spaces, shut off fuel supply and ventilation and activate fixed extinguishing system if installed.
8. Maneuver vessel to minimize effect of wind on fire.
9. If unable to control fire, immediately notify the USCG and other craft in the vicinity by radiotelephone.
10. Move passengers/embarked personnel away from fire, have them put on life jackets and if necessary, prepare to abandon the vessel.

If you enter a compartment and fail to extinguish a fire with a portable fire extinguisher, get out. Then close the door, hatch, or scuttle to confine the fire. During emergencies or drills the fire screen doors

and watertight doors should be closed. Never pass through a fire screen door without first determining it is safe to do so. Never attempt to pass through a watertight door while it is closing, and never open one as a means of going to your station.

Once You Have Evacuated

While evacuation is underway, muster will occur at the fire and emergency stations where specific instructions will be given on the public address system or on portable radios. During evacuation while docked or at port, muster will occur at the dock/pier.

Evacuation Drills (Fire Drills)

Conducting fire drills and training on a regular schedule is necessary for the continued safety of the passengers, embarked personnel, crew, and the vessel. Fire drills and training ensure that crew members are familiar with their duties to enable them to perform effectively in an actual emergency.

Drills during training are required by the USCG and the Convention for the Safety of Life at Sea. Firefighting techniques and procedures such as damage control, emergency repairs, how to safely abandon ship, are practiced to prepare for real emergencies at sea. While at sea, emergency drills and safety demonstrations are conducted weekly. Drills are not usually conducted in port or on weekends. Drills are normally conducted at 1030 or 1530 but may be conducted at any time. All hands are required to participate. Musters are taken at drills to account for all persons on board. Unannounced drills may be conducted at any time at the discretion of the Master.

Regular abandon ship and person overboard drills and training are necessary for the continued safety of the passengers/embarked personnel and crew to ensure that crew members are familiar with their duties to enable them to perform effectively in an actual emergency. While it is the Master's responsibility and authority to decide when to abandon ship, it must be stressed that staying with the vessel until the last practical moment is better than entering the water or a survival craft.

During calendar year 2019 eleven total fire drills, or one fire drill for each week of the duration of the summer sea term, were held on the TS Golden Bear. TAMMA did not acquire a vessel through agreement for the 2020 sea-term, therefore, no fire drills were conducted in calendar year 2020.

Description of Fire Safety Systems

The Fire Control Plan includes a detailed deck plan of the ship identifying all fire equipment, both portable and fixed. The Master Fire Control Station is located on the navigation bridge. The station includes a variety of master shutoffs and reset switches that can be used in emergency situations. The switches, detectors, gauges, and alarm systems located on the bridge include: Fire Alarm Panel; Sliding Water Tight Door Control Panel; General Alarm and Paging system; Ventilation Shutdowns and Fire Dampers; Magnetic Door Holdback Systems; Smoke Detecting Panel; and Fire Main Pressure Gauge.

The doors on the TS Kennedy are constructed especially for the ship and for fire protection. Watertight doors (WTD) are installed on the vessel to allow access through permanent bulkheads creating the watertight compartmentalization. The WTD may be open or closed at the direction of Ship's Officer. Although the normal position for most WTDs is open, they shall remain closed in restricted visibility or circumstances of emergency, or as directed by the Master. WTDs may start begin to close without notice, but are accompanied by an audible alarm. TS Kennedy has six (6) WTDs as described in the following table.

NO.	HOLD	DECK	FRAME	SIDE	OPERATION
1	AMR	Tank Top	119	CL	Bridge, Main Deck, Local
2	3	Upper Tween	92	CL	Bridge, Main Deck, Local
3	4	Upper Tween	119	CL	Bridge, Main Deck, Local
4	5	Upper Tween	114	Port	Bridge, Main Deck, Local
5	6	Upper Tween	171	CL	Bridge, Main Deck, Local
6	Shaft Alley	Tank Top	143	CL	Bridge, Main Deck, Local

Fire doors are located throughout all passageways and stairwells of the vessel. These fire doors are held open by the Magnetic Door Holdback System. All fire door holdback magnets used in this system have a local and remote release push button and a 30lb holding force. The fire doors are used to shut and secure areas of the ship. Upon detection of any fire/smoke alarm, the alarm procedures state that the bridge watch officer shall release the main deck magnetic fire door holdbacks.

