



**Chapter 8000
Sector Portland's
Marine Firefighting
Contingency Plan**

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Sector Portland's Marine Firefighting Contingency Plan

8010 Introduction

The original purpose of this plan was to inform personnel assigned to USCG Sector Portland, Oregon, of roles, appropriate actions, available resources, and current policy and procedures related to marine fire response. However, it is recognized that the U.S. Coast Guard is just one of many emergency response agencies which is likely to respond to a marine fire, and the response must be a coordinated effort in order to be successful. Therefore, this plan has been rewritten so that it can be a valuable reference source for all agencies responding to a marine fire.

The main body of this plan gives background information and discusses various considerations for responding to a vessel fire, and offers specific information that can be quickly referenced during an actual marine fire response. Personnel assigned a role in marine fire response should first know his/her role in such an event. Secondly they should read through the main body of this document, with emphasis on the sections most relevant to his/her role. Thirdly, they should become familiar with the resources in their area. This Plan has been formatted to meet Incident Command System (ICS) requirements.

8011 Abbreviations

AIS	Automated Information System
CDO	Command Duty Officer
CERCLA	Comprehensive Environmental Response, Compensation & Liability Act
CFR	Code of Federal Regulations
COTP	Captain of the Port
CP	Command Post
CWA	Clean Water Act
DCM	Dangerous Cargo Manifest
DOT	US Department of Transportation
IC	Incident Commander
ICS	Incident Command System
IMDG	International Maritime Dangerous Goods Code

NRC	National Response Center
EMS	Washington State Emergency Management Office
FOSC	Federal On-Scene Coordinator
FOSCR	Federal On-Scene Coordinator's Representative
SMC	Search and Rescue Mission Controller
OCMI	Officer-In-Charge, Marine
OPA 90	Oil Pollution Act of 1990
ODOT	Oregon Department of Transportation
OERS	Oregon Emergency Response System
OSLTF	Oil Spill Liability Trust Fund
POLREP	Pollution Report
SMC	Search and Rescue Mission Controller
SUPSALV	Supervisor Naval Salvage Operations
PWSA	Ports and Waterways Safety Act
VTS	Vessel Traffic

8012 Definitions and Responsibilities

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

Coast Guard District Thirteen: Coast Guard District Thirteen's area composes Washington, Oregon, Idaho, and Montana, and extends out into the Pacific Ocean 200 nautical miles.

Coast Guard 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.

Coast Guard Sector Portland: Coast Guard Sector Portland is responsible for administering and directing all Coast Guard activities relating to applicable navigation, shipping, transportation, and environmental laws and regulations within the Captain of the Port. In addition, the Sector Commander provides coordination and efficiency of achievement of the basic missions by all operating units in their geographical area.

COTP – Captain of the Port: The Commander, Sector Portland is designated as COTP. The COTP is responsible for administering and directing all Coast Guard activities relating to Port Safety and Security (PSS), Marine Environmental Response (MER), and Waterway Management (WWM) functions.

FOSC – Federal On-Scene Coordinator: The federal official predesignated by EPA or the USCG to coordinate and supervise federal responses under the National Contingency Plan.

IC – 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.

MFSC – Marine Firefighting On-Scene Coordinator: Officer at Sector Portland responsible for On-Scene execution of COTP Marine Firefighting support responsibilities.

OSC – On-Scene Commander: Designation per the National SAR Plan. Prosecutes the SAR mission on-scene and has operational control of all SAR response units on scene.

SMC – Search and Rescue Mission Coordinator: Designation per the National SAR Plan. Responsible for planning and operational coordination and control of SAR missions. Person with OVERALL execution of Search and Rescue responsibilities, normally designated by the Commander of the cognizant Coast Guard Sector or Commander Coast Guard District Thirteen.

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.

8013 Coast Guard Authority

The U.S. Coast Guard has no specific statutory responsibility to fight marine fires. Traditionally, the Coast Guard 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.

8014 The Statutes

8014.1 14 USC 88(b) 14 USC 88(b)

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

8014.2 Clean Water Act

[As amended by the Oil Pollution Act 1990 (OPA 90) (33 USC 1251 et seq.)]. Whenever a marine disaster occurs in a Navigable Waterway or in the Exclusive Economic Zone of the U.S. 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 the USCG develop and maintain an

Area Contingency Plan (ACP), which should include a listing of fire-fighting equipment within each port.

8014.3 33 USC 1471, et seq.

33 USC 1471 extends USCG authority to take similar preemptive or corrective action on the high seas. It specifically authorizes the Commandant of the U.S. Coast Guard 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 which may reasonably be expected to result in major harmful consequences. This authority rests with the Commandant.

