Section 8100

Sector Puget Sound Marine Firefighting Plan

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8100 Sector Puget Sound Marine Firefighting Plan

8110 Introduction

This chapter outlines the responsibilities and actions during a marine fire incident occurring within the Puget Sound Captain of the Port Zone, which encompasses Puget Sound, the Strait of Juan De Fuca, and the northern Washington coast. The principal purpose is to explain the Coast Guard's role and the support that can be provided to local municipalities during marine firefighting incidents. Policies, responsibilities and procedures for coordination of on-scene forces are provided. It is designed for use in conjunction with other state, regional and local contingency and resource mobilization plans.

8111 Definitions and Responsibilities

CCGD13 – Commander, United States Coast Guard District Thirteen: The United States Coast Guard (USCG) District Commander (Admiral) who exercises operational and administrative control over all USCG units assigned to the district (with some few exceptions) and acts as a direct representative of the Commandant.

USCG District Thirteen: The USCG District Thirteen's area comprises Washington, Oregon, Idaho, and Montana and extends out into the Pacific Ocean 200 nautical miles.

USCG Sector Puget Sound. USCG Sector Puget Sound is responsible for administering and directing all USCG activities relating to applicable navigation, shipping, transportation, and environmental laws and regulations within the COTP Puget Sound. In addition, the Sector Commander provides coordination and efficiency of achievement of the basic missions by all operating units in their geographical area. Sector Puget Sound was established in 2010 which merged Sector Puget Sound and USCG/Air Station Port Angeles into one command.

USCG Group/Air Station. Group commands are established to provide coordination and efficiency of achievement of the basic missions by all operating units in their geographical area.

Captain of the Port (COTP): The Commander, Sector Puget Sound is designated as COTP. The COTP is responsible for administering and directing all USCG activities relating to Port Safety and Security, Marine Environmental Response, and Waterway Management functions.

Federal On-Scene Coordinator (FOSC): The federal official predesignated by the United States Environmental Protection Agency (EPA) or USCG to coordinate and supervise federal responses under the National Contingency Plan.

Incident Commander. The person who is directly responsible for coordinating and directing a comprehensive response to the emergency situation. Designated by the responsible party or Lead Agency.

Industry: It is the responsibility of a vessel owner, agent, master, operator, or person in charge, in accordance with 46 Code of Federal Regulations (CFR) Subpart 4.05, to immediately notify the nearest USCG Sector Office, Marine Inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty after addressing the immediate resultant safety concerns. Marine causalities include an occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems (46 CFT 4.05-1(a)(4)).

Joint Harbor Operations Center Command Duty Officer (JHOC CDO). The JHOC CDO directs operational responses at direction of Commander Sector Puget Sound, and holds ultimate responsibility for all operational decisions delegated to the watch, and determines which partners need to be informed concerning any particular incident or operation.

Lead Agency. A government agency responsible for ensuring adequate fire response. Normally a local fire agency.

Marine Firefighting Coordinator. The officer at Sector Puget Sound responsible to the COTP, for overall supervision of USCG marine firefighting support operations and for execution of this plan.

Marine Firefighting Scene Coordinator. Officer at Sector Puget Sound responsible for On-Scene execution of COTP Marine Firefighting support responsibilities.

On-Scene Commander. Designation per the National Search and Rescue (SAR) Plan. Prosecutes the SAR mission on-scene and has operational control of all SAR response units on scene. This is not to be confused with the National Incident Management System definition for "Incident Commander," who is the person responsible for all aspects of an emergency response, including quickly

developing incident objectives, managing all incident operations, application of resources, and having responsibility for all persons involved.

Primary Resource Provider. A resource provider listed in the vessel response plan as the principal entity contracted for providing specific salvage and/or marine firefighting services and resources, when multiple resource providers are listed for that service, for each of the COTP zones in which a vessel operates. The primary resource provider will be the point of contact for the plan holder, the FOSC and the Unified Command in matters related to specific resources and services as required in 155.4030(a).

Resource Provider. An entity that provides personnel, equipment, supplies, and other capabilities necessary to perform salvage and/or firefighting services identified in the vessel response plan.

Search and Rescue Mission Coordinator. Designation per the National SAR Plan. Responsible for planning and operational coordination and control of SAR missions. This position has overall responsibility for execution of SAR responsibilities normally designated by the Commander of the cognizant USCG Sector or CCGD13.

Puget Sound Vessel Traffic Service (VTS Puget Sound). VTS Puget Sound is a Branch of the Waterways Management Division of Sector Puget Sound. Its mission is to prevent groundings, collisions and environmental damage while supporting navigation safety mission goals.

Waterfront Facility. All piers, wharves, docks, and similar structures to which vessels may be secured; areas of land, water or land and water under and in immediate proximity to them; buildings on such structures and equipment and materials on or in such buildings.

8112 United States Coast Guard Authority

The USCG has no specific statutory responsibility to fight marine fires; but the local USCG Captain of the Port is charged by the Ports and Waterways Safety Act (33 U.S.C. 1221, et seq.) with the responsibility for navigation and vessel safety, safety of the waterfront facilities, and protection of the marine environment within the COTPs area of jurisdiction. This authority allows the COTP to:

- Direct the anchoring, mooring, or movement of a vessel;
- Specify times of vessel entry, movement, or departure to, from or through ports, harbors, or other waters;
- Restrict vessel operation in hazardous areas; and
- Direct the handling, loading, discharge, storage, and movement – including emergency removal, control, and disposition – of explosives or other dangerous cargo or substances, on any bridge or other structure on or in the navigable waters of the United States or any land structure immediately adjacent to those waters.