Firefighting systems of the TS Kennedy include: CO₂ fire extinguishing and smoke detection systems; Fire main and sprinkler systems; Portable fire extinguishers and stations; Galley fire suppression system; and Gaylord hood system.

There are five Damage Control Lockers located throughout the vessel. These lockers sometimes are referred to as other names, such as “Emergency Squad lockers”, or “Fireman’s Outfit Lockers”. Each locker is locked, with an access key located in a “break glass” box mount adjacent to the door. Routine access for maintenance and inspections should be under the direction of an officer. These lockers contain equipment used by the emergency squads in case of an emergency. Each locker contains different amounts of equipment but they all contain the following types of equipment. In the event of an emergency, the person that is issuing the gear should attempt to keep track of the inventory as it is issued to the Emergency Squad personnel, however, this should not slow down the process. In any event, the inventory will be re-supplied as per the inventory control sheets posted in the inside of the locker.

In the event of fire in an enclosed location, or if entry into a confined space places a large demand on the spare SCBA bottle supply, the training ship is equipped with a diesel powered air compressor. This equipment is stowed on the main deck, port side at frame 64.

CO₂ Fire Extinguishing and Smoke Detecting Systems

The Smoke Detecting System is arranged to simultaneously draw continuous samples of air from all the protected spaces, as listed on the Operation Chart posted aboard the vessel. The Smoke Detecting System protected thirty-two spaces prior to the vessel conversion. During conversion to training ship, this system was modified to retain Cargo Hold Number I and Number 2, along with the Bosun's Stores located forward on the Main Deck. The Smoke Detecting Cabinet is located in the Cylinder Room on the Upper Tween Deck midship. Upon detection of smoke in any space, an audible alarm is sounded in the Smoke Detecting Cabinet, in the wheelhouse, and in the Engine Room. Indication of the space involved is shown at the Smoke Detecting Cabinet, as well as on an Annunciator in the wheelhouse. The smoke detecting sample lines pass through three (3) way valves, in a Valve Cabinet located in the Cylinder Room. These valves are normally set in the Smoke Detecting position, to

provide passage of air directly, from protected spaces to the Smoke Detecting Cabinet. These valves are also manifold to the carbon dioxide cylinders, so that when set to the Fire Extinguishing position, carbon dioxide can be admitted to the protected space through the same piping. The line to the Smoke Detecting Cabinet is closed when the valve is in the Fire Extinguishing position. The 3-way valve manifold has been modified under the vessel conversion. Cargo Holds No.1 and No.2 are the only spaces with the combination smoke detecting and fire extinguishing capability. All other Cargo Hold spaces have been deleted in the conversion.

A main bank of 68-100 pound capacity carbon dioxide cylinders is located in the Cylinder Room on the Upper Tween Deck midship. These cylinders provide protection for the cargo and miscellaneous spaces through the three-way Valve manifold, as well as for flooding of the Machinery Space through piping to nozzles in the bilge and throughout the space. Carbon dioxide for the cargo and miscellaneous spaces is released manually at the Cylinder Room, as directed on the Operation Chart. Carbon dioxide for the Machinery Space is released from a remote control station located at the exit from the machinery casing on the Upper Tween Deck. Operation of these controls simultaneously sounds sirens in Machinery Space, shuts down fuel oil service pumps, forced draft blowers, and delays release of carbon dioxide into space for 30 seconds to allow evacuation of personnel. A total of 60-100 pound capacity cylinders are released for this protection.

Protection of the Shaft Alley is provided by the release of 10-100 pound capacity cylinders from the main bank. Remote manual controls are located outside the forward end of Shaft Alley, to sound siren in space, shut down ventilation and delay release of carbon dioxide for 30 seconds to allow for evacuation of personnel.

Protection of the "New" Auxiliary Machinery Room is provided by the release of 36-100 pound capacity cylinders from the main bank. Remote manual controls are located outside the forward end of Auxiliary Machinery Room, to sound sirens in space, shut down ventilation and delay release of carbon dioxide for 60 seconds to allow for evacuation of personnel.

In addition to the main bank of cylinders, there are independent CO₂ Systems.

