



Chapter 8000

Sector Columbia River's Marine Firefighting Contingency Plan

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Sector Columbia River's Marine Firefighting Contingency Plan

8010 Introduction

Marine fires are complex events that can become extremely hazardous and involve a myriad of agencies and organizations. Even though the number of vessel and waterfront facility fires has been extremely reduced over the past few decades, they still have the potential to cause significant loss of life and personal injury to the vessel's crew, facility employees, and surrounding communities where the fire is located. They also have the potential to damage property, the environment, and the regional economy.

Because of these significant consequences, should one of these rare events occur, it is imperative that all organizations involved have a clear understanding of each other's roles, responsibilities, jurisdictions, capabilities, and preparedness levels.

This plan discusses these roles, responsibilities, and capabilities and gives a general overview of operational, planning, logistical, and financial considerations critical to a successful outcome of such an event in the Sector Columbia Captain of the Port (COTP) zone. It does not address the tactical level of fire response, as each incident is vastly different and should be addressed in each vessel's or facility's emergency response plan or during the development of an Incident Action Plan within an Incident Command or Unified Command Structure.

8011 Definitions and Responsibilities

Commander, United States Coast Guard District Thirteen (CCGD13): 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 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.

USCG Sector Columbia River: USCG Sector Columbia River is responsible for administering and directing all USCG activities relating to applicable navigation, shipping, transportation, and environmental laws and regulations within the COTP. In addition, the Sector Commander provides 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 Columbia River 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.

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 casualties 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 CFR 4.05-1(a)(4)).

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.

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

Marine Inspector: Officer at Sector Columbia River 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.

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.

8012 United States Coast Guard Authority

The USCG has no specific statutory responsibility to fight marine fires. Traditionally, the USCG has been responsible for saving life and property upon the waters of the United States and typically will respond to a marine fire in some manner. To this extent, various statutes are used to establish USCG authority to respond to marine fires.

8013 The Statutes

8013.1 14 United States Code 88(b)

The USCG must render aid to save life and property, within the capabilities of available resources, when a marine emergency occurs. This may include marine fires.

8013.2 Clean Water Act

The Clean Water Act, as amended by the Oil Pollution Act of 1990 (33 USC 1251 et seq.), states that whenever a marine disaster occurs in a Navigable Waterway or in the Exclusive Economic Zone of the United States and creates a substantial threat of pollution because of a discharge or an imminent discharge of large quantities of oil or hazardous substance from a vessel, the USCG may coordinate and direct all public and private efforts to remove or eliminate such a threat and summarily to remove and destroy such a vessel if necessary. This act mandates

that the USCG develop and maintain an Area Contingency Plan, which should include a listing of firefighting equipment within each port.

8013.3 33 United States Code 1471, et seq.

Per 33 United States Code (USC) 1471, the USCG has authority to take similar preemptive or corrective action on the high seas. It specifically authorizes the Commandant of the USCG to take necessary measures on the high seas to prevent, mitigate, or eliminate grave and imminent danger to the coastline or related interests from pollution or threat of pollution, following a maritime casualty or acts related to such a casualty that may reasonably be expected to result in major harmful consequences. This authority rests with the Commandant.

8013.4 The Ports and Waterways Safety Act (33 United States Code 1221, et seq.)

The Ports and Waterways Safety Act charges the USCG's local COTP with responsibility for safe vessel operations, safety of waterfront facilities, and protection of the marine environment within the COTP's area of jurisdiction. This authority allows the COTP to:

- a. Direct anchoring, mooring, or movement of a vessel;
- b. Specify times of vessel entry, movement, and departure to, from, or through ports, harbors, or other waters;
- c. Restrict vessel operation in hazardous areas; or
- d. Direct the handling, loading, discharge, storage, and movement, including emergency removal, control, and disposition of explosives or other dangerous cargo/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.

8013.5 42 United States Code 1856–1856(d)

42 USC 1856 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 mutual aid. 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 its statutory authorities and shall not delegate mission responsibilities to state or local agencies. A sector shall not be party to any agreement that relinquishes USCG authority, evades USCG responsibility, or places military personnel under the command of any person(s) who is/are not part of the federal military establishment. USCG forces will not be subject to any authority other than that of their superiors in their chain of command. Within the USCG, the COTP will delegate authority as necessary.

8014 Federal Policy

Federal policy established in the Federal Fire Prevention and Control Act of 1974 (Public Law 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.

8015 United States Coast Guard Policy

The USCG follows federal policy established in the Federal Fire Prevention and Control Act of 1974 (Public Law 93-498). It states that fire prevention and control is, and should remain, a state and local responsibility and that the federal government must help to reduce fire loss. 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). These regulations clarify the responsibilities and enhance the preparedness of tank 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. Navigation and Inspection Circular 01-05 (NVIC 01-05) outlines similar voluntary standards for non-tank vessels.

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.

The USCG has traditionally provided firefighting equipment and training to protect its own vessels and property. COTPs are also called upon to provide assistance at major fires on board other vessels and 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 level of training. The Commandant intends to maintain this traditional "assistance-as-available" posture without conveying the impression that the USCG is prepared to relieve local fire agencies of their responsibilities.

Paramount in preparing for vessel or waterfront fires is the need to integrate USCG planning and training efforts with those of other responsible organizations, particularly local fire departments and port authorities. COTPs shall work closely with the municipal fire agencies, vessel and facility owners and operators, mutual aid sectors, and other interested organizations. The COTP shall develop a firefighting contingency plan that addresses firefighting in each port in the COTP zone.

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

- Individuals whose primary duty is firefighting;

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- Isolated units located where there are no municipal fire agencies and the commanding officer determines that 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.

8016 State Policy

Washington State Fire Services Resource Mobilization Plan

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, which governs fire districts; and
- RCW 35, which governs 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.

Oregon State Fire Services Resource Mobilization Plan

The Oregon State Fire Services Resource Mobilization Plan is developed in support of Oregon Revised Statutes (ORS) 476.510-.610 and 476.990(4), the Emergency Conflagration Act. This plan establishes operating procedures for the

most practical utilization of state firefighting resources for emergencies that are beyond the capabilities of the local fire service resources. It assumes the prior existence of mutual aid agreements that organize district and regional firefighting forces to cope with local emergencies. Fire services may also be mobilized under powers of the Governor and the Office of Emergency Management under authority of ORS 401.055-.155 and ORS 401.260-.535, respectively.

The primary purpose of mutual aid is to supplement resources of a fire agency during a time of critical need. Mutual aid is based on reciprocal, non-reimbursed contributions for services rendered and is contingent upon a responding fire chief's approval. Mutual aid is given only when equipment and resources are available, and dispatch will not jeopardize local firefighting capabilities. Under the Emergency Conflagration Act, local firefighting forces will be mobilized when the state fire marshal believes that a fire is causing, or may cause, undue jeopardy to life and/or property and the act is invoked by the governor. For purposes of this plan, Oregon has been divided into fire defense districts. The Emergency Conflagration Act fire suppression resources of each fire defense district include the county, city, and rural fire protection agencies and districts, as well as any other resources available through mutual aid agreements.

8017 Local Response Policy

- **Aberdeen Fire Department:** The Aberdeen Fire Department responds to all fires at waterfront facilities and aboard vessels moored to those facilities. The local fire departments of Hoquiam, Cosmopolis, and Westport will also respond to waterfront fires. All four fire departments have entered into a mutual aid agreement and will pool their resources in the event of a significant emergency.
- **Astoria Fire Department:** The Astoria Fire Department will respond to all fires along the waterfront, as well as aboard ships. Firefighting personnel have received specialized training and equipment for shipboard firefighting from the Maritime Fire & Safety Association (MFSA). The fire department is an active participant in the MFSA.
- **Clark County Fire District 6:** Clark County Fire District 6 (CCFD6) responds to and supports land-based marine firefighting but has no on-water capability. Current staffing of 58 career and 20 volunteer firefighters are available to be utilized in execution of MFSA mutual aid agreements. There are a number of waterfront facilities within neighboring jurisdictions and automatic response exists to provide fire protection. CCFD6 is a member of FPAAC and has a mutual aid agreement with all other member agencies. CCFD6 will respond when requested if resources are available.
- **Clark County Fire and Rescue:** Clark County Fire and Rescue responds to all fires within its established boundaries, which include most waterfront facilities in and around the Port of Ridgefield and the 11 miles of Columbia River shoreline within the county (river miles 86–97). While Clark County Fire and Rescue has limited on-water emergency rescue and

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support capabilities, it does not currently have a fireboat. It has a mutual aid agreement with other Fire Protection Agency Advisory Council (FPAAC) agencies that have fireboat capabilities. The fire district is an active participant in the MFSA and has 40 paid and 60 volunteer firefighters available upon request.

