

STATEMENT

At 2130 lt I got down to no.3 hatch cover to assist the crew to clean the lashing chain , the work last to 2315lt, the cleaning job almost done, I came back to my cabin , took shower, and ready to get down to bed, At 0010lt on May 23rd 2018, the hold smoke detect alarm system trigger a fire alarm, at 0012lt I run on bridge checked and found the smoke detect alarm system displayed NO.3 hold port side was on fire, and sound fire alarm, all crew mustered and took action to detect the fire, when came near the C/H no.3 hold , found dense smoke emitted from the man hole of no.3 hold portside forward, i considered the H/C was closed, and difficult to get down to detect the fire, and decided to release co2 to put out the fire, at 0016lt mustered all crew and counted the crew number ,make sure all crew outside, at 0018lt closed the four manholes of no.3 hold, at 0020lt stated to release the co2 to hold no.3, at 0030lt 59 bottles co2 were correctly released to no.3hold, at the meantime using the fire hose to cooling the bulkhead of no.3 hold. At 0100lt arranged to detect the temperature of the bulkhead of the C/H.no.3, the temperature of bulkhead of C/H no.3 was not found increasing , and I arranged some crew kept monitoring the temperature of cargo hold, and at 0120lt I came back to cabin to make phone call to company, report the fire accident, after that i wrote the sea protest and send to my agent by e-mail.

I affirm above mention is true ,

Master of C-P MASON