The USCG under the Clean Water Act as amended by the Oil Pollution Act of 1990 (33 U.S.C. 1251, et seq.) may, whenever a marine disaster in the navigable waters or exclusive economic zone of the United States has created a substantial threat of pollution because of a discharge or an imminent discharge of large quantities of oil or a hazardous substance from a vessel, coordinate and direct all public and private efforts directed at removal or elimination of such threat and summarily remove and, if necessary, destroy such a vessel. Also under section 4202 of the Oil Pollution Act of 1990 mandates that the USCG maintain an Area Contingency Plan of pollution response equipment (including firefighting equipment) within each port.

The Intervention on the High Seas Act (33 U.S.C. 1471, et seq.) extends the USCG's authority to take similar preemptive or corrective action upon the high seas (i.e., beyond the three mile territorial sea). Specifically, it authorizes the Commandant of the USCG to take such measures on the high seas as may be necessary to prevent or mitigate circumstances when a vessel is threatening to spill crude oil, fuel oil, diesel oil, or lubricating oil into the sea. After consultation with the EPA Administrator and the Secretary of Commerce, the USCG is allowed to expand the list of substances to that which is beyond the Intervention Convention. This authority rests with the Commandant. The Sector Puget Sound Commander should relay any recommendation to take such action through the district commander to the Commandant.

42 U.S.C. 1856-1856(d) allows an agency charged with providing fire protection for any property of the United States to enter into reciprocal agreements with state and local firefighting organizations to provide for mutual aids. This statute further provides that emergency assistance may be rendered in the absence of a reciprocal agreement, when it is determined by the head of that agency to be in the best interest of the United States.

The USCG cannot delegate their statutory authorities and shall not delegate mission responsibilities to state or local agencies. Sector Puget Sound shall not be party to any agreement that relinquishes USCG authority, evades USCG responsibility, or places Sector military personnel under the command of any person(s) who is/are not a part of the Federal military establishment. USCG forces will be subject to no authority other than that of their superiors in the chain of command. Within the USCG, the COTP will delegate authorities as necessary.

8113 Federal Policy

Federal policy established in the Federal Fire Prevention and Control Act of 1974 (PL 93-498), states that fire prevention and control is and should remain a state and local responsibility, although the federal government must help to reduce fire losses. However, the ultimate responsibility is always with the vessel or facility owner and operator.

Additionally, provisions of the Oil Pollution Act of 1990 require tank vessels to maintain response plans, (33 CFR 155 Subpart I) and the Oil or Hazardous Material Pollution Prevention Regulations for Vessels also requires non-tank vessels to maintain vessel response plans (33CFR part 155 Subpart J). These regulations clarify the responsibilities and enhance the preparedness of vessel owners and operators in regards to marine fires. They establish planning criteria requiring the identification of specific resources and specific time frames that these resources are brought to the scene of an incident.

The presence of local firefighters who respond to marine fires does not relieve the vessel's Master command of, or transfer the Master's responsibility for overall safety of the vessel. However, the Master should not normally countermand any orders given by the local firefighters on board the vessel, unless the action taken or planned clearly endangers the safety of the vessel or crew.

8114 United States Coast Guard Policy

The USCG has traditionally provided firefighting equipment and training to protect its vessels and property. Commanding Officers of USCG units (Sector Commanders, Cutters, etc.) are routinely called upon to provide assistance at fires on board vessels and at waterfront facilities. Although the USCG clearly has an interest in fighting fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining necessary firefighting utilities in United States ports and harbors.

The USCG renders assistance as available, based on the availability of resources and the Coast Guard unit's training level. The Commandant intends to maintain this traditional "assistance as available" posture without conveying the impression that the USCG is prepared to relieve local fire departments of their responsibilities.

The USCG firefighting policy is set forth in the USCG Marine Safety Manual, Vol. VI, Chapter 8. A summary of this policy is as follows:

Although the USCG clearly has an interest in fighting fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining necessary firefighting capabilities in United States Ports and harbors. The involvement of USCG forces in actual firefighting shall be to a degree commensurate with our personnel training and equipment levels. The USCG intends to maintain its historic "assistance as available" posture without conveying the impression that we stand ready to relieve local jurisdictions of their responsibilities. Additionally, the response actions taken shall pose no unwarranted risk to USCG personnel or equipment.

<u>It is the Commandant's policy that USCG personnel shall not actively engage in firefighting</u>. The exceptions to this policy include the following:

- Individuals whose primary duty is firefighting;

- Isolated units located where there are no municipal fire departments and the commanding officer determines a fire brigade is necessary to carry out the mission of that unit;
- In order to save a life; and
- In the early stages of a fire that can be extinguished using a portable fire extinguisher.

8114.1 United States Coast Guard Action in a Fire Department's Jurisdiction within Sector Puget Sound's SAR Zone and COTP Puget Sound's Zone