Fire Main and Sprinkler Systems

The fire main system has a 125-psi working pressure and a 150-psi design pressure. The piping system is classified as class II with ABS and USCG regulations.

The sprinkler system is located throughout the forward and after houses. All workmanship, calculations and design meet Solas and USCG 46 CFR 54.01 requirements. The design system pressure is 100psi. The sprinkler tank is charged with 410 gallons of fresh water and pressurized with 165 psi. The pressure relief is set at 175psi @ 250F.

Fire Extinguishers and Stations

Portable fire extinguishers have been strategically placed throughout the ship so as to provide the crew with immediate fire response equipment. The extinguishers hang on brackets mounted to bulkheads in passageways, which are quite obvious. Some extinguishers are mounted inside of Fire Station cases, and in that case, a decal indicating a "Fire Extinguisher Inside" has been affixed. There are different types of fire extinguishers and only those persons that have been trained to understand which fire extinguishing agent is most effective on a particular type of fire should use this equipment.

Ansul Galley Fire Suppression System

The Ansul R-102 Restaurant Fire Suppression System is designed to provide fire protection for restaurant cooking appliances, hoods, and ducts. It is a pre-engineered group of mechanical and electrical components for installation by an authorized Ansul distributor. The basic system consists of an ANSUL AUTOMAN regulated release assembly, which includes a regulated release mechanism and a liquid agent storage tank, housed within a single enclosure. Nozzles, detectors, cartridges, liquid agent, fusible links, pulley elbows are supplied in separate packages in the quantities needed for each fire suppression system arrangement.

The system provides automatic actuation; or it can be actuated manually through a remote manual pull station. The gas or electrical supply to all protected appliances will be immediately shut off upon actuation of the system, using appropriate gas shut off or electrical shut-down devices. Additional equipment includes remote manual pull station, mechanical and electrical gas valves, pressure switches, and electrical switches for automatic equipment and gas line shutoff. Accessories can be added, such as alarms, warning lights, etc., to installations where required.

The R-102 system suppresses fire by spraying the plenum area; the filters, cooking surfaces and the exhaust duct system with a predetermined flow rate of ANSULEX Low pH Liquid Fire Suppressant. When the liquid agent is discharged onto a cooking appliance fire, it cool the grease surface, and reacts with the hot grease (specification) forming a layer of soap-like foam on the surface of the fat. This layer acts as insulation between the hot grease and the atmosphere, thus helping to prevent the escape of combustible vapors.

Exhaust fans in the ventilating system should be left on. The forced draft of these fans assists the movement of the liquid agent through the ventilating system, thus aiding in the fire suppression process. These fans also provide a cooling effect in the plenum and duct after the fire suppression system has been discharged. The system is UL listed with or without fan operation.

It is also recommended that make up or supply air fans be shut down upon system actuation. Shutdown of fuel and power to all appliances located under protected ventilating equipment is required upon system actuation.

Gaylord Hood System

The Gaylord Hood System is a multifunctional system and is installed over the cooking that is in the main galley. The system serves as ventilation and grease extraction system, an automatic wash down system and an internal fire protection system. As a ventilation and grease extraction system it can extract up to 95% of the grease, dust and lint particles from the air passing through it.

Exhaust fans draw hot, contaminant-laden air rising from the cooking surface and cool air from the galley up through the air inlet of the ventilator. As the air moves through the ventilator at a high speed, it is forced to make a series of turns around four baffles. As the high velocity air turns around each baffle, the heavier than air particles of grease, dust and lint are thrown out of the air stream by centrifugal force. The extracted grease, dust and lint are collected in the interior of the ventilator, remaining out of the air stream until removed daily by the wash down cycle.

The automatic wash down system is activated each time the exhaust fans are shut off as pre-programmed on The Gaylord Command Center located, by pushing the "Start fan" buttons. "Wash

Cycle" is illuminated on the control cabinet each time the wash cycle comes on, and hot detergent injected water is released into the interior of the ventilator for a programmed time.

This hot detergent water scrubs the day's grease, dust and lint accumulation from the interior of the ventilator and drains. The water flows to the pre-flushed drains of the ventilator by means of sloped gutters. The spray nozzles are located on baffles number 2 and 4. At the end of the wash cycle, the water is automatically shut off; and the interior of the ventilator is clean.