- **Clatskanie Rural Fire Protection District:** The Clatskanie Rural Fire Protection District responds to fire within the district's boundary, from the Clatsop County Line to approximately where the Bonneville power lines cross the Columbia River. Firefighting personnel have received MFSA specialized training and equipment for shipboard firefighting. The fire district is an active participant in the MFSA.
- **Columbia River Fire & Rescue:** Columbia River Fire & Rescue responds to and supports land-based marine firefighting, but has no on-water capability. Current staffing of 40 paid and 50 volunteer firefighters are available to be utilized in execution of MFSA mutual agreements. River frontage protected by Columbia River Fire & Rescue runs from its Southern Boundary, Scappoose Bay, to its Northern Boundary, Lord Island.
- **Coos Bay and North Bend Fire Departments:** The Coos Bay and North Bend Fire Departments will respond to all fires along the waterfront and aboard ships. Both fire departments have entered into a mutual assistance agreement with each other.
- **Cowlitz County Fire District #5:** The Kalama area has four major waterfront facilities: the Steelscape Terminal, Kalama Export Grain Terminal, Emerald Kalama Chemical, and Harvest States Cooperative Grain Terminal. No terminals are within the city limits; however, they have agreements with Cowlitz County Fire District #5 for fire protection of the facility. This fire district does not have the capability to respond to shipboard fires. Cowlitz County Fire District #5 is an active participant in MFSA and FPAAC, receiving training as well as equipment to assist in ship board fires. The terminals are within the fire district's normal jurisdiction, and as a member of MFSA/FPAAC, FPAAC and jurisdictional mutual aid agreements that the fire district has signed are in effect should a fire occur there.
- **Longview Fire Department:** The Longview Fire Department responds to fires within the city limits of Longview. This jurisdiction includes all of the Port of Longview piers. However, a number of waterfront facilities are not within the city limits, and special agreements are required and exist to provide fire protection. The jurisdiction of the Longview Fire Department ends at the Port of Longview pier 7, so vessels are not provided fire protection automatically. The Longview Fire Department has a contract template, which a Master or agent must sign prior to receiving firefighting assistance. The contract specifies the cost of services and states that the expense will be paid by the vessel's owner/ agent. The Longview Fire Department has mutual aid and inter-local agreements with Cowlitz 2 Fire & Rescue and Cowlitz County Fire District #5 and has mutual aid

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agreements with all FPAAC agencies. These mutual aid agreements allow the signatory agencies to respond to areas within the jurisdictional boundaries of the department requesting assistance. The inter-local agreement allows signatory departments to respond to facilities that are not within the agency's jurisdiction. The inter-local agreement includes provisions for fire departments that respond to these facilities to be reimbursed for costs incurred.

- **Newport Fire Department:** The Newport Fire Department, with the assistance of the USCG Station Yaquina Bay, responds to all marine fires in the local area. Newport has a mutual assistance agreement with Toledo, Oregon.
- **Portland Airport Fire and Rescue:** The Portland International Airport Fire Department responds to waterfront, mid-stream, and shipboard fires on the Columbia River between the Interstate 5 Bridge and Washougal. The department maintains a rescue boat with limited firefighting capabilities that can be requested for mutual aid outside of the specified service area. The department also maintains a large amount of Aqueous Film Forming Foam that can be requested by agencies in the event of large flammable or combustible fuel fires. Additionally, the department is a member of FPAAC and has a mutual aid agreement with all other member agencies.
- **Portland Fire and Rescue:** The Portland Fire Bureau responds to all fires within the established boundaries of the city of Portland, Oregon. This area includes the Port of Portland piers/docks and most waterfront facilities. Facilities located in the "Rivergate" area have been annexed by the city and are now covered by Portland Fire Bureau protection. Sauvie Island now has a volunteer fire agency that falls under Multnomah County Fire District 30. Hayden Island is covered by the Portland Fire Bureau, except the area west of the railroad bridge. The lower Willamette River, North Portland Harbor, and the Columbia River from the shore to the center of the navigable channel constrained by the city's east/west boundary area are covered by the Portland Fire Bureau. Vessels moored to piers in protected areas are also provided firefighting services. Portland Fire and Rescue has mutual aid agreements with all other FPAAC agencies.
- **Scappoose Rural Fire District:** The Scappoose Rural Fire District responds to all fire within the district's boundaries. This area includes the Multnomah Channel tributary of the Columbia River from the area adjacent to the intersection of US Highway 30 and Cornelius Pass Road, to the Santosh Slough. The Scappoose Rural Fire District has signed mutual aid agreements with Columbia and Clatsop County Fire Agencies, Sauvie Island Fire District 30 in Oregon and Cowlitz County fire agencies in Washington. The district is currently working on a mutual aid agreement with Multnomah County fire agencies. The Columbia River from shore to center of the navigable channel, within the jurisdiction boundaries of these agencies, is covered by the Scappoose Rural Fire

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District. The Scappoose Rural Fire District has a signed agreement with the Port of St Helens to provide a marine security presence to Port property along the Columbia River from river mile 44 to 96. The district is an active member of the MFSA.

- **Vancouver Fire Department:** The Vancouver Fire Department responds to fires within the city limits and surrounding areas, which includes most waterfront facilities. Vessels moored to piers at the Port of Vancouver are provided fire protection. Vancouver has a mutual aid agreement with Portland and all other FPAAC agencies to provide additional staffing power and equipment. Vancouver Fire operates a 52-foot fireboat with 3,500 GPM firefighting capability, purchased with Port Security Grant Program funds and subject to direction from the USCG COTP, and works in concert with fireboats from other agencies on the Columbia and Willamette Rivers. Vancouver's fireboat also has significant personnel and equipment transport capabilities to support shipboard firefighting operations when shore-based firefighting is not feasible.

8017.1 Maritime Fire & Safety Association

The purpose of the MFSA is to put into place a system to ensure an adequate, timely, and well-coordinated response to shipboard fires over the entire 110-mile channel of the Lower Columbia River. The MFSA established the FPAAC to coordinate this effort.

Multiple jurisdictions are involved: two states, seven counties, 14 cities, seven port districts, and 12 local fire agencies. These 13 agencies make up FPAAC. Compounding the complexity are the fire agency boundaries, in both Oregon and Washington. All members have agreed to work and train together, so that when an incident occurs, each fire agency will be familiar with the resources and capabilities of other fire agencies and can rely on their assistance through mutual aid agreements between all FPAAC agencies.

No single entity has responsibility for fighting marine fires on and along the river. While the USCG is commonly thought to be responsible for such fires, its authority and responsibility are not comprehensive and its resources are limited.

MFSA, through FPAAC, has developed a *Shipboard Fire Operations Guide*, which can be found on the MFSA website, <http://www.mfsa.com/>. It is a detailed guide used to coordinate fire response efforts among all the MFSA/FPAAC members along the Lower Columbia River. This document is possible due to mutual aid agreements between these fire agencies. It also serves as a resource guide for fire response efforts occurring within the MFSA's FPAAC agencies jurisdictional boundaries.

8017.2 Fire Protection Agency Advisory Council

The mission of the FPAAC is to set forth a comprehensive system that ensures fast, well-coordinated, and effective response to vessel fire incidents in the Lower Columbia Region. This council also serves to protect and enhance the quality of

life of the citizens within the region and to safeguard the health, safety, and welfare of the users of the waterway through agency coordination and loss prevention.

8018 Vessel/Facility Policy

A variety of federal regulations and USCG policies establish fire protection, detection, and response standards for waterfront facilities and vessels entering into the COPT zone. These requirements may be found in 33 CFR parts 154 and 155, 33 USC 13219(j)(5)(D), the USCG and Marine Transportation Act of 2004 and the implementation of NVIC 01-05 Change 1. Vessels and facilities in the COTP zone are to be in compliance with these policies and regulations and are to respond in accordance with their individual fire and response plans.

Facilities that transfer hazardous materials or oil in bulk are required by 33 CFR 154 to maintain a USCG approved Operations Manual. 33 CFR part 154.310 includes a comprehensive list of the contents of the Operations Manual. Some of the items required include: instructions for the safe handling of the cargo, the appearance and hazards of the cargo, a list of firefighting procedures and extinguishing agents effective with fires involving the cargo, and the name and telephone numbers of agencies that may be called in an emergency.

33 CFR 155 part 4035 requires tank vessel pre-fire plans to be in accordance with the National Fire Protection Association 1405 or another internationally recognized standard such as the requirements found in the Safety of Life at Sea Chapter II-2, Regulation 15. Additionally, 33 CFR Part 155, Subpart I requires tank vessel response plans (VRPs) to list Primary Resource Providers and other Resource Providers that can respond to the location of a vessel fire within specific timeframes. NVIC 01-05 requires similar planning standards for non-tank vessels. These references also require the respective response plans to indicate how commercial salvors and commercial firefighters would be incorporated into a response organization with local, state, and federal agencies.

8019 Captain of the Port Considerations and Area of Responsibility

8019.1 Coordinated Marine Firefighting Considerations

With any fire, the quickness and effectiveness of the initial response is the key to fire suppression. Today's fires may be very complex as they increasingly involve a number of hazardous materials ranging from bulk liquids to toxic solids. A closely coordinated effort is an essential factor in an effective marine firefighting response. The response organization will vary depending on the location of the fire and its severity. The level of USCG involvement will range from providing input on an advisory level to, if necessary, taking charge as the FOSC. The possibility of a spill of some type of pollutant always exists due to firefighting water runoff. The COTP will invariably be involved, especially if the USCG has to step in as On-Scene Commander. The following sections discuss some of the complexities involved in a coordinated response and provide guidelines for proper organization and action.

8019.2 Area of Responsibility

The level of USCG firefighting response will depend largely on the location of the fire within the Pacific Northwest region. For this reason, a discussion of the various areas of responsibility is in order.

The Sector Columbia River COTP zone is described in 33 CFR 3.65-15.

The Sector Columbia River SAR zone includes the navigable waters of the Willamette River from the mouth to river mile 183.2 (Eugene area). It also includes the Columbia River from river mile 48 to river mile 335 (Richland, Washington) and between the mouth of the Snake River and the Ice Harbor Lock and Dam (Snake River mile 9.7). Air Station Astoria has SAR responsibility on the lower Columbia River and portions of southern Washington, including Grays Harbor, and the northern Oregon coast. The remainder of the SAR zone along the Oregon coast is the responsibility of Air Station North Bend.

The Sector Columbia River COTP zone for response to a pollution incident is described elsewhere in this plan. It is possible that a fire with resulting pollution could occur where EPA has pollution response responsibilities. If this were to occur, it is possible that the Sector would respond to and assist with the fire and pollution response efforts at least until the EPA representative arrived on scene.

8019.3 Sensitive Areas

Maps and descriptions in the Geographic Response Plans identify environmentally sensitive areas throughout the COTP zone.