8014.4 The Ports and Waterways Safety Act (33 USC 1221, et seq.)

The Ports and Waterways Safety Act charges U.S. Coast Guard's local Captain of the Port (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 vessel;
- b. Specify times of vessel entry, movement, 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 U.S. or any land structure immediately adjacent to those waters.

8014.5 42 USC 1856 – 1856(d)

42 USC 1856 allows an agency charged with providing fire protection for any property of the U.S. to enter into reciprocal agreements with state and local fire fighting 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 U.S.

The Coast Guard cannot delegate its statutory authorities and shall not delegate mission responsibilities to state or local agencies. The Sector shall not be party to any agreement that relinquishes Coast Guard authority, evades Coast Guard responsibility, or places military personnel under the command of any person(s) who is/are not part of the Federal military establishment. Coast Guard forces will not be subject to any authority other than that of their superiors in their chain of command. Within the Coast Guard, the COTP will delegate authorities as necessary.

8015 Federal Policy

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

8016 U.S. Coast Guard Policy

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

The U.S. Coast Guard has traditionally provided fire fighting equipment and training to protect its own vessels and property. Captains of the Port are also called upon to provide assistance at major fires on board other vessels and waterfront facilities. Although the Coast Guard clearly has interest in fighting fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining necessary fire fighting utilities in U.S. ports and harbors. 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.

The presence of local fire fighters 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 fire fighters on board the vessel, unless the action taken or planned clearly endangers the safety of the vessel or crew.

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. COTP's 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 fire fighting contingency plan that addresses fire fighting in each port in the COTP zone.

It is the Commandant's policy that Coast Guard personnel shall not actively engage in fire fighting. The exceptions to this policy include the following:

- Individuals whose primary duty is fire fighting;
- Isolated units located where there are no municipal fire agencies 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

8017 State Policy

A. Washington State Fire Services Resource Mobilization Plan is developed in support of RCW 38.54, the State Fire Services Mobilization Act. In implementing this act, consistency will be sought with:

- RCW 76.04, which governs the 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.

B. Oregon State Fire Services Resource Mobilization Plan is developed in support of ORS 476.510-.610 and 476.990(4), the Emergency Conflagration Act. The 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.

8018 Local Response Policy

- **Portland Fire Bureau:** 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 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 fire-fighting services. The Portland Fire Bureau has mutual aid and response agreements with the Vancouver Fire Department and has merged with the Multnomah County Fire District 10 (East County).
- **Vancouver Fire Department:** The VANCOUVER FIRE DEPARTMENT responds to fires within the city limits, 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 F-PAAC agencies to provide additional manpower and equipment. Since the Vancouver Fire Department does not have a fireboat, if there were a fire in Vancouver's marine jurisdiction, a fireboat would most likely be requested from the Portland Fire Bureau.
- **Columbia River Fire & Rescue:** COLUMBIA RIVER FIRE & RESCUE (CRFR) replaces St. Helens Fire Department as the result of a merger between St. Helens and Rainier Fire Districts in 2001. CRFR 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 CRFR runs from its Southern Boundary, Scappoose Bay, to its Northern Boundary, Lord Island.
- **Clatskanie Rural Fire Protection District:** CLATSKANIE RURAL FIRE PROTECTION DISTRICT responds to fire within the Clatskanie Rural Fire Protection District. The Fire District boundary is 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, as are the other fire districts along the lower Columbia and Willamette Rivers.

- **Cowlitz County Fire District #5:** The Kalama area has four major waterfront facilities: the Steelscape Terminal, Kalama Export Grain Terminal, Emerald Kalama Chemical, and the Harvest States Cooperative Grain Terminal. No terminals are within the city limits; however, they have agreements with C.C.F.D. #5 for fire protection of the facility. C.C.F.D. #5 does not have the capability to respond to shipboard fires. The terminals are within the C.C.F.D. #5's normal jurisdiction, and mutual aid agreements which C.C.F.D. #5 have 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 end of the pier, so that vessels are not provided fire protection automatically. The Longview Fire Department has a contract drafted, which a Master or agent must sign prior to receiving fire fighting assistance. The contract specifies the cost of services and that the expense will be paid by the vessel's owner/agent. The Longview Fire Department has mutual aid agreements with Cowlitz 2 Fire & Rescue and Cowlitz County Fire District #5. This agreement binds the signatory agencies to respond only to those areas within the jurisdictional boundaries of the department requesting assistance. In other words, if one agency enters into a fire protection agreement with a facility that is not within the agency's jurisdiction, the other fire agencies are not bound to respond to mutual aid requests to assistance at that facility. This situation presently exists in portions of the Longview waterfront. However, contracts are in effect which make provisions for fire agencies who normally respond to mutual aid requests to respond to these facilities and be reimbursed for costs incurred.
- **Astoria Fire Department:** The ASTORIA FIRE DEPARTMENT will respond to all fires along the waterfront, as well as aboard ships. Fire fighting personnel have received specialized training and equipment for shipboard fire fighting from MFSA. The fire department is an active participant in MFSA, as are the other fire districts along the lower Columbia and Willamette Rivers.
- **Newport Fire Department:** The NEWPORT FIRE DEPARTMENT, with the assistance of the Coast Guard Station Yaquina Bay, responds to all marine fires in the local area. Newport has a mutual assistance agreement with Toledo, Oregon.
- **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.