The response action to be taken in any fire department jurisdiction in Sector Puget Sound's SAR zone follows:

a. Upon the receipt of a report of fire, the USCG JHOC watchstander shall notify the Command Duty Officer (CDO), who shall complete the Vessel Fire Quick Response Card (QRC).
b. The CDO shall notify designated personnel on the QRC.
c. USCG personnel shall respond as directed by JHOC CDO.
d. The appropriate fire bureau shall be contacted if they have not already been advised of the fire. If the fire is in the Seattle Fire Department's area of jurisdiction, one or more fireboats will likely be dispatched to the scene. Communications shall be established on Channels 16 or 22A between the SECTOR's responding small boat (if dispatched) and the fireboats.
e. If the fire occurs in the jurisdictional area of a fire department that does not have a fireboat, it should be determined whether the local fire department has sought any outside assistance from other Fire Departments. If no outside assistance has been sought, the options available should be presented to the local fire department, and a plan of action should be coordinated with the USCG if necessary.
f. Unless involved in a serious SAR case, the CDO shall dispatch a boat to the scene immediately. If available, the UTB and/or RBM should be selected. This should occur regardless of whether or not the fire department requests USCG assistance. The boat crew should be rapidly briefed concerning the extent of the fire.
g. Response team personnel, acting as the OSC's representative shall be dispatched to meet with the Fire Department Incident Commander in charge of shoreside operations. This will provide a communications link between the COTP and the Fire Department. Orders for coordination of USCG firefighting activities at the scene shall be passed through the USCG shore response team (OSC's representative). Communications shall be established between the shore response team (OSC representative), the Sector, and the UTB, on VHF-FM Channels assigned by the JHOC CDO, or by cellular telephone.
h. Issue a safety broadcast, or Urgent Marine Information Broadcast (UMIB) to advise the maritime community of the fire and presence of waterborne firefighting units on-scene.
i. As a general rule, Sector Puget Sound will provide firefighting services if life is threatened, or as requested by the fire department unless, in the

opinion of the shoreside USCG OSC or coxswain, they are beyond the capability of the boat, either because of the boat's characteristics, inadequate personal protective equipment, or low experience level of the crew. All actions shall be reported to the CDO at the time services are requested. USCG forces shall never take action without the approval or at the request of the shore-based Incident Commander. Where USCG firefighting services are not needed, the USCG boat shall remain on scene to direct marine traffic or provide such other services as directed by the OSC.

j. If a fire is reported to be ashore at or on a ship at a grain elevator or oil terminal, the following actions will be taken:
   1. The JHOC CDO will determine if unaffected vessels moored to the facility need to be moved immediately, with or without tugs and pilots, depending upon circumstances. A COTP order may be required.
   2. Movement of other vessels in the area will be considered based upon degree of risk.
   3. Pilots and tugs are to be deployed as early as possible.
   4. Vessels moored at other types of facilities involved in a fire may be moved based upon the degree of danger to the vessel.
   5. USCG personnel will board all vessels in a fire area and inform the Senior Deck Officer to secure ship operations and be prepared to get underway.
   6. Inform the local agents of vessels involved in the incident of the situation and any anticipated movement of their vessels.
   7. Vessels to be moved are to be directed to a harbor, anchorage, or another dock away from the fire area.
   8. If appropriate, a safety zone will be established for the protection of vessels, water, and shore areas.

8115 Related State Policy

The Washington State Fire Services Resource Mobilization Plan has been developed in support of Revised Code of Washington (RCW) 38.54, the State Fire Services Mobilization Act. In implementing this act, consistency will be sought with:

- RCW 76.04, which governs the Washington State Department of Natural Resources;
- RCW 43.43 and 38.52, which govern fire protection services and emergency management;
- RCW 52, governing fire districts; and
- RCW 35, governing cities and towns.

Authorization of state fire resources mobilization may be requested when (1) all local and mutual aid resources have been expended in attempting to control an emergency incident presenting a clear and present danger to life and property or (2) a non-stabilized incident or simultaneous incidents presenting a clear and present danger to life and property and requiring in addition to local resources and

mutual aid, the deployment of additional resources as established by the Region Fire Defense Plan approved by the State Fire Defense Committee.

Washington State law includes notification and response requirements for handling potential spill threats under the following provisions of law:

- RCW 88.46, which governs vessel oil spill prevention and response; and
- RCW 90.56, which governs oil and hazardous substance prevention and response.

State law requires the Washington State Department of Ecology to take all actions necessary to respond to a substantial threat of a discharge of oil or hazardous substances into the waters of the state. The Washington Department of Ecology Spills Program is responsible for these response activities, and considers any disabled vessel situation involving significant marine firefighting or salvage operation as a potential spill and would participate in the unified command.

8116 Canadian/U.S. Cross Border Policy

An agreement is in place, which has been negotiated between the United States and Canada, which allows for cooperation in an emergency situation. Commander USCG D13 maintains this agreement.

8117 Non-Federal Responsibility

8117.1 Local Fire Departments

Local fire departments are responsible for fire protection within their jurisdictions. In a number of cities, this responsibility includes marine terminals and facilities. Some of these terminals and facilities have entered into mutual aid agreements with the surrounding fire departments.

Typical responsibilities of local fire departments include:

- Establish an Incident Command;
- Request necessary personnel and equipment in accordance with existing mutual aid agreements and Washington State Resource Mobilization Plan;
- Make all requests for USCG/federal personnel, equipment and waterside security through COTP; and
- Establish liaison with law enforcement for landside traffic and crowd control, scene security and evacuation.

8117.2 Master/Mate of the Vessel

The master is always in charge of the vessel, but **NEVER** in charge of firefighting efforts of non-vessel personnel.

8117.3 Owners/Operators of the Vessel

These individuals are always a critical source of vessel/facility information. Regardless of other response resources, the owner/operator of vessels and facilities retain a fundamental responsibility for safety and security. Specific Firefighting and Salvage requirements are mandated for vessels that carries group

I-IV oils, or vessels over 400 GT and are required to have a Vessel Response Plan, must be in accordance with 33 CFR Part 155.

8117.4 Primary Resource Provider

The Primary Provider will be the point of contact for the plan holder, the Federal On Scene Coordinator (FOSC) and the Unified Command, in matters related to specific salvage and firefighting resources and services, as required for vessels carrying group I-IV oils, or vessels over 400 GT listed in the Vessel Response Plan.