8020 Jurisdiction

8020.1 United States Coast Guard Action in a Fire Department's Jurisdiction within Sector Columbia River's Search and Rescue Zone and Captain of the Port Portland's Zone

The response action to be taken in any fire agency jurisdiction in Sector Columbia River's SAR zone follows:

- a. Upon the receipt of a report of fire, the USCG Command Center watchstander shall notify the Command Duty Officer (CDO), who shall complete the Vessel Fire Action Checklist.
- b. The CDO shall notify designated personnel on the appropriate quick response card (QRC).
- c. USCG personnel shall respond as directed.
- d. The appropriate fire bureau shall be contacted if they have not already been advised of the fire. Communications shall be established on Channels 16 or 22A between the responding small boats (if dispatched) and the fireboats.
- e. If the fire occurs in the jurisdictional area of a fire agency that does not have a fireboat, it should be determined whether the local fire agency has sought any outside assistance. If no outside assistance has been sought, the

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options available should be presented to the local fire agency, 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. 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. Incident Management Division personnel and, possibly, marine inspectors acting as Federal On-Scene Coordinator's Representative (FOSCRs) shall be dispatched to meet with the Fire Agency Incident Commander in charge of shore side operations. This will provide a communications link between the COTP and the Fire Agency. Orders for coordination of USCG firefighting activities at the scene shall be passed through the USCG FO SCR or Marine Inspector. Communications shall be established between the shore response team (FO SCR), the Sector, and the small boats, on Channel 83 VHF-FM, or by cellular telephone.
- h. Issue a safety broadcast, or Urgent Marine Information Broadcast to advise the maritime community of the fire and presence of waterborne firefighting units on scene.
- i. As a general rule, Sector Columbia River will provide firefighting services as requested by the fire agency unless, in the opinion of the FO SCR or small boat coxswain, they are beyond the capability of the boat, either because of the boat's characteristics, inadequate personal protective equipment, or relative 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 FO SC or FO SCR. Where USCG firefighting services are not needed, the USCG small boat or other vessel shall remain on scene to direct marine traffic or provide such other services as appropriate.
- 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. Unaffected vessels moored to the facility are to be moved immediately, with or without tugs and pilots, depending upon circumstances and prudent seamanship. 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 may board and/or communicate by other means with all vessels in a fire area, as conditions permit and inform the Senior Deck Officer, Security Officer or Master to secure ship operations and be prepared to get underway.
 - 6. Local agents will be informed of vessels involved in the incident and any anticipated movement of the vessels.
 - 7. Vessels to be moved are to be directed to a harbor, anchorage, or another dock away from the fire area.

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8. If appropriate, a safety zone will be established for the protection of vessels, water, and shore areas.

8020.2 Considerations during Initial Notifications and Communications

- a. The fire agency dispatcher should immediately call the Sector Columbia River Communication Center concerning any waterfront fire or incident. The communications watch stander shall alert the CDO and other appropriate personnel.
- b. The first notification to the USCG may not originate from the fire agency dispatcher, as that person is often unable to complete all the notifications until additional help arrives. In those cases, the first notification may come from the fire boat en route to the scene via Channel 16.
- c. Firefighting is the primary responsibility of the city government, operating through the fire department. Overall firefighting control will be under the direction of the shore-based fire Incident Commander on scene. Responding USCG small boats will have direct communications with all responding fire boats via Channels 16 or 22A. The USCG FOSCR, who is usually positioned with the shore-based Battalion Chief, will maintain communications with USCG small boats via Channel 83.

8020.3 United States Coast Guard Action for Grays Harbor, Coos Bay and Newport

- a. Upon notification of a waterfront fire, verify the report and ensure the appropriate fire agency has been notified.
- b. Complete the Vessel Fire QRC.
- c. USCG SAR forces on scene shall:
 1. Keep Sector Columbia River COTP informed of the situation in accordance with CCGD13 standard operating procedure.
 2. Provide transportation for Sector personnel to the vessel, if necessary.
 3. Assess the situation as to potential water pollution threat. Gather pertinent information and pass to the Incident Management Department for action and creation of a Pollution Report.
 4. Report to the senior fire agency official and establish communications.
 5. Keep a log of times and key events of the incident.

8020.4 Fire Occurring outside a Fire Agency's Jurisdiction but within Sector Columbia River Captain of the Port Zone

There are numerous fire agencies and fire districts along the lower Columbia and Willamette Rivers. There are also a great number of districts along the coastal regions of the Sector Columbia River COTP zone. However, it is still possible that a vessel fire could occur in an area not within any fire agency's jurisdiction. (The jurisdiction of some fire agencies ends at the end of the dock or the high-water line).

If a vessel fire occurs outside one of these jurisdictions (i.e., upper Columbia and Snake Rivers, coastal waters, and certain portions of the lower Columbia River), it is possible that the Sector Columbia River COTP could assume FOSC responsibilities. The FOSCR would direct USCG resources and coordinate the response effort with other fire and emergency response agencies.

Under special circumstances, fire agencies that have boats may be dispatched to an area outside of their normal firefighting jurisdiction to assist other agencies. Requests for such assistance should normally be directed to the agency with the closest jurisdiction and the most capable resources. A strong argument for the Portland Fire Bureau's involvement in the lower Columbia River exists because of the capabilities of their fire boats and the drastic impact a blockage of that area would have on the Port of Portland.

Each fire agency will consult with its appropriate leader and governance structure to secure permission to respond. Additional means of obtaining equipment or assistance from one area of Oregon and providing it to another area would be accomplished by the invocation of the "State Conflagration Act" (ORS 476-510-476.610), which may be invoked by the Governor (Contact the Oregon State Emergency Services, at 1-800-452-0311).

8021 Command and Control

The person in charge of a fire response must be quickly identified and must be decisive in coordinating the response efforts. As a matter of maritime law and common practice, the Master of a vessel is presumed to be in charge of, and capable of, onboard ship operations, including shipboard firefighting. Merchant vessels are inspected to ensure the crew's competency, and seamen are required to be specially trained to respond to a shipboard fire. Only at the specific request of the Master, or when it becomes obvious that the vessel's condition threatens the port's safety or environment that relieving the Master of responsibility to conduct fire response operations should be considered. In cases where it is determined that the Master cannot or will not effectively take charge, the person in charge will be determined based on the area jurisdiction in which the fire occurs. For example, if a fire occurs in the Portland Fire Bureau's jurisdiction, then an official from the Portland Fire Bureau shall designate the Incident Commander. In the event that a marine fire occurs outside a fire agency's jurisdictional area, the USCG FOSC will become the Incident Commander. It is likely that, as the event unfolds and becomes more complex, a Unified Command will be needed.

USCG response personnel shall be organized under the Incident Command System (ICS). This is the system utilized by most local fire agencies and is well suited for events involving a multi-agency response

USCG personnel shall not be under the command of a non-USCG Incident Commander. Orders from such an Incident Commander shall be passed through and evaluated by the COTP, who is also the Commanding Officer for USCG Sector Columbia River. Only orders that will not create unwarranted risk for

USCG personnel and equipment shall be executed. It should be noted that the relationships among involved parties may change as the firefighting efforts progress. It should also be noted that regardless of who is in charge of the firefighting efforts, the COTP will carry out the duties as the FOSC.

8021.1 Command Interrelationships

The ICS 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 ICS. The organizational structure for any given incident will be based upon the management needs of that incident.

8021.2 Command Structure – Unified Command

During incidents that involve several jurisdictions or in which several agencies have significant management interest, responsibility, and/or capabilities, a Unified Command with a lead agency designation may be more appropriate than a single command response organization. During these events, the lead agency within the Unified Command may change several times as the incident transitions from one phase to another.

8021.3 Federal On-Scene Coordinator's Representative and Marine Inspector

The FOSCR and/or the Duty Marine Inspector will serve as the primary on-scene liaison with the response organization during a marine fire. The Duty Marine Inspector usually has advanced understanding of shipboard fire suppression systems, fire control boundaries and closures and the ability to read detailed fire control plans. The FOSCR usually had advanced understanding of ICS and experience in incident management and oil spill response. These individuals are generally chosen from a cadre of active duty personnel. The specific selections will depend on the availability of personnel and the skill set required for that specific incident. The Sector Columbia River Marine Transportation Recovery and Salvage Specialist is the local USCG point of contact for development and coordination of marine firefighting and salvage planning, training, and exercises.

8021.4 Command Posts

When a fire breaks out aboard a vessel in port or if a decision is made to allow a burning vessel into port there is an immediate need for a coordinated/integrated firefighting effort. If this occurs, a Command Post will be established on scene by the responding fire agency. The USCG FOSC, FOSCR, or Marine Inspector should be on hand and maintain communications with the USCG resources involved. Other key personnel that may be on hand at the on-scene Command Post include the Marine Transportation Recovery and Salvage Specialist, vessel's officers or facility operators, the owner's representative, salvage and cleanup companies, a marine chemist, and port officials. The representatives present should have authority to make decisions to facilitate rapid and proper response.

8021.5 The National Incident Management System

Local fire agencies use the National Incident Management System for their response system, and the USCG has also adopted this system on a national level. The USCG typically refers to this as the ICS. Standard ICS forms can be found at <https://homeport.uscg.mil>

8022 Operations

8022.1 Emergency Notifications

The USCG COTP, Sector Columbia River, Oregon, is charged with ensuring the safety of vessels, waterfront facilities, bridges, and waterways for all coastal ports and waterways in the state of Oregon, those in Washington south of Queets, Washington (including Grays Harbor and Willapa Bay), and the Columbia/Willamette River system. Any fires that threaten the safety of vessels, waterfront facilities, bridges, or the navigable waterways within this area shall be immediately brought to the attention of the COTP through the following methods:

- a. Fire agencies, upon receiving notification of a fire that meets the conditions above, are requested to relay the report to the nearest USCG unit. The report is requested even when no USCG assistance is required or needed. This is necessary because the COTP has duties that extend beyond firefighting. Any USCG unit that has a command center consistently monitors VHF Channel 16. USCG Sector Columbia River maintains a 24-hour command center, which can be reached via telephone at 503-861-2242.
- b. USCG units, upon receiving notification of a marine fire, shall immediately relay the information to Sector Columbia River in accordance with CCGD13 standard operating procedure. All units shall work closely with local fire agencies to maintain communication links and facilitate inter-agency coordination.