Adequate cleaning is dependent upon water pressure, water temperature, daily grease accumulation, the length of the wash cycle, frequency of wash cycle and the type of detergent being used. The length of the wash cycle may be programmed from 1 to 10 minutes long.

The Internal Fire Protection can be activated either automatically or manually. Automatic internal fire protection is accomplished by the action of the fail-safe thermostats, which are located in the ductwork near the ventilator. When the temperature of the air in the ventilator reaches 250 degrees Fahrenheit, the system is activated.

Fire Safety Definitions (Department of Education)

On-campus student Housing Facility: Any student housing facility that is owned or controlled by the institution or is located on property that is owned or controlled by the institution and is within the reasonably contiguous geographic area that makes up the campus is considered an on-campus student housing facility.

Cause of fire: The factor or factors that give rise to a fire. The causal factor may be, but is not limited to, the result of an intentional or unintentional action, mechanical failure, or act of nature.

Fire: Any instance of open flame or other burning in a place not intended to contain the burning or in an uncontrolled manner.

Fire drill: A supervised practice of a mandatory evacuation of a building for a fire.

Fire-related injury: Any instance in which a person is injured as a result of a fire, including an injury sustained from a natural or accidental cause, while involved in fire control, attempting rescue, or escaping from the dangers of the fire. The term "person" may include students, employees, visitors, firefighters, or any other individuals.

Fire-related death: Any instance in which a person

- (1) Is killed as a result of a fire, including death resulting from a natural or accidental cause while involved in fire control, attempting rescue, or escaping from the dangers of a fire; or
- (2) Dies within one year of injuries sustained as a result of the fire.

Fire safety system: Any mechanism or system related to the detection of a fire, the warning resulting from a fire, or the control of a fire. This may include sprinkler systems or other fire extinguishing systems, fire detection devices, stand-alone smoke alarms, devices that alert one to the presence of a fire, such as horns, bells, or strobe lights; smoke-control and reduction mechanisms; and fire doors and walls that reduce the spread of a fire.

Value of property damage: The estimated value of the loss of the structure and contents, in terms of the cost of replacement in like kind and quantity. This estimate should include contents damaged by fire, and related damages caused by smoke, water, and overhaul; however, it does not include indirect loss, such as business interruption.

On-Campus Housing Facility Fire Statistics

2018 On-Campus Housing Facility Fire Statistics

Facility Name	Building Address	Total Fires in Each Facility	Fire Number	Cause of Fire	Number of Injuries That Required Treatment at a Medical Facility	Number of Deaths Related to a Fire	Value of Property Damage Caused by Fire
TS Kennedy	Various*	0	0	n/a	n/a	n/a	n/a

2019 On-Campus Housing Facility Fire Statistics

Facility Name	Building Address	Total Fires in Each Facility	Fire Number	Cause of Fire	Number of Injuries That Required Treatment at a Medical Facility	Number of Deaths Related to a Fire	Value of Property Damage Caused by Fire
TS Golden Bear	Various*	0	0	n/a	n/a	n/a	n/a

* Tables include statistical data for calendar years 2018, 2019, and 2020 for fires reported as occurring on each ship for the time period specified in the memorandum of agreement, i.e., during each year's respective TAMMA Summer Sea Term. Ships and their port locations vary by term. Ships used during the 2018 and 2019 Summer Sea Terms include the TS Kennedy (2018) and TS Golden Bear (2019). TAMMA did not acquire a vessel through agreement in calendar year 2020, therefore, 2020 statistics are not disclosed or required.

2020 On-Campus Housing Facility Fire Statistics*

Facility Name	Building Address	Total Fires in Each Facility	Fire Number	Cause of Fire	Number of Injuries That Required Treatment at a Medical Facility	Number of Deaths Related to a Fire	Value of Property Damage Caused by Fire
n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Tables include statistical data for calendar years 2018, 2019, and 2020 for fires reported as occurring on each ship for the time period specified in the memorandum of agreement, i.e., during each year’s respective TAMMA Summer Sea Term. Ships and their port locations vary by term. Ships used during the 2018 and 2019 Summer Sea Terms include the TS Kennedy (2018) and TS Golden Bear (2019). TAMMA did not acquire a vessel through agreement in calendar year 2020, therefore, 2020 statistics are not disclosed or required.

