

Freedom of Information request reference number: 6443.1

Date of response: 21 April 2022

Request:

Please see below link.

<https://www.msn.com/en-gb/news/newslondon/25m-events-superyacht-to-host-dinners-and-galas-on-the-thames/ar-AAVtWYV>

Has the LFB been consulted on this vessel which is supposed to commence operating on the Thames this year?

The vessel will contain a significant number of lithium iron batteries. Does the LFB have the capacity to address a fire on this vessel should one break out?

How would the LFB respond to an emergency if the structure became 'live'?

How would the LFB address the evacuation of 1500 people in the event of a fire on board?

Response:

Has the LFB been consulted on this vessel which is supposed to commence operating on the Thames this year?

Our Fire Safety Regulatory team has not received any request for consultation.

The vessel will contain a significant number of lithium iron batteries. Does the LFB have the capacity to address a fire on this vessel should one break out?

How would the LFB respond to an emergency if the structure became 'live'?

The LFB has a specific policy on firefighting in ships and vessels (policy number 890) which provides guidance for dealing with fires on vessels that are secured alongside established docks, jetties or moorings as well as vessels involved in 'mid stream' incidents.

Our Hazardous Materials & Environmental Protection team have also provided the following information in relation to Li-ion battery fires:

The recognised approach for Li-ion batteries is submersion of the battery pack – LFB recognises that submersion of batteries on a vessel will produce additional risks around the stability of the vessel but we would aim for this at the primary response – if batteries can be removed and submerged then we would aim to do this rather than submerge them in situ. Batteries would also be monitored for thermal runaway by using a thermal imaging camera.

Indication from the various researches into this technology suggests that Li-ion batteries rarely result in the fabric of the vehicle (when related to cars etc.) from becoming 'live' - hence it is not considered a significant likelihood that this would occur. If, however, it did we would take advice from our Scientific Advisers who have specialist training around

electrical safety to determine the correct approach – this would include the use of non-conductive tools, equipment, and electrical safety gloves.

How would the LFB address the evacuation of 1500 people in the event of a fire on board?

The vessel should have suitable evacuation arrangements in place. If the LFB are requested to consult on the vessel then the Fire Safety Regulatory team will be more than happy to review the arrangements the vessel has in place and provide suitable advice around evacuation.

The Maritime and Coastguard Agency (MCA) may hold further information as they are responsible for fire prevention on ships.

Depending on the size of the ships it will either be covered by Merchant Shipping (Fire Protection: Large Ships) Regulations 1998 or Merchant Shipping (Fire Protection: Small Ships) Regulations 1998, in addition to Merchant Shipping (Fire Protection) Regulations 2003. The ship may be licensed by the Port of London Authority (POLA) as it will be hosting events on the Thames for which they are responsible.

We have dealt with your request under the Freedom of Information Act 2000. For more information about this process please see the guidance we publish about making a request [on our website](#).