Sector Columbia River would typically be notified at the Command Center. The CDO will complete the QRC. It is extremely important to get sufficient accurate information about the incident. However, this should be balanced with the urgency of the situation. If the notifying party is actually involved in the incident, one should understand their urgency to respond to the fire. Questions to the notifying party should be relevant and sensitive to the situation. Relevant information includes name, type and location of vessel/facility, extent of fire, available firefighting equipment, hazardous material, amount of oil on board, response action taken so far, number of crewmembers or facility personnel, injuries/fatalities, vessels and/or facilities nearby, and what other parties have been notified.

8022.2 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. However, the VRP must indicate how these resources will be organized within a cooperative response management system.

8022.3 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.

8022.4 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 be forced to 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). Additionally, the Northwest Area Committee/ Regional Response Team (RRT) is developing a "Places of Refuge" decision matrix to serve as additional guidance while making these complex decisions. When it is completed, it will be placed in Section 9410, "Places of Refuge."

The amount of information and number of considerations may seem too complicated to resolve in an emergency, but it is important that an analysis of all major risks be conducted. A burning vessel is only a small part of all the resources and infrastructure (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 overall system functions. 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 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 vessel's structure, general emergency and shipboard firefighting equipment;

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- c. Class and nature of cargo (e.g., does it contain hazardous materials?);
- 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. Firefighting resources available ashore and offshore;
- m. Consequences/alternatives if the vessel is not allowed to enter or move;
- n. Potential for pollution;
- o. Adequacy and availability of the firefighting and salvage resources contained in the VRP per paragraph 8022.2.

The above considerations should be discussed by the Unified Command before the vessel is allowed to move or enter into port. If a Unified Command has not yet formed, this information should be considered by the respective jurisdictional fire agency chief and COTP prior to any movement. The COTP should make a decision only after consultation with the Unified Command. The Unified Command will typically be composed of the respective Fire Agency Chief; Port Director; local government officials (i.e., Mayor, Director of Emergency Services, etc.); vessel owner's agent; and other experts depending on the circumstances.

Entry to port or movement may be permitted 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; or
- 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 firefighting (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 Thirteenth USCG District and the RRT, shall assess the pollution risks and determine whether they are to be ordered to proceed to sea to reduce the pollution hazards;
- f. If the resources or services listed in the VRP per paragraph 8023.3 are not adequate or available.

Additional considerations:

- a. Safety broadcast and Notice to Mariners,
- b. Ordering the movement of other vessels or cargo that may be impacted, and
- c. Locating the vessel to best facilitate the use of available resources.

8022.5 Offshore Firefighting Considerations

In addition to the problems associated with any shipboard fire, an offshore incident may be further complicated by the poor flow of information and difficulties in supplementing the vessel's firefighting resources. Reports from the vessel may be confusing due to the language difficulties or the 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 firefighting equipment and crew will be the only resources available.

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, or the VRP and its listed resource may fail to perform as expected. Therefore, the farther offshore a burning vessel is, the less external aid it is likely to 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 the USCG's most common initial response.

8022.6 Coast Guard Offshore Resources

During an offshore fire, ships and aircraft become important resources. 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 firefighting. 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 firefighting and dewatering evolutions. All requests for USCG equipment (including ships and aircraft) and supplies, whether from within the COTP Portland area or not, should be directed to the Thirteenth District Command Center.

8022.7 Department of Defense Offshore Resources

Firefighting equipment may be available from various Department of Defense (DOD) sources. From transportation capabilities to, aircraft and vessels that can be invaluable in an offshore fire situation for the same reasons discussed for USCG 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, via the Thirteenth USCG District.

8022.8 Other Offshore Resources

Any ship becomes a valuable resource during an offshore vessel fire, even those with small crews and minimal firefighting 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 the Automated Mutual-Assistance Vessel Rescue System, the Automated Information System, 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 firefighting situation that could risk their vessels or crew to protect a ship or cargo once the crew is safe.

8022.9 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 EPA should also be consulted on any decision concerning scuttling of a vessel. Scuttling must be conducted in accordance with COMDTINST 16451.5 and 40 CFR 229.3.

8022.10 Positioning a Vessel for Firefighting

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 firefighting resources

8022.11 Fire Suppression Berths

Several considerations must be considered when selecting piers, a locations for fire suppression berths:

- Proximity of populated areas;
- Cargo composition and wind direction;
- The combustibility/flammability of pier structures and contiguous facilities;
- Availability of high-pressure 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 can be found in Section 9410, "Places of Refuge."

8022.12 Anchorage and Grounding Site Selection

When choosing anchoring or grounding locations, some of the same factors must be considered as for the selection of piers for fire suppression berths, including the location's effect on navigation. 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. Other important considerations are:

- **Bottom material:** must be soft enough so that the ship's hull will not be ruptured;
- **Water depth:** must be 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 firefighting or salvage efforts.

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. Close consultation with Bar and River Pilots should be considered when selecting any anchoring or grounding site in the Columbia River system.

8022.13 Response Actions

The initial assessment is one of the first actions taken in response to a marine fire. This involves evaluation of available facts and probabilities. The initial assessment consists of six steps to rapidly form a deliberate plan of action:

- Gather facts,
- Assess probabilities,
- Determine resources
- Apply basic firefighting principles
- Decide a course of action, and
- Formulate a plan of operations.

Pertinent facts might include location of fire, location of crew/personnel, acquiring the VRP, the general arrangement plan, fire control plant, vessel/facility condition, vessel stability issues, type and condition of cargo, and response equipment available.

The COTP is responsible for USCG response efforts to a vessel fire. The COTP has overall control of all USCG forces and equipment involved in the response to a marine fire. However, a vessel fire may be initially treated as an SAR case under control of the assigned SAR Mission Controller until a determination of the situation has been made by on-scene forces as to the status of the vessel and its crew, the extent of the fire, ongoing response efforts, fire agency and other agency involvement, and other pertinent information. At this time, the Sector Columbia

River COTP may assume the duties of FOSC and carry out his or her responsibilities accordingly.

The choice among courses of action delineated below is based upon where the incident occurs with respect to the limits of the various fire agency jurisdictions, the COTP area of responsibility, the Sector Columbia River SAR zone, and the USCG policy as described in the Marine Safety Manual.

8022.14 Safety Zones

To secure the safety of waterfront facilities and vessels, the COTP may find it helpful to control or restrict traffic in the affected areas.

COMDINST 3170.3 describes the characteristics of limited access areas, including safety zones, security zones, restricted areas, and regulated navigation areas. Authority is granted to the COTP to establish safety zones by the Ports and Waterways Safety Act (33 USC 1221 et seq.). A safety zone could be established around a burning vessel to facilitate access for fire or rescue units and to protect uninvolved persons or vessels, or it could be used to ensure the safer transit of a vessel carrying a dangerous cargo. They should be established on a temporary, and usually, emergency basis to deal with a situation beyond the scope of normal safety and security measures.

8022.15 Stability

Vessel stability can be defined as a vessel's ability to right itself from an inclining position. During firefighting, excess water on board can create flooding and free surface effect. This could prove disastrous for the vessel, leading to list and even sinking. Calculations regarding damage stability for oil tankers and barges are required to be accessible 24 hours a day per 33 CFR Part 155.240. Additionally, 33 CFR Part 155.4030(b) requires that stability assessments on these vessels must begin no later than 3 hours after initial notification. NVIC 01-05 also provides similar voluntary guidance for non-tank vessels.

If this information is not provided by the vessel's Primary Resource Provider or other Resource Provider, the FOSCR or Marine Inspector is typically the USCG officer who would provide this advice with assistance from the USCG Salvage Engineering Response Team. Additionally, local naval architects, engineers, or a maritime service firm may be available for such advice. At a minimum, one should refer to National Fire Protection Agency 1405, Guide for Land-Based Fire Fighters Who Respond to Marine Vessel Fires. More detailed information regarding vessel stability issues during marine fires can be found in the International Fire Service Training Association manual, Marine Firefighting for Land Based Fire Fighters.

8023 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.

8023.1 Objectives

Some specific objectives of contingency planning are:

- a. To prevent loss of life or personal injury, damage, and destruction of vessels, cargoes, structures, and facilities in United States ports and waterways, and damage to the marine environment, by reason of accidental, intentional means, or natural phenomena;
- b. To maintain safe, secure, and orderly continuation of marine traffic and the acceleration of such traffic, if so required by national interests, in the face of accidental, intentional, or natural disasters;
- c. To maintain adequate training through planning prior to a marine incident;
- d. To maintain continual contact with local agencies having interest in or responsibilities for a specific event and maintain a check on their resource capabilities and limitations;
- e. To outline Unit capabilities and limitations with respect to available resources through all phases of the event.

8023.2 Exercises/Drills

Because of the complexity and potential consequences of a major marine fire, it is critical that agencies and Primary Resource Providers understand each other's authorities, jurisdictions, capabilities, and limitations. Ample opportunities exist to develop this understanding through coordination of exercises and drills as required by the National Response Exercise Program for vessels and facilities, new requirements under 33 CFR 155.4052, state and local agency requirements, and those coordinated by the Marine Fire and Safety Association.

Regardless of the initializing requirement or agency the COTP should strive for at least one multiagency firefighting exercise per year. The results of these exercises should be used to further update and fine tune this plan.