8120 Command and Control

A major waterfront or shipboard fire in Puget Sound will probably involve response teams from federal, state and local agencies. The nature and location of the fire will be the deciding element in determining which agency assumes overall command or lead agency in a unified command. Overall command or lead agency must be determined as early as possible in the incident to ensure the effective use of personnel and equipment.

8121 Command Interrelationships

The incident command system is the accepted organization system used by most federal, state and local agencies mitigating emergency situations and is designed to expand and contract to meet the needs of the incident. The USCG response organization is designed to be interactive with the incident command system and the accepted Washington State response organization system. The organizational structure for any given incident will be based upon the management needs of that incident.

8122 Unified Command

In instances when several jurisdictions are involved or several agencies have a significant management interest or responsibility, a unified command with a lead agency designation may be more appropriate for an incident than a single command response organization. Generally, a unified command structure is called for when the incident occurs that crosses jurisdictional boundaries, involves various government levels (e.g., Federal, State, and Local), impacts functional responsibilities, or a combination thereof. Such circumstances would pertain for almost any fire at a facility or a vessel at pier side or anchorage located in Puget Sound because of the similar responsibilities of local fire departments, other emergency response organizations and the USCG for the saving of life, property and the environment.

8123 Transfer of Command

The presence of local fire fighters or USCG personnel does not relieve the master of command of, or transfer the master’s responsibility for overall safety on, the vessel. However, the master should not normally countermand any orders given by the local fire fighters in the performance of firefighting activities on board the vessel, unless the action taken or planned clearly endangers the safety of the vessel or crew.

8123.1 Vessel Underway

While the vessel is underway the lead agency is the COTP. If moved to, pier side, the lead agency shifts (with concurrence of the COTP and local fire department) to the fire department.

8123.2 Vessel at Pier

The lead agency will be from the local fire department.

8130 Operations

Marine firefighting is substantially different from standard structural firefighting requiring specialized equipment and training. The IC that does not have an organized marine firefighting team should follow some general guidelines for operational considerations:

- **Activation of the Vessel's Response Plan**. When a fire is discovered on a vessel, its VRP should be immediately activated by the crew. Each tank and non-tank vessel is required by 33 CFR 155 Subpart I and NVIC 01-05 CH-1, respectively, to develop a VRP. In addition to emergency procedures to be taken by the crew, these VRPs require the listing of resources that can be brought to the vessel's location within specific time frames. For tank vessels, the requirements cover distances out to 50 miles from shore. Non-tank vessels must identify a company with firefighting capabilities that will respond to vessel fires within 24 hours to the port nearest to where the vessel operates. These resources may be commercial, municipal, or a combination of the two.
- **Muster the crew.** Remove all nonessential personnel off the vessel and away from the scene. Make sure the master, mates and all engineering personnel remain where they can be used as an information resource.
- **Rescue.** Life safety must always be the first consideration in any fire or emergency situation. When lives are in danger, the IC must quickly assess whether the situation necessitates immediate removal of personnel, the number of persons that need to be extracted and the hazards to the rescue team.
- **Exposure.** The fire should be fought so as to prevent the spread of fire on or off the vessel. Typical exposures include flammable liquid or gas tanks, open stairways, explosives, or any other substance that would accelerate or aid the spread of the fire. Provided there is no danger of water reactivity, exposures are best cooled by application of a fog pattern until no visible steam is generated. For some two-dimensional surfaces foam may be an appropriate agent for exposure protection.
- **Confinement.** To accomplish proper containment, all closures and generally all ventilation (unless personnel are trapped inside the space) should be secured. Establish primary fire, smoke and flooding boundaries. Primary boundaries are critical to the control of a fire. Monitor and cool

the boundaries, as necessary, on all six sides of the fire (fore, aft, port, starboard, above and below).

- **Stability.** Vessel stability can be defined as its ability to right its self from an inclining position. During fire-fighting, excess water onboard can create flooding and free surface effect. This could prove disastrous for the vessel leading to list and even sinking. Since local fire services do not typically have training in this field, there is substantial risk that this could occur. This is the area of expertise that other response agencies will depend upon the USCG to contribute. The Salvage Engineering Response Team (SERT) is available 24/7 to provide professional advice and provide technical solutions. Tank vessels, or non-tank vessels over 400gt or more, Primary Resource Provider is required to have the ability to determine vessel stability within the planning timelines listed in their vessel Response Plan. At a minimum one should refer to NFPA 1405.
- **Extinguishment.** The fuel source, amount of fuel/surface area and the location of the fire will determine the tactics and agents to be used.
- **Overhaul.** Ensuring that the fire will not re-flash and determining the point of origin and source of ignition. A detailed photographic record of the fire scene prior to commencing overhaul is a necessity to aid in post fire investigations.
- **Ventilation.** Generally, all ventilation on a vessel will initially be secured upon receipt of a fire alarm. Utilization of ventilation tactics to aid in extinguishment should not begin until a coordinated attack is staged.

8131 Burning Vessel Movement Considerations

A crucial decision that must be made by the COTP is whether or not a burning vessel should be allowed to enter or move within the port. Types of vessel movements that may be required in an emergency include movement from sea to an anchorage or a pier; from an anchorage to a pier; from a pier to an anchorage; grounding a vessel; or scuttling a vessel offshore.

These vessel movements should be thought out in advance and rehearsed as often as possible to ensure a rapid and considered response in the event of a real incident. Section 9410, Places of Refuge provide much of the details needed to determine moorage, anchorage, grounding or scuttling sites, and response efforts.