- **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.

8018.1 Maritime Fire & Safety Association (MFSA)

The purpose of 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. MFSA established the Fire Protection Agency Advisory Council (F-PAAC) to coordinate this effort.

Multiple jurisdictions are involved: two states, seven counties, fourteen cities, seven port districts, and eleven local fire agencies. These eleven agencies comprise F-PAAC. 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 F-PAAC 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 F-PAAC, 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 between all the MFSA/F-PAAC members along the Lower Columbia River. This document is possible due to mutual aid agreements between these fire agencies. It serves as a resource guide for fire response efforts occurring within the MFSA's F-PAAC agencies jurisdictional boundaries.

8018.2 Fire Protection Agency Advisory Council

The mission of the Fire Protection Agencies Advisory Council (F-PAAC) is to set forth a comprehensive system which ensures fast, well-coordinated, and effective response to vessel fire incidents in the Lower Columbia Region; and, to protect and enhance the quality of life of the citizens within the region, and safeguard the health, safety and welfare of the users of the waterway through agency coordination and loss prevention.

8019 Vessel/Facility Policy

A variety of Federal regulations and Coast Guard policies establish fire protection, detection, and response standards for waterfront facilities and vessels entering into the COPT zone. These regulations may be found in 33 CFR 46 as well as in Safety of Life at Sea (SOLAS). 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.

8020 Captain of the Port Considerations and Area of Responsibility

8020.1 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 fire fighting response. The response organization will vary depending on the location of the fire and its severity. The level of Coast Guard involvement will range from providing input on an advisory level to, if necessary, taking charge as the Federal On-Scene Coordinator. The possibility of a spill of some type of pollutant always exists due to fire-fighting 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.

8020.2 Area of Responsibility

The level of Coast Guard fire-fighting 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 COTP Portland, Oregon, zone is described in 33 CFR 3.65-15.

The Sector Portland Search and Rescue 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 Oregon coast is the responsibility of Air Station North Bend.

The COTP Portland's zone for response to a pollution incident is described in the "COTP Portland, Oregon, Oil and Hazardous Substances Pollution Contingency Plan." It is possible that a fire with resulting pollution could occur where the EPA has pollution response responsibilities. If this were to occur, the Sector would likely respond to and assist with the fire and pollution response efforts at least until the EPA representative arrived on scene.

8020.3 Sensitive Areas

Maps and descriptions in the USCG Thirteenth District's Geographic Response Plan (GRP) identify environmentally sensitive areas throughout the COTP zone.

8021 Jurisdiction

8021.1 Coast Guard Action in a Fire Department's Jurisdiction within Sector Portland's SAR Zone and COTP Portland's Zone

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

- a. Upon the receipt of a report of fire, the Coast Guard Command Center watch stander 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 QRC (quick response card).
- c. Coast Guard personnel shall respond as directed.
- d. The appropriate fire bureau shall be contacted if they have not already been advised of the fire. If the fire is in the Portland Fire Bureau's, Longview, or St. Helens 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 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 from Portland, St. Helens, or Longview Fire Departments. If no outside assistance has been sought, the options available should be presented to the local fire agency, and a plan of action should be coordinated with the Coast Guard 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. Response team personnel, acting as FOSCR 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 Coast Guard fire fighting activities at the scene shall be passed through the Coast Guard FOSCR. Communications shall be established between the shore response team (FOSCR), the Sector, and the Station Portland small boat, on Channel 83 VHF-FM, or by cellular telephone.
- h. Issue a safety broadcast, or Urgent Marine Information Broadcast (UMIB) to advise the maritime community of the fire and presence of waterborne fire fighting units on-scene.

- i. As a general rule, Sector Portland will provide fire fighting services as requested by the fire agency unless, in the opinion of the FOSCR 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. Coast Guard forces shall never take action without the approval or at the request of the FOSC or FOSCR. Where Coast Guard fire fighting services are not needed, the Coast Guard boat 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. Coast Guard personnel will board 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. 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.

8021.2 Additional Considerations if the Fire is within the Portland Fire Bureau's Jurisdiction

- a. The fire agency dispatcher will immediately call the Sector Portland Communication Center concerning any waterfront fire or incident. Our communications watch stander shall alert the CDO and other appropriate personnel.

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- b. Our first notification 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, our first notification may come from