8023.3 Training

Part of every effective contingency plan is the development and implementation of a training program. Few USCG personnel have extensive experience responding to actual fires, and few municipal fire agencies have extensive experience responding to vessel fires. Therefore, to overcome inexperience and apprehension, and to develop expertise, a systematic training program is essential.

There are some resident marine firefighting training providers in the Pacific Northwest. For certain USCG personnel, the following courses are particularly appropriate: Fremont Maritime in Seattle, Washington, provides classes ranging from one-day orientations to five-day advanced classes certified by the USCG and International Maritime Organization for ship's crews. Classes include a balance of classroom and simulation exercises. The USCG written exam for licensed officers is required in order to pass the five-day advanced course. These classes are relatively inexpensive and especially appropriate for USCG personnel.

Washington State's North Bend Marine Firefighting Center in North Bend, Washington, is a similar training provider with more extensive simulation facilities. This center is frequently used by fire agency personnel.

Southwestern Oregon and Clatsop Community Colleges both offer training in firefighting techniques that may be helpful to both USCG and fire agency personnel. For a catalog, including course and fee information, contact:

Southwestern Oregon Community College Paul Reynolds, Director Fire Services 1988 Newmark Ave. Coos Bay, OR 97420 Phone (541) 888-7296	Clatsop Community College Fire Response & Research Center MERTS Campus 6550 Liberty Lane Astoria, OR 97103 Phone (503) 338-7670
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Additionally, there are numerous private and public training facilities and organizations that teach marine firefighting outside the Pacific Northwest. Examples of these include Texas A & M and Resolve Maritime Academy. Various Navy units throughout the United States offer advanced fire training, which is usually available to USCG personnel. In the past, this training has most often been reserved for ships' crews; however, there is clearly value in training Sector personnel as well. The quality of the schools is excellent, and they generally provide extensive practical experience. Navy courses would be especially appropriate for personnel serving as the senior FOSCR, Marine Inspector, or at the Sector Columbia River Command Center. This helps ensure appropriate USCG actions and direction to other response agencies. This is important, considering that one of the USCG's roles in marine fire response is to advise local fire agencies of the peculiarities of marine fire response as opposed to land-based fires.

The FPAAC offers training to member agencies covering Marine Fire Fighter Awareness, Operations, Technician, and Technician/Instructor levels. Training may occur annually, bi-annually, semi-annually, or when considered necessary by the FPAAC Planning Section. Agencies may also submit requests for training, which will be reviewed by the FPAAC Planning Section for approval. It will be the responsibility of the requesting agency to coordinate the dates and logistical requirements of the training.

Finally, there is a marine safety training guide for the FOSCR. This position is typically filled by a USCG marine safety officer from Sector Columbia River. A variety of individuals are available to serve in this capacity. The individual selected for specific FOSCR duties depends on personnel availability and the specifics of the incident. The FOSCR generally completes the training guide by studying reference material and completing certain tasks via on-the-job training. Additional resident training is strongly recommended for this assignment.

8024 Logistics

Equipment lists and contact points for various port areas are included in this document. Equipment lists can also be found at: http://www.wrrl.us/fmi/iwp/res/iwp_auth.html;jsessionid=025B0EF5327FC24212786E69.wpc1. (It is recommended that response team members print the equipment lists that pertain to their areas.)

8024.1 Communications

Communication between response team members and other agencies is critical. Mobile phone numbers and radio channels must be pre-assigned and periodically confirmed and tested during exercises. Consideration should be given to steel hulls inhibiting radio transmission with alternated communications planned ahead of time.

The Federal Communications Commission has assigned 154.126, 154.260, and 154.290 megahertz (MHz) as the Fire Mutual Aid Radio Systems frequencies for multi-agency response to a common incident.

Spare batteries, recharging capability, spare radios, and mobile phones should be available in case the incident lasts longer than anticipated or the number of response personnel is greater than expected.

8025 Finance

In general, funding for USCG firefighting activities must come from USCG Operating Expense funds. The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) Trust Fund, and the Oil Spill Liability Trust Fund may be available to reimburse firefighting expenses. CERCLA and Oil Spill Liability Trust Fund funds are only authorized for pollution related activities.

8026 Resources

8026.1 Fire Boat Fueling

In the event that a Fire Boat is on an MFSA incident and is unable to fuel at its normal fueling facilities, use the following guidelines:

- Foss Maritime Corporation, McCall Oil Company, and Wilcox and Flegel Oil Company will provide fueling services.

Astoria

Wilcox and Flegel Oil Company	(503) 325-3122
Hours of availability:	24 hours
Foss Maritime Corporation	(800) 882-4143
(Make all requests for fueling through their dispatch office)	
Hours of availability:	24 hours

Longview

Wilcox and Flegel Oil Company (360) 423-3300
(Dockside only)
Hours of availability: 24 hours
Fueling location: The Port of Longview Berth

Portland

Foss Maritime Corporation (503) 286-0631 or (800) 882-4143
(Make all requests for fueling through their dispatch office)
Hours of availability: 24 hours

8026.2 Maritime Fire & Safety Association Specialized Equipment Location and Activation Procedures

For more information on MFSA visit their website at www.mfsa.com

Foam Pods. It is MFSA policy to activate both foam pods unless it is specifically requested to activate only one. The closest pod and support team will be activated first. The specialized foam team for the second pod will not be activated unless requested by the initiating fire agency.

■ **Foam Pod Locations**

- Portland – Portland Fire & Rescue – (Foam Pod at Logistics Yard)
Portland Fire & Rescue – Station 24 – Foam Unit
- Kalama - Cowlitz County Fire District #5 (Port of Kalama – North Port Dock)

■ **Foam Pod Activation: Portland or Kalama** The Chief on scene will contact MFSA (503) 220-2055, and MFSA will contact:

- 1) NRC Environmental Services – 24 hours – (503) 283-1150
- 2) Portland – Portland Fire & Rescue
(floor supervisor) (503) 823-1901 to dispatch station 24., or
Kalama – Cowlitz Co. Fire Dist. #5 911, (360) 577-3090 will page
District Duty Officer

Carbon Dioxide (CO₂)/Slice Tool MFSA Response Units

- **CO₂/Slice Tool Locations:**
 - Portland Fire & Rescue – Station 24
 - Longview Fire Department
- **Activation within the Portland area:**
 - The Chief on scene will contact 911
 - 911 will contact Station 24 for dispatch
 - 911 will contact MFSA (503) 220-2055

8000. Sector Columbia River's Marine Firefighting Contingency Plan

- Activation outside of the Portland area:
 - The Chief on scene or area 911 will contact MFSA (503) 220-2055.
 - MFSA will contact either Portland Fire & Rescue or Longview Fire Department, depending on which is closer to the incident.
 - MFSA will call the Portland Fire Department (Floor Supervisor) at 911 or (503) 823-1901 or Longview Fire Department at (360) 578-5218.
 - Trained personnel will respond with equipment.

8026.3 Fire Agency Contact Information and Boat Capabilities

Astoria Fire Department (503) 325-2345
555 30th Street Astoria, OR 97103 Emergency Number – 911
Columbia River Mile 12

The Astoria Fire Department participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Clark County Fire District #6 (360) 576-1195
8800 N.E. Hazel Dell Avenue Emergency Number – 911
Vancouver, WA 98665
Columbia River Mile 105

Clark County Fire District #6 participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Clark County Fire & Rescue (360) 887-4609
911 N. 65th Avenue Emergency Number – 911
Ridgefield, WA 98642
Columbia River Mile 91

Clark County Fire & Rescue maintains two boats:

- *Alamar*: 19 feet, top speed 30 knots, portable water pump with 1-inch hand line, Emergency Medical Services (EMS) equipment capable of basic life support (BLS)
- *Willy Predator*: 21 feet, top speed 40 knots, portable water pump with 1-inch hand line, EMS equipment capable of BLS.

8000. Sector Columbia River's Marine Firefighting Contingency Plan

Clark County Fire & Rescue participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Clatskanie Rural Fire Department (503) 728-2025
280 S.E. 3rd Street Emergency Number – 911
Clatskanie, OR 97016
Columbia River Mile 50

The Clatskanie Rural Fire Department participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Columbia River Fire & Rescue (503) 325-4411
270 Columbia Blvd Emergency Number – 911
St. Helens, OR 97051
Columbia River Mile 86

Columbia River Fire & Rescue participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Cowlitz 2 Fire & Rescue (360) 578-5218
701 Vine Street Emergency Number – 911
Kelso, WA 98626
River Mile 65

Cowlitz 2 Fire & Rescue participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Cowlitz County Fire District #5 (360) 673-2222
382 N.E. Frontage Road Emergency Number – 911
Kalama, WA 98625
River Mile 70 – 80

Cowlitz County Fire District #5 participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Longview Fire Department (360) 442-5503
740 Commerce Avenue Emergency Number – 911
Longview, WA 98632
River Mile 65

The Longview Fire Department participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Portland Airport Fire and Rescue (503) 460-4600
5250 NE Marine Drive Emergency Number – 911
Portland, OR 97218
Columbia River Mile 110

Portland Airport Fire and Rescue maintains one boat:

- 34 feet, top speed 43 knots, fire monitor at 400 gallons per minute (gpm) with foam capability, EMS equipment capable of advanced life support.

Portland Airport Fire and Rescue participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Portland Fire & Rescue (503) 823-3700
55 S.W. Ash Street Emergency Number: 911
Portland, OR 97204
River Mile 105

Portland Fire & Rescue maintains three boats:

- *Fire Boat Campbell*: 87.5 feet with a draft of 6.5 feet, top speed 14 knots, three fire monitors with total capability of 14,000 gpm; foam capable.
- *Fire Boat 17 (Buss)*: 42 feet, 4.8-foot draft, top speed of 20 knots, two fire monitors with a total capacity of 4900 gpm; Aqueous Film Forming Foam capable with 50-gallon tank, EMS equipment capable of BLS.
- *Fire Boat Williams*: 40 feet, 3-foot draft, top speed 28 knots, two fire monitors with a total capability of 1,500 gpm, foam capable with 30 gallons on board, EMS equipment capable of BLS.