8131.1 Decision to Allow a Burning Vessel to Enter Port or Move within the Port

Due to the limited resources available to fight an offshore fire, the COTP may consider allowing a burning vessel to enter port. The numerous considerations that are part of this decision can be found below, as well as in Volume VI, Chapter 8, of the Marine Safety Manual (MI6000.11) and Section 9410. In addition, the Owner/Operator/Agent should be contacted concerning liability and surety bonds should be reviewed and considered as part of this decision.

The amount of information and number of considerations may seem too complicated to resolve in an emergency, but it is important that a thorough analysis of all risks be conducted. An overall perspective is needed to prevent concern for a single vessel from narrowing our vision. A burning vessel is only a small part of the resources (other ships, ports, facilities, personnel, and marine environment) that must be protected. The COTP should approach such an incident by considering the navigable waterways as a system used by various parties for transportation, recreation, and commerce. The most important consideration must be how the life safety and the effect on the maritime system. A burning vessel must be considered as only a single element within that system. The COTP must not jeopardize the other elements to save a single vessel, if the risk to the system is too great. The possibility of having a ship sink in a key navigation channel, thus blocking it, or spreading the fire to a waterfront facility, must be evaluated.

There are numerous considerations that the COTP should evaluate when faced with the decision of whether or not to allow a burning vessel to enter or move within a port. The following information should be gathered and considered prior to making such a decision:

a. location and extent of fire;
b. status of shipboard fire-fighting equipment;
c. class and nature of cargo (HAZMAT);
d. possibility of explosion;
e. possibility of vessel sinking/capsizing;
f. hazard to crew or other resources where vessel is present;
g. forecasted weather (including bar conditions if applicable);
h. maneuverability of the vessel (i.e. Is it a dead ship, etc.);
i. availability (and willingness) of assist tugs;
j. effect on bridges under which the vessel must transmit;
k. potential for the fire to spread to the pier or pier structures;
l. fire-fighting resources available ashore and offshore;
m. consequences/alternatives if the vessel is not allowed to enter or move;
n. potential for pollution.

The above considerations should be investigated by the fire department chief and COTP by examining the vessel and her cargo manifest before the vessel is allowed to enter port or move within the port. The COTP should make a decision only after consultation with the appropriate Fire Department Chief, Port Director, local government officials (i.e. Mayor, Director of Emergency Services), vessel owner's agent, and other experts depending on the circumstances.

Entry to port or movement may be <u>permitted</u> when:

a. the fire is already contained or under control,
b. there exists little likelihood that the fire would spread,
c. a greater possibility exists that fire could and would be readily extinguished with available equipment in port before encountering any secondary hazards of explosion or spread of fire

d. all relevant parties consulted.

Entry to port or movement may be denied when:

a. there is a greater danger that the fire will spread to other port facilities or vessels,
b. the likelihood of the vessel sinking or capsizing within a navigation channel, and becoming an obstruction exists,
c. the vessel might become a derelict,
d. unfavorable weather conditions preclude either the safe movement of the vessel under complete control or would hamper fire-fighting (look for high winds, fog, strong currents, etc.),
e. risk of a serious pollution incident by oil or hazardous substances exists; the COTP, in conjunction with USCG D13 and the Regional Response Team 10 (RRT10), shall assess the pollution risks and determine whether they are to be ordered to proceed to sea to reduce the pollution hazards.

Additional considerations:

a. safety broadcast and Notice to Mariners,
b. ordering the movement of other vessels or cargo that may be impacted,
c. locating the vessel to best facilitate use of available resources.

8132 Offshore Firefighting Considerations

In addition to the problems associated with any shipboard fire, an offshore incident is further complicated by the poor flow of information and difficulties in supplementing the vessel's fire-fighting resources. Reports from the vessel may be confusing due to the language difficulties or the simple fact that the crew is too busy fighting the fire to provide detailed information. Until additional resources can be brought to bear, the vessel's fire-fighting equipment and crew will be the only resources available. Tank vessels, or non-tank vessels over 400gt or more, Primary Resource Provider is required to have firefighting and salvage assets and personnel on scene within the planning timelines listed in their vessel Response Plan. Additional resources in the form of public or private vessels may not be close enough to respond in a timely manner and may be ill equipped to provide significant assistance. Therefore, the farther offshore a burning vessel is the less external aid it shall receive, but the less impact it has on vessel traffic and port operations. The closer to shore or a port a burning vessel is the more aid it is likely to receive, while its impact on vessel traffic and port operations is greater. In both cases, SAR would be Coast Guard's most common response.

8132.1 United States Coast Guard Offshore Resources

During an offshore fire, ships and aircraft become important resources. USCG aircraft may provide a timely source of information during the early stages of a response and can be used for personnel or equipment transfers. USCG vessels are limited in their ability to assist in a shipboard fire, but are much better equipped than commercial vessels and have damage control teams that are drilled regularly in shipboard fire-fighting. In addition to improving communications, larger USCG vessels with flight decks can be used to stage equipment flown to the

scene. Strike Force personnel and equipment can be useful in fire-fighting and dewatering evolutions. All requests for USCG equipment (including ships and aircraft) and supplies, whether from within the COTP Puget Sound area or not, should be directed to the USCG D13 Command Center.

8132.2 United states Department of Defense Offshore Resources

Fire-fighting equipment may be available from various United States Department of Defense (DOD) sources. In addition to the transportation capabilities, DOD aircraft and vessels can be invaluable in an offshore fire situation for the same reasons discussed for Coast Guard assets. The possibility of Naval or Army Corps of Engineers vessels operating in the vicinity which can assist should not be overlooked. All requests for DOD assistance should be made to the DOD representative on the RRT 10, via the USCG D13 Chief of the Marine Safety Division.