On-Campus Housing Initiatives

There are no future fire safety improvements planned for the TS Kennedy.

Other Annual Fire Safety Reports and Annual Security Reports

Annual Security Reports and Annual Fire Safety Reports for other Texas A&M University locations are as follows and are available at the following Texas A&M University OREC website:

<https://orec.tamu.edu/clery/annual-security-report/>.

Other Texas A&M University Annual Fire Safety Reports

Texas A&M University at College Station

<https://orec.tamu.edu/wp-content/uploads/CSAnnualFireReport.pdf>

Texas A&M University at Galveston

<https://orec.tamu.edu/wp-content/uploads/GalvestonAnnualFireReport.pdf>

Texas A&M University Health Science Center Kingsville

<https://orec.tamu.edu/wp-content/uploads/KingsvilleAnnualFireReport.pdf>

Texas A&M University at Galveston, TS General Rudder

<https://orec.tamu.edu/wp-content/uploads/TAMUGGeneralRudderAnnualFireReport.pdf>

Texas A&M University Veterinary Education, Research, and Outreach

<https://orec.tamu.edu/wp-content/uploads/VEROAnnualFireReport.pdf>

Other Texas A&M University Annual Security Reports

Texas A&M University College Station

<https://orec.tamu.edu/wp-content/uploads/CSAnnualSecurityReport.pdf>

Texas A&M University O.D. Butler, Jr. Animal Science Complex and University Farm

<https://orec.tamu.edu/wp-content/uploads/UnivFarmAnnualSecurityReport.pdf>

Texas A&M University RELIS Campus

<https://orec.tamu.edu/wp-content/uploads/RELLISAnnualSecurityReport.pdf>

Texas A&M University at Galveston

<https://orec.tamu.edu/wp-content/uploads/GalvestonAnnualSecurityReport.pdf>

Texas A&M University at Qatar

<https://orec.tamu.edu/wp-content/uploads/QatarAnnualSecurityReport.pdf>

Texas A&M University Mays Business School at CityCentre

<https://orec.tamu.edu/wp-content/uploads/MaysAnnualSecurityReport.pdf>

Texas A&M University School of Law

<https://orec.tamu.edu/wp-content/uploads/LawAnnualSecurityReport.pdf>

Texas A&M University Health Science Center Bryan

<https://orec.tamu.edu/wp-content/uploads/HSCBryanAnnualSecurityReport.pdf>

Texas A&M University Health Science Center Dallas

<https://orec.tamu.edu/wp-content/uploads/HSCDallasAnnualSecurityReport.pdf>

Texas A&M University Health Science Center Houston

<https://orec.tamu.edu/wp-content/uploads/HSCHoustonAnnualSecurityReport.pdf>

Texas A&M University Health Science Center Kingsville

<https://orec.tamu.edu/wp-content/uploads/HSCKingsvilleAnnualSecurityReport.pdf>

Texas A&M University Health Science Center McAllen

<https://orec.tamu.edu/wp-content/uploads/HSCMcAllenAnnualSecurityReport.pdf>

Texas A&M University Health Science Center Round Rock

<https://orec.tamu.edu/wp-content/uploads/HSCRRAnnualSecurityReport.pdf>

Texas A&M University Health Science Center Temple

<https://orec.tamu.edu/wp-content/uploads/HSCTempleAnnualSecurityReport.pdf>

Texas A&M University Higher Education Center at McAllen

<https://orec.tamu.edu/wp-content/uploads/HECMcAllenAnnualSecurityReport.pdf>

Texas A&M University at Galveston, TS General Rudder

<https://orec.tamu.edu/wp-content/uploads/TAMUGGeneralRudderAnnualSecurityReport.pdf>

Texas A&M University Bush School of Government & Public Service Washington, DC Teaching Site

<https://orec.tamu.edu/wp-content/uploads/DCAnnualSecurityReport.pdf>

Texas A&M University Veterinary Education, Research, and Outreach

<https://orec.tamu.edu/wp-content/uploads/VEROAnnualSecurityReport.pdf>

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