Portland Fire & Rescue participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Scappoose Rural Fire District (503) 543-5026
52751 Columbia River Hwy
Scappoose, OR 97056
Columbia River Mile 93

The Scappoose Rural Fire District maintains one boat:

- 27 feet, top speed 15 knots; fire pump on boat at 1,500 gpm, no foam, EMS equipment capable of BLS or, with notice of medical emergency, advanced life support.

The Scappoose Rural Fire District participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

**Vancouver Fire Department
7110 N.E. 63rd Street
Vancouver, WA 98661
River Mile 105**

**(360) 487-7212
Emergency Number – 911**

The Vancouver Fire Department maintains one boat:

- *Almar*: 17 feet, top speed 11 knots, no firefighting capacity, EMS capability BLS.

The Vancouver Fire Department participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

8026.4 Miscellaneous Resources

Category	Company Name	Phone Number	Fax/ Alternate Phone	Address	City	Email/Website
Asbestos (Testing & Abatement)	AMEC Environment & Infrastructure, Inc.	503-639-3400	503-620-7892/ Fax	7376 SW Durham Rd 97224	Portland	troy.corbin@amec.com
	IRS Environmental	503-693-6388		777 SW Armco Ave. 97123	Hillsboro	www.irsenvironmental.com
	PBS Engineering and Environmental	503-248-1939	866-727-0140	4412 SW Corbett Ave. 97239	Portland	www.pbsenv.com
Barge & Tug Service	Bernert Barge Lines	503-656-8288	503-657-3922/ Fax	170 Harding Blvd 97045	Oregon City	www.business.gorge.net/digitaldesigner
	Brusco Corporation	360-636-3341	360-636-1521/ Fax	PO Box 1576 98632	Longview	www.bruscotug.com
	Foss Maritime	503-286-0631	503-289-7385/ Fax	9030 NW St. Helens Rd 97231/ PO box 83018	Portland	www.foss.com
	Foss Maritime	206-281-3810	206-281-4702/ Fax	660 W. Ewing St. 98119	Seattle	www.foss.com
	Fred Divine Diving & Salvage	503-283-5285	503-286-2871/ Fax	6211 N. Ensign St. 97217	Portland	www.freddivinedivingandsalvage.com
	Georgia Pacific	503-294-8200	503-294-8257/ Fax	3838 NW Front Ave. 97210	Portland	www.gp.com
	Larson Marine Services	503-286-0793	503-247-2556/ Fax	14452 NW Larson Rd 97231	Portland	www.larsonmarine.com
	Olympic Tug & Barge (Harley)	503-737-0124		7900 SW St. Helens Rd. 97210	Portland	http://www.harleymarine.com/
	Sause Bros. Ocean Towing	503-222-1811	503-222-2010/ Fax	3710 NW Front Ave 97210	Portland	www.sause.com
	Shaver Transportation	503-228-8847	503-274-7098/ Fax	4900 NW Front Ave. 97210	Portland	www.shavertransportation.com
	Tidewater Barge Lines	360-693-1491	360-694-8981/ Fax	6305 NW Old Lower River Rd. 98660/ PO Box 1210 (98666)	Vancouver	www.tidewater.com

Category	Company Name	Phone Number	Fax/Alternate Phone	Address	City	Email/Website
Boats, Engines, & Parts	Coastal Marine Engine	206-784-3703	206-784-8823/ Fax	4300 11th Ave NW 98107	Seattle	www.coastalmarineengine.com
	Hamilton Engine Sales, Inc.	503-288-6714	503-287-8289/ Fax	5540 NE Columbia Blvd 97218	Portland	www.hamiltonengine.com
	Kem Equipment, Inc.	503-692-5012	503-692-1098/ Fax	10800 SW Herman Rd 97062	Tualatin	www.kemequipment.com
	L & J Marine	503-248-0228	503-226-2220/ Fax	7435 NW Kaiser Rd 97229	Portland	www.landjmarine.com
	St. Johns Marine Center	503-289-2339	503-289-2339/ Fax	6729 N. Richmond 97203	Portland	
	Greg's Marine Services, Inc.	503-322-3643		490 E Garibaldi Ave 97118	Garibaldi	http://www.gregsmarineservice.com
	Staff Jennings Boating Centers	503-244-7505	503-244-7500/Fax	8240 SW Macadam 97219	Portland	
Catering	American Red Cross – Cascade Region	503-284-1234	503-284-2835	3131 N Vancouver Ave 97227	Portland	
	Danielle's 14 Ave Grill	360-575-8181		1203 14th Ave. 98632	Longview	
	Elephant's Delicatessen	503-224-3955	503-224-4097/ Fax	1611 S.E. 7th Ave. 97214	Portland	www.elephantsdeli.com
	Fred's Marina	503-286-5537	503-286-9317/Fax	12800 N.W. Marina Way 97231	Portland	www.fredsmarina.com
	Pig N' Pancake	503-738-7243		323 Broadway 97138	Seaside	www.pignpancake.com
	Rivers Edge Café & Catering	503-761-0314		200 SW Market St. 97201	Portland	www.riversedgecatering.com
	Subway	360-414-9199		94 Oregon Way, # 130	Longview	www.subway.com
	Subway	503-325-3322		11 W. Marine Dr.	Astoria	www.subway.com
	Vernie's Pizza	360-578-9561		900 Triangle Center 98632	Longview	www.verniespizza.com

Category	Company Name	Phone Number	Fax/Alternate Phone	Address	City	Email/Website
CO2 (Bulk)	Airco Industrial Gases	360-693-3608		4715 NE 78th St. 98665	Vancouver	
	Airgas	503-288-2527		3632 NE Columbia Blvd 97211	Portland	www.airgas.com
	Airgas	360-501-8100	360-577-6548/Fax	1165 Columbia Blvd 98632	Longview	www.airgas.com
	Air Products & Chemicals	503-692-4633		19955 SW Teton Ave 97062	Tualatin	www.airproducts.com
Cranes, Front Ed Loaders & Heavy Equipment Leasing & Rental	Coast Crane Company	503-288-8100	503-288-9669/ Fax	1601 NE Columbia Blvd. 97211	Portland	www.coastercrane.com
	Herc Equipment Rental	503-287-5789	503-287-4326	4939 NE Columbia Blvd. 97218	Portland	https://www.hercrentals.com
	Sunbelt Rentals	503-256-9800	503-255-7614/ Fax	7626 NE Killingsworth St. 97218	Portland	www.sunbeltrentals.com
	United Rental - Tigard	503-620-1235	503-620-2029/ Fax	14020 SW 72nd Ave. 97224	Tigard	www.unitedrentals.com
	United Rental	360-425-2350	360-425-3417/ Fax	1002 Tennant Way 98632	Longview	www.unitedrentals.com
	U.S. Crane & Hoist, Inc.	503-682-5881	503-682-1459/ Fax	29375 SW Kinsman Rd. 97070	Wilsonville	www.uscraneandhoist.com
CO2 (Hose & Fittings)	Unisource Manufacturing	503-281-4673	503-281-5845	8040 NE 33rd Dr. 97211	Portland	www.unisource-mfg.com
	US Cryogenics, Inc.	360-835-2475		12609 NE 95 th St Ste B-101 98682	Vancouver	www.uscryogenicsinc.com
De-Watering Pump	L.N. Curtis & Sons	206-622-2875	206-622-2723/ Fax	6507 S 208 th 98032	Kent	www.lncurtis.com
	NW Pump & Equipment	503-227-7867	503-227-4006/ Fax	2800 NW 31st Ave. 97210	Portland	www.nwpump.com
	Paco Pumps/ Grundfos CBS Inc.	503-224-6330	503-241-0399/ Fax	9400 SW Tualatin Sherwood Rd. 97062	Tualatin	www.pacopumps.com
	Clean Rivers Cooperative, Inc.	503-220-2040	503-295-3660/ Fax	200 SW Market St. #190 97201	Portland	www.cleanriverscooperative.com
Diving & Underwater Services	Advanced American Diving Service	503-445-9000	503-546-3031/ Fax	8444 NW St. Helens Rd. 97231	Portland	www.advanced-american.com

Category	Company Name	Phone Number	Fax/Alternate Phone	Address	City	Email/Website
	Fred Devine Diving & Salvage	503-283-5285	503-286-2871/ Fax	6211 N. Ensign St. 97217	Portland	www.freddevinedivingandsalvage.com
	Global Diving & Salvage, Inc.	206-623-0621	206-932-9036	3840 West Marginal Way SW 98106	Seattle	www.gdiving.com
	Ballard Marine Construction	866-782-6750	360-954-5539/Fax	727 S. 27 th St. 98671	Washougal	www.ballardmarine.com
Env. Response Contractors	Cowlitz Clean Sweep	888-423-6316	360-423-6316/ alt phone	55 International Way 98632	Longview	www.pnecorp.com
	NRC Environmental Services	800-337-7455	503-283-1150/ alt phone	6211 N. Ensign St. 97217	Portland	www.nrces.com
	Marine Spill Response Corp (MSRC)	425-252-1300		1330 Industry St. # 100 98203-7121	Everett	www.msrc.org
	West Coast Marine Cleaning	360-696-3362		3501 Thompson Ave. 98660	Vancouver	www.westcoastmarinecleaning.com
Equipment Rental	Allrents Tool & Equipment, Inc.	503-738-7368	503-738-8077/ Fax	2525 Highway 101 N 97138	Seaside	http://www.allrentsinc.com/
	Coast Crane Company	503-288-8100	503-288-9669/ Fax	1601 NE Columbia Blvd. 97211	Portland	www.coastcrane.com
	Herc Equipment Rental	503-287-5789	503-287-4326/ Fax	4939 NE Columbia Blvd. 97218	Portland	https://www.hercrentals.com
	Peterson CAT	503-288-6411	503-281-9458	4421 NE Columbia Blvd 97218	Portland	www.petersoncat.com
	Sunbelt Rentals	503-256-9800	503-256-8494/ Fax	7626 NE Killingsworth 97218	Portland	www.sunbeltrentals.com
	United Rental	503-796-1235	503-224-8780/Fax	4621 NW St. Helens Rd. 97210	Portland	www.ur.com
	United Rental	360-425-2350	360-425-3417/ Fax	1002 Tenant Way 98632	Longview	www.ur.com
	United Rental	503-224-2000	503-254-3330/ Fax	5111 NE 82nd Ave. 97220	Portland	www.ur.com
	United Rental	503-620-1235	503-620-7979/ Fax	14020 SW 72nd Ave 97224	Tigard	www.ur.com
	US Crane & Hoist	503-682-5881	503-682-1459/ Fax	29375 SW Kinsman Rd. 97070	Wilsonville	www.uscraneandhoist.com