8332.3 Other Offshore Resources

Any ship becomes a valuable resource during an offshore vessel fire, even those with small crews and minimal fire-fighting capability. At a minimum, another vessel can provide a means of escape for a burning vessel's crew should their efforts to control the fire fail.

Vessels in the area may be notified of a situation via Automated Mutual Assistance Vessel Rescue System (AMVER) or with a Broadcast Notice to Mariners. Tug companies in the vicinity may assist in fighting the fire, moving a dead ship or transporting equipment. While few vessel operators would be reluctant to assist in a life-threatening situation, vessel owners may not be willing to respond to a fire-fighting situation that could risk their vessels or crew in order to protect a ship or cargo once the crew is safe.

8132.4 Offshore Scuttling Area Selection

If a vessel cannot be safely moved to a port, and it is possible that the vessel and cargo could be lost (either intentionally or not) the vessel should be moved to an area where environmental damage will be minimized. The information in this section should be reviewed to identify the best area to move the vessel. The Environmental Protection Agency should also be consulted on any decision concerning scuttling of a vessel. Scuttling must be conducted IAW COMDTINST 16451.9.

8133 Positioning a Vessel for Firefighting

This section addresses the positioning of a vessel that is on fire while underway, or a vessel that is docked. No vessel on fire should be moved without the permission of the COTP, except under the most urgent conditions.

The success or failure of a shipboard fire response effort will, in large part, be determined by the vessel's location. The likelihood of successfully fighting a fire on a remotely located vessel is small compared to a vessel located near sufficient sources of fire-fighting resources

8133.1 Fire Suppression Berths

Several considerations enter into the selection of piers as a location:

- Paramount is the combustibility/flammability of pier structures and contiguous facilities,
- Availability of adequate volumes and pressure of fire protection water
- Access to response boats and vehicles,
- Minimizing risk of impeding navigation, and
- Risk to nearby vessels and facilities.

Much of the information needed to determine the suitability of a facility is in the facility file maintained by the Sector Puget Sound Prevention Department.

8133.2 Anchorage and Grounding Site Selection

When choosing anchoring or grounding locations, some of the same factors must be considered, as well as its effect on navigation and minimizing the risk to surrounding communities and to the environment. The possibility of the vessel sinking or becoming a derelict is very real and could prove a greater harm to the marine system than the loss of the single vessel. Commandant Instruction 16451.9 and Section 9410 provides additional considerations. The initial considerations are:

- **Bottom material.** soft enough so that the ship's hull will not be ruptured;
- **Water depth.** shallow enough so that the vessel could not sink below the main deck level, yet deep enough so that fire boats, salvage barges, and tugs can approach; tides and other river level fluctuations must be considered;
- **Area weather.** do not choose areas known to have strong winds or currents that could hamper fire-fighting or salvage efforts.
- **Location.** Accessibility to firefighting, spill response and salvage assets.

The location and suitability of boat ramps and piers to be used as staging areas must also be evaluated when considering grounding or anchorage sites.

8140 Planning

USCG policy advocates extensive use of contingency plans as tools to assist local commanders in accomplishing their many tasks. However the development of an Incident Action Plan in an Incident or Unified Command environment will usually be necessary to plan for and implement specific firefighting tactics to meet the actual demand of specific incidents.

8141 Puget Sound Marine Firefighting Commission

The Puget Sound Marine Firefighting Commission (PSMFC) consists of Puget Sound area port and city fire departments, maritime industry and labor representatives, and maritime associations, with advisory members from the USCG, Washington State Fire Marshall, Occupational Safety and Health

Administration and other agencies. The PSMFC develops marine firefighting training, provides equipment caches, and works to expand marine firefighting response policies.

8150 Finance

The Washington State Resource Mobilization Plan will be followed for cost documentation and recovery. The COTP has the ability to request opening the United States Oil Spill Liability Fund or Comprehensive Environmental Response, Compensation, and Liability Act if a substantial threat to the environment, public health or welfare is determined.

8160 Logistics

Equipment lists and contact points for various port areas are included in this document. Equipment lists can also be found at: http://www.rrt10nwac.com/Equipment.aspx (It is recommended that response team members print the equipment lists that pertain to their areas.)

8161 Communications

Connecting interagency radio frequencies may and probably will require an exchange of radio equipment. Communication obstacles inherent in a multi-agency task will be minimized by strict radio discipline and adhering to the chain of command built into the Incident Command System.

Landline and cellular phones can help facilitate communications between agencies. It is extremely important when relaying information through third and fourth parties by telephone that the information received is expeditiously forwarded to the appropriate agency or individual. All operational significant information received over this medium should also be forwarded to the IC.

8162 United States Coast Guard Frequencies and Resources

Refer to Communications Section 9501 in this plan.

8163 Resource Lists

COTP Zone: Sector Puget Sound, WA
Regional Marine Firefighting Resources

Port/Harbor Area: Anacortes, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
PD Boat	250 gpm	1	Anacortes PD	Santa Marina	(360)428-3211	32 foot inner harbor
Swinomish Tribal PD	250 gpm	1	Swinomish Tribe	Shelter Bay / La Conner	(360)428-3211	32 foot inner harbor

Port/Harbor Area: Bellingham, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Salish Star	3000 gpm	1	Bellingham FD	Squalicum Harbor	(360) 676-6814	38ft, Draft 22in, 30 gal Foam Concentrate

Port/Harbor Area: Seattle, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Chief Seattle	10,000 gpm	1	Seattle FD	Station 3	(206) 386-1498	96.5ft, Draft 7ft, 700gal AFFF
Leshi	22,000 gpm	1	Seattle FD	Station 5	(206) 386-1498	108ft, Draft 10ft, 8 foam capable monitors, 6k gals Novacool
Fireboat 1	6,000 gpm	1	Seattle FD	Station 3	(206) 386-1498	50ft, Draft 26in, 204gals Foam Concentrate
Fireboat 2	6,000 gpm	1	Seattle FD	Station 5	(206) 386-1498	50ft, Draft 26in, 204gals Foam Concentrate
Fire Rescue boat 5	Water rescue	1	Seattle FD	Station 5	(206) 386-1498	28ft Safeboat, High speed water rescue

Seattle Firefighting Department may respond to maritime fires outside their jurisdiction as requested by USCG as a Regional Resource via a Mutual Aid request

Port/Harbor Area: San Juan County/Friday Harbor

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Sentinel	1500 gpm	1	San Juan Island Fire and Rescue	Friday Harbor Marina	360-378-4141	38ft, Draft 3.5ft, Landing Craft. Available to Whatcom, Skagit, and Island Counties and the Canadian Gulf Islands

Port/Harbor Area: Tacoma, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Commencement	7100 gpm	1	Tacoma FD	Thea Foss Waterway	(253) 627-0151	70 feet, Draft 3.5 feet (on cushion), 2 under-dock monitors
Defiance	7000 gpm	1	Tacoma FD	Des Moines Marina	(253) 627-0151	50 ft Jet Drive, 100 gal AFFF
Destine	1750 gpm	1	Tacoma FD	PT Defiance	(253) 627-0151	30 ft Jet Drive, 15 gal AFFF

Other Resources
FEMA Comms Van
Major Airports – 50000 to 100000 gallons of AFFF foam. Tacoma Fire Dept, Mobile Cascade Air Recharging System.

Shortfalls Identified:

1. Regional shortfall of marine qualified firefighters.
2. Lack of MAA's. NONs or MOUs in place to share personnel or equipment.
3. Lack of MAAs to obtain materials from Boeing or Airports.
4. Lack of stable funding source for training, exercises, and response.
5. 24-Hour central information depository for vessel plans, manifests, personnel, vsl capability.
6. On-scene cross agency communications coordinated.

Puget Sound Salvage Resources:

	Barges	Cranes- Gantry (fixed)	Cranes - tracked, wheeled, mobile, telescoping	Cranes - floating	Cranes- Truck	Demolition, construction	Dewatering/pumping	Diving (commercial)	Lightering	Marine Construction Equipment, Marine Heavy Lift	Marine Firefighting	Towing – Rescue (Large- over 300 FT)	Towing- Rescue (Medium – commercial)	Towing – Rescue (Small)	Contact information & Comments
Able Clean-up Technologies POC: Jason Moline Kipp Silver							X	X							509-466-5255 Spokane, WA 2 Small Boat, 3 Vacuum Trucks, Divers, Dewatering Pumps, Boom. jmoline@ablecleanup.com
Anderson Island Fire											X			X	253-588-5217 (dispatch) Oro Bay, WA 44ft SAR/LE Boat 34ft and 32 ft boats for patient xfers
Ballard Diving & Salvage POC Eric Muller							X	X		X					Ph: 360-991-5226 Ballard, WA Divers, Small Boats, Hyperbaric Chamber, Lift Bags, Underwater Cutting and Welding, Boom. Eric.muller@ballardmc.com
Boyer Towing Inc. POC Boyer Halvorsen	X						X					X			206-763-8696 Seattle, WA 13 Tow Boats, 15 Barges boyerh@quest.net boyer@boyertowing.com jim@boyertowing.com
Cowlitz Clean Sweep POC William Kannelly							X								360-423-6316 888-423-6316 (24-hour) Longview/Astoria, OR Dewatering Pumps, Pressure Washer, Boom, wet/dry vacuum trucks william@pnecorp.com
Clean Rivers Coop POC Curtis Cannizzaro	X						X							X	503-220-2099 503-220-2040 (24-hour) Portland, OR Small Boats, Pumps, Skimmers, Shallow Water Barges cannizzaro@pdxmex.com

	Barges	Cranes- Gantry (fixed)	Cranes - tracked, wheeled, mobile, telescoping	Cranes - floating	Cranes- Truck	Demolition, construction	Dewatering/pumping	Diving (commercial)	Lightering	Marine Construction Equipment, Marine Heavy Lift	Marine Firefighting	Towing – Rescue (Large- over 300 FT)	Towing- Rescue (Medium – commercial)	Towing – Rescue (Small)	Contact information & Comments
Crowley Marine Services POC Scott Craig	X						X		X		X	X	X		206-332-8000 Seattle, WA 9 Tow Boats, 4 Barges normally avail. Scott.Craig@crowley.com
Des Moines Fire Dept.														X	253-839-6234 Des Moines, WA 30ft SAR Boat
Dunlap Towing POC Justin Avril	X						X				X	X	X	X	425-259-4163 La Conner, WA 14 Ocean Tugs, 17 General Tugs, 8 Barges javril@dunlaptowing.com
Foss Maritime Co POC Scott Merritt	X						X				X	X	X	X	206-281-3800 Seattle, WA 6-8 Harbor Tugs, 3-4 Ocean Tugs, 5 Barges avil daily jlecato@foss.com
General Construction Company POC Andrew Holt	X		X	X		X	X			X					206-938-6750 Seattle, WA 11 Heavy Lift Derricks (37 to 700 Tons) 14Land Cranes (40 to 230 Ton), 36 Dump Barges, 3 Spud Barges, 62 Sectional Barges gcc.info@kiewit.com
Gig Harbor PD Marine Patrol														X	253-851-2236 Gig Harbor, WA 16ft SAR/LE Boat
Global Diving and Salvage POC Sarah Burroughs						X	X	X	X						206-623-0621 SeaTac / Anacortes, WA Divers, Pumps, Boom, Manpower, Sorbent Pads sburroughs@gdiving.com
Islands' Oil Spill Association POC Jackie Wolf														X	360-378-5322 360-378-4151 sheriff dispatch San Juan Islands, WA Small Boat, Small Pumps, Boom qamar@rockisland.com