Category	Company Name	Phone Number	Fax/Alternate Phone	Address	City	Email/Website
Foam	3-M Corp	800-328-1687 (option 7)	651-733-6791/ Fax	Building 223-223-2N-20	St. Paul, MN	www.3m.com
	Fred Devine Diving & Salvage	503-283-5285	503-286-2871/ Fax	6211 N. Ensign St 97217	Portland	www.freddevinedivingandsalvage.com
	United Fire Health & Safety	503-249-0771	503-249-0572/Fax	4611 NE MLK Jr. Blvd. 97211	Portland	www.unitedfireandsafety.com
	Industrial Emergency Services, LLC	541-879-1809	800-862-0466	1312 Antelope Rd. 97503	White City	www.iesllc.com
General Contractors	Arrow Mechanical	503-692-1565	503-691-1879/ Fax	10330 SW Tualatin Rd. 97062	Tualatin	
	Ken Leahy Construction, Inc.	503-357-2193	503-357-3649/ Fax	915 S. 12th 97113	Cornelius	www.kenleahy.com
	MidMountain Contractors, Inc.	425-202-3600	425-202-3610/Fax	825 5th Ave. 98033	Kirkland	www.midmtn.com
Heat Testing Equipment	Branom Instrument Co.	503-283-2555	503-283-2652/ Fax	8435 N. Interstate Pl. 97217	Portland	www.branom.com
Helicopter Services	Columbia Helicopters	503-678-1222	503-678-5841/Fax	14452 Amdt Rd NE 97002 Lematta Field Aurora Airport	Aurora	www.colheli.com
	Hillsboro Aviation	800-345-0949	503-648-2831	3565 NE Cornell Rd. 97124	Hillsboro	www.hillsboroaviation.com
Hotels & Meeting Spaces	Best Western Inn at the Meadows	855-286-9600	503-286-9600/alt phone	1215 N Hayden Meadows Dr. 27217	Portland	www.bestwestern.com
	Comfort Suites Columbia River	503-325-2000		3420 Leif Erickson Dr. 97103	Astoria	www.comfortsuites.com
	Doubletree Hotel & Meeting Center	503-281-6111		1000 NE Multnomah 97232	Portland	www.doubletree.hilton.com
	Embassy Suites Portland - Downtown	503-279-9000		319 SW Pine 97204	Portland	www.embassysuites.hilton.com
	Holiday Inn Express Hotel & Suites	888-465-4329	503-325-6222/ alt phone	204 West Marine Dr. 97103	Astoria	www.holidayinn.com

Category	Company Name	Phone Number	Fax/Alternate Phone	Address	City	Email/Website
	Marriott Residence Inn Portland Downtown/Lloyd Center	503-288-1400		1710 NE Multnomah 97232	Portland	www.marriott.com
	Monticello Hotel & Restaurant	360-425-9900		1405 17th Ave 98632	Longview	www.themonticello.net
	Sheraton Portland Airport Hotel	503-281-2500		8235 Northeast Airport Way 97220	Portland	www.starwoodhotels.com
	Travelodge Longview	360-423-6460		838 15th Ave 98632	Longview	www.travelodge.com
Launch Services	Anchorage Launch Service	503-246-0535	503-246-0979/ Fax	PO Box 25357, 97298	Portland	www.anchoragelaunch.com
	Foss Maritime	503-286-0631	503-289-7385/ Fax	9030 NW St. Helens Rd 97231/ PO box 83018	Portland	www.foss.com
	Shaver Transportation	503-228-8850	503-274-7098/ Fax	4900 NW Front Ave. 97210	Portland	www.shavertransportation.com
	Ship To Shore Water Taxi	360-607-5719/ Cell		4601 E 18th St. 98661	Vancouver	
	Tidewater Barge Lines	360-693-1491	360-695-1572/ Fax	6305 NW Old Lower River Rd. 98660/ PO Box 1210 (98666)	Vancouver	www.tidewater.com
Marine Architects						
Marine Chemists	AMEC Environment & Infrastructure, Inc.	503-639-3400	503-620-7892/ Fax	7376 SW Durham Rd. 97224	Portland	www.amec.com
Medical Services (Ambulances)	AAA Advanced Air Ambulance	503-229-0500	800-633-3590/alt phone	12360 SW 132 nd Court # 208 33186 (Services Portland Airport)	Miami	www.flyambu.com
	American Medical Response	360-750-4679	360-737-2525 (dispatch)	409 NE 76 th St. 98665	Longview	www.amr.net

Category	Company Name	Phone Number	Fax/Alternate Phone	Address	City	Email/Website
Medical Services (Hospitals)	American Medical Response	503-231-6300 (dispatch)		One SE 2nd Ave. 98214	Portland	www.amr.net
	Medix	503-861-1990		2325 SE Dolphin Ave 97416	Warrenton	www.medix.org
	Wahkiakum County ER Mgmt.	360-795-3312		64 Main St.	Cathlamet	www.co.wahkiakum.wa.us
	Columbia Memorial Hospital	503-325-4321		2111 Exchange St. 97103-4321	Astoria	www.columbiamemorial.org
	Legacy Emanuel	503-413-2200	800-733-9959/alt phone	2801 N. Gantenbein 97227	Portland	www.legacyhealth.org/Emanuel
	Legacy Good Samaritan	503-413-7711		1015 NW 22nd Ave 97210	Portland	www.legacyhealth.org/goodsam
	OHSU	503-494-8311		3181 SW Sam Jackson Park Rd 97239	Portland	www.ohsu.edu
	Providence Portland	503-215-1111	800-833-8899/alt phone	4805 NE Glisan St. 97213	Portland	www.providence.org
	St. John Medical Center	360-414-2000		1615 Delaware St. 98632	Longview	www.peacehealth.org/st-john
SW Washington Medical Center	360-514-2000		400 NE Mother Joseph Place 98664	Vancouver	www.swmedicalcenter.org	

Category	Company Name	Phone Number	Fax/Alternate Phone	Address	City	Email/Website
Office Supplies	Abeco	800-856-6152		1332 Commercial St. 97103	Astoria	www.abeco.net
	Office Depot	360-578-7867		600 Triangle Center 98632	Longview	www.officedepot.com
	Office Depot	360-253-2048		11505 NE Fourth Plain Rd #H-1 98662	Vancouver	www.officedepot.com
	Office Depot	503-220-0148		930 NW 14 th Ave 97209	Portland	www.officemax.com
Oil Recycling	Thermo Fluids	503-788-4612		12533 SE Carpenter Dr. 97015	Clackamas	www.thermofluids.com
	Oil Re-Refining Co.	503-286-8352	503-286-5027	4150 N. Suttle Rd. 97217	Portland	www.orrc.biz
Oil Spill Cooperatives	Clean Rivers Cooperative	503-220-2040	503-295-3660/ Fax	200 SW Market St. #190 97201	Portland	www.cleanriverscooperative.com
	Coos Bay Response Cooperative	541-297-5190		155 East Market Ave. 97420	Coos Bay	
	NRC Environmental Services	503-283-1150	503-289-6568/ Fax	6211 N. Ensign St. 97217	Portland	nrcc.com
	PNE Corporation	360-423-2245	360-423-2272/ Fax	1081 Colombia Blvd, 98632	Longview	pnecorp.com
	Tidewater Barge Lines	360-693-1491	360-693-1491	6305 NW Lower River Rd. 98660	Vancouver	
Pilotage	Columbia River Bar Pilots Assn.	503-325-2643	503-338-1266/ Fax	100 16th St. 97103	Astoria	www.columbiariverbarpilots.com
	Columbia River Pilots	503-289-9922	503-289-9955/ Fax	13225 N. Lombard St. 97203-6410	Portland	www.colrip.com
Pipefitters	Klinger IGI, Inc.	800-444-7157	866-236-6970/ Fax	9325 SW Ridder Rd. #420, 97070	Wilsonville	http://klingerigi.com
	IRC Aluminum &Stainless	503-228-7110	503-274-2852/Fax	9038 N. Sever Ct. 97203	Portland	www.ircalum.com
	Northwest Metal & Fab and Pipe, Inc.	503-692-0995	503-692-0218/Fax	18805 SW 108th Ave 97062/ 4500 SW Advance Rd 97070 (m)	Tualatin/ Wilsonville	www.nwmfp.com