	Barges	Cranes- Gantry (fixed)	Cranes - tracked, wheeled, mobile, telescoping	Cranes - floating	Cranes- Truck	Demolition, construction	Dewatering/pumping	Diving (commercial)	Lightering	Marine Construction Equipment, Marine Heavy Lift	Marine Firefighting	Towing – Rescue (Large- over 300 FT)	Towing- Rescue (Medium – commercial)	Towing – Rescue (Small)	Contact information & Comments
Island Tug and Barge POC David Stauffer	X						X				X	X	X	X	206-938-0403 Seattle, WA 8 Harbor Tugs, 2Ocean Tugs, 14 Barges dispatch@itbco.com
King County Marine Dispatch														X	206-477-3790 Lake Washington 36ft SAR/LE boat
Manson Construction POC Randy Thorsen	X			X		X				X					206-762-0850 Seattle, WA Derrick 24 (400 ton) 3 & 6 pmcgarry@mansonconstruction.com
Marine Spill Response Corp POC Michael Miller											X			X	425-304-1529 Anacortes, WA Boat, Boom, Trailers, Oil Skimmers miller@msrc.org
Mercer Island PD														X	206-236-3500 Union Bay, WA 30/37ft SAR/LE Boats
Olympic Tug and Barge POC Sven Chritesen	X						X				X	X	X		206-628-0051 Seattle, WA 25 Tug Boats, 16 Black Oil Barges (19K to 80K) SvenChritesen@Harleymarine.com
Pierce Sheriff Dispatch														X	253-471-4990 option 3 Narrows Marina, WA 32ft SAR/LE Boat
Port of Olympia Harbor Patrol Bruce Marshall							X				X			X	360-828-8049 360-239-4271 (after Hours) Budd Inlet, WA 19/25/27/and 31ft SAR/LE Boats Brucem@portolympia.com

	Barges	Cranes- Gantry (fixed)	Cranes - tracked, wheeled, mobile, telescoping	Cranes - floating	Cranes- Truck	Demolition, construction	Dewatering/pumping	Diving (commercial)	Lightering	Marine Construction Equipment, Marine Heavy Lift	Marine Firefighting	Towing – Rescue (Large- over 300 FT)	Towing- Rescue (Medium – commercial)	Towing – Rescue (Small)	Contact information & Comments
Port of Seattle Police POC Pat Addison							X				X			X	206-433-5400 Bell Harbor Marina, WA 40 ft Almar, Divers
Puget Sound Marine Firefighting Consortium											X				206-386-1498 45ft box trailer, stored at Station 36, Seattle. Misc Equipment
Seattle PD Harbor Patrol POC LT Von Levandowski														X	206-684-4071/4072 Shilshole, Lake Union, WA 19 (2)/31/38 (2)/40/45ft Boats Sonar and ROV Capabilities
NRC Environmental Services POC Tiffany Gallo					X	X	X		X						800-337-7455 Puget Sound, WA & Portland, OR OSRVs (3, 110'-165'), Boom, Skimmers, Vacuum Trucks, 6 Shallow Water Barges and 32K Barge jriedel@nres.com tgallow@nrcc.com
Tidewater Barge Lines POC Bill Collins	X											X	X		360-759-0306 14 Tugs, Portable Storage Tanks and Various Types of Barges bill.collins@tidewater.com
US Navy Region Northwest														X	360-315-5123 360-315-4322 Bremerton, WA Small Boats, Boom, Storage Tanks
US Navy SUPSALV															360-315-5123 360-315-4322 Bremerton, WA Boom, Ground tackle, Anchors, Mooring Systems
Vashon Fire Dept.														X	206-463-2405 Vashon Island, WA 44/11ft SAR Boats

	Barges	Cranes- Gantry (fixed)	Cranes - tracked, wheeled, mobile, telescoping	Cranes - floating	Cranes- Truck	Demolition, construction	Dewatering/pumping	Diving (commercial)	Lightering	Marine Construction Equipment, Marine Heavy Lift	Marine Firefighting	Towing – Rescue (Large- over 300 FT)	Towing- Rescue (Medium – commercial)	Towing – Rescue (Small)	Contact information & Comments
Vessel Assist Lake Washington POC Jeffery Pollen							X				X			X	206-793-7375 26 (2) and 30 ft Boats Lake Washington, WA
Vessel Assist Seattle/Everett POC Robert Anderson							X				X			X	253-759-9915 206-300-0486 Seattle, Eagle Harbor, WA Yates_98110@yahoo.com
Vessel Assist Tacoma/Everett							X				X			X	253-312-2927 253-759-9915 253-677-4165 Tacoma, WA 24 and 26 ft Boats
Worldwind Helicopters POC Vince Lopardo															425-271-8441 Renton, WA Several Rotary Wing Helo's VLopardo@wwheli.com

Note: Resources for maritime salvage are listed. Numerous resources for boat repairs, firefighting supplies, launch services, marine architects/chemist, repair facilities, and related services exist within the COTP zone. Additional resources can be found in the Western Region Resource List site http://www.rrt10nwac.com/Equipment.aspx .