Category	Company Name	Phone Number	Fax/Alternate Phone	Address	City	Email/Website
	Portland Windustrial	503-223-2202	503-223-2408/Fax	3615 NW St. Helens Rd. 97210	Portland	www.portlandwindustrial.com
	Samuel, Sons & Co.	800-648-8000	503-489-6211/Fax	704 W 8 th St, 98660	Vancouver	www.samuel.com
Portable Lighting	United Rental	503-620-1235	503-620-7979/ Fax	14020 SW 72nd Ave. 97224	Tigard	www.ur.com
	Cintas Fire Protection	360-695-9212	360-695-3286/ Fax	704 W. 8th St. 98660	Vancouver	https://www.cintas.com/local
Safety Equipment	Mallory Safety & Supply	360-636-5750		2135 NW 21st Ave. 97209	Portland	www.malloryco.com
	Sanderson Safety & Supply	503-238-5700	503-238-6443/ Fax	1101 SE 3rd Ave. 97214	Portland	www.sandersonsafety.com
Sanitation	Honey Bucket Portable Restrooms	800-966-2371 (OR)	800-562-4442 (WA)			www.honeybucket.com
	Schulz Clearwater Sanitation	503-472-6958	503-691-1686/Fax	11655 SW Herman Rd. 97062-8033/ PO Box 1404	McMinnville	www.schulz-clearwater.com
	TPI	360-414-8161	360-414-8685/Fax	340 Oregon Way, #C	Longview	https://www.unitedsiteservices.com/about/acquisitions/tpi-toilets-sanitation-washington
	WM Port-O-Let	503-249-8078	503-331-2219	7227 NE 55 Ave. 97218	Portland	www.wm.com
Storage & Tanks	Bakercorp	503-775-7211	503-775-1176/ Fax	6400 SE 101st Ave 97266	Portland	www.bakercorp.com
	Bakercorp	425-347-8811	425-347-0369/ Fax	9715 24th Pl. W. 98204	Everett	www.bakercorp.com
	SEI Industries	604-946-3131	604-940-9566/ Fax	7400 Wilson Ave. V4G1E3 (Canada)	Delta, BC	www.sei-ind.com
	New Pig Corporation	855-493-4647	800-621-7447/ Fax	One Pork Ave. 16684/ PO Box 304	Tipton, PA	www.newpig.com

Category	Company Name	Phone Number	Fax/Alternate Phone	Address	City	Email/Website
	Tidewater Barge Lines	360-693-1491	360-695-1572/ Fax	6305 NW Old Lower River Rd. 98660/ PO Box 1210 (98666)	Vancouver	www.tidewater.com
Temporary Labor	TCB Industrial Corp.	503-788-8344	503-788-8348	2005 SE 82nd Ave. Ste. 7 97216	Portland	www.tcbindustrial.com
Truck Rental & Leasing	Brattain Idealease, Inc.	503-285-9300	503-289-4775/ Fax	61 NE Columbia Blvd. 97211	Portland	http://www.brattaininternational.com/
	Budget Truck Rental	503-249-6300		5856 NE Columbia Blvd. 97211	Portland	www.budgettruck.com
	Penske Truck Rental	503-219-9967		4110 NW St. Helens Rd. 97210	Portland	www.pensketruckrental.com
	Ryder Truck Rental	503-283-1121		310 N. Columbia Blvd. 97217	Portland	www.ryder.com
	Thrifty Truck Rental	877-283-0898		10800 NE Holman St. 97218	Portland	www.thrifty.com

8026.5 Radio Frequencies

Below is the MFSA radio template and nomenclature for the Columbia River mutual aid system.

Channel	Alias	Description	Operation	Analog Bandwidth	Mobile RX	Mobile RX CTCSS	Mobile TX	Mobile TX CTCSS
1	VCALL 10	National Interoperability Calling Channel	Simplex	Narrow	155.7525	Carrier Squelch (CSQ)	155.7525	156.7
2	VTAC 14	National Interoperability Tactical Channel 4	Simplex	Narrow	159.4725	CSQ	159.4725	156.7
3	VTAC 13	National Interoperability Tactical Channel 3	Simplex	Narrow	158.7375	CSQ	158.7375	156.7
4	VTAC 12	National Interoperability Tactical Channel 2	Simplex	Narrow	154.4525	CSQ	154.4525	156.7
5	VTAC 11	National Interoperability Tactical Channel 1	Simplex	Narrow	151.1375	CSQ	151.1375	156.7
6	MFSA CMD	Oil Spill Command and Control Repeater	Repeater	Narrow	150.9800	100.0	158.4450	100.0
7	MFSA 1P	Oil Spill Tactical Repeater-Portland/Market Street	Repeater	Narrow	159.4800	100.0	154.5850	100.0
8	MFSA 2G	Oil Spill Tactical Repeater-Green Mtn.	Repeater	Narrow	159.4800	100.0	154.5850	127.3
9	MFSA 3N	Oil Spill Tactical Repeater- Nicolai	Repeater	Narrow	159.4800	100.0	154.5850	141.3
10	MFSA 4M	Oil Spill Repeater- Megler	Repeater	Narrow	159.4800	100.0	154.5850	151.4
11	MARINE 21A	Marine Channel 21A- Coast Guard Tactical	Simplex	Wide	157.0500	CSQ	157.0500	CSQ
12	MARINE 22A	Marine Channel 22A- Coast Guard Tactical	Simplex	Wide	157.1000	CSQ	157.1000	CSQ
13	MARINE 23A	Marine Channel 23A- Coast Guard Tactical	Simplex	Wide	157.1500	CSQ	157.1500	CSQ
14	MARINE 81A	Marine Channel 81A- Marine Oil Spill	Simplex	Wide	157.0750	CSQ	157.0750	CSQ
15	REDNET	Fire and Communications Mutual Aid Channel	Simplex	Narrow	153.8300	CSQ	153.8300	127.3
16	Dispatch	Local Agency Dispatch Channel	TBD	Narrow	TBD	TBD	TBD	TBD

8026.6 VHF National Interoperability Channels and Marine Channels

The national interoperability channels are available for use throughout the nation. They are primarily used during an incident where multiple responders from different agencies and with different communications capabilities are involved.

VHF Channels**V-TAC Frequencies**

Channel Name	Frequency Transit & Receive	Continuous Tone- Coded Squelch System (CTCSS) Transmit Only	Bandwidth
VCALL10	155.7525 MHz	156.7 Hz	Narrow
VTAC11	151.1375 MHz	156.7 Hz	Narrow
VTAC12	154.4525 MHz	156.7 Hz	Narrow
VTAC13	158.7375 MHz	156.7 Hz	Narrow
VTAC14	159.4725 MHz	156.7 Hz	Narrow
VTAC17	161.8500 MHz	156.7 Hz	Narrow
REDNET-FIRECOM	153.8300 MHz	127.3 Hz	Narrow

Marine channels are primarily used for marine activities by marine based vessels. They may be useful to first responders when interacting with marine units.

VHF Channels**Marine Channels - Tactical Use**

Channel Name	Frequency Transmit & Receive	Continuous Tone-Coded Squelch System (CTCSS) Transmit & Receive	Bandwidth
Channel 16	156.8000 MHz	Carrier Squelch (CSQ) / none	Wide
Channel 21A	157.0500 MHz	CSQ / none	Wide
Channel 22A	157.1000 MHz	CSQ / none	Wide
Channel 23A	157.1500 MHz	CSQ / none	Wide
Channel 80A	157.0250 MHz	CSQ / none	Wide

VHF Channels**Marine Channels - Tactical Use**

Channel Name	Frequency Transmit & Receive	Continuous Tone-Coded Squelch System (CTCSS) Transmit & Receive	Bandwidth
Channel 81A	157.0750 MHz	Carrier Squelch (CSQ) / none	Wide
Channel 82A	157.1250 MHz	CSQ / none	Wide
Channel 83A	157.1750 MHz	CSQ / none	Wide

VHF Channels**Marine Channels - Monitored by MEX**

Channel Name	Frequency Transit & Receive	Continuous Tone-Coded Squelch System CTCSS Transit & Receive	Bandwidth
Channel 16	156.8000 MHz	Carrier Squelch (CSQ) / none	Wide
Channel 11	156.5500 MHz	CSQ / none	Wide
Channel 13	156.6500 MHz	CSQ / none	Wide
Channel 14	156.7000 MHz	CSQ / none	Wide
Channel 18A	156.9000 MHz	CSQ / none	Wide
Channel 80A	157.0250 MHz	CSQ / none	Wide
Channel 81A	157.0750 MHz	CSQ / none	Wide

Additionally, oil spill contractors on the Columbia River currently have all response vehicles and boats radio-equipped with MFSA communications capabilities and boats have 80 channels VHF-FM Marine Band radios operating on frequencies of 136–174 Mhz, channels 1–80.



Section 8100

Sector Puget Sound Marine Firefighting Plan

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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 (COTP) Zone, which encompasses Puget Sound, the Strait of Juan De Fuca, and the northern Washington coast. The principal purpose is to explain the United States Coast Guard's (USCG'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 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 casualties 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 CFR 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 COPT is charged by the Ports and Waterways Safety Act (33 United States Code [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 (Public Law 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 (33 CFR 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 USCG 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.

It is the Commandant's policy that USCG personnel shall not actively engage in firefighting. 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 (Utility Boat Large) UTB and/or Response Boat Medium (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 On-Scene Coordinator's (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 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 gross tons (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 (ICS) 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 ICS 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 Incident Commander (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 vessel response plan (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 400 GT 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 permitted 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 400 GT 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 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 in agreement with 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 ICS.

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

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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.

8100-18

Puget Sound Salvage Resources:

8100-19

	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@bovertowing.com jim@bovertowing.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@pncorp.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

Northwest Area Contingency Plan

8100. Sector Puget Sound Marine Firefighting Plan

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	Barges	Cranes- Gantry (fixed)	Cranes - tracked, wheeled, mobile, telescoping	Cranes - floating	Cranes- Truck	Demolition, construction	Dewatering/pumping	Diving (commercial)	Lighting	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 avail daily jlecatofoss.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

Northwest Area Contingency Plan

8100. Sector Puget Sound Marine Firefighting Plan

12-0018

	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, 2 Ocean 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

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	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

8100-23

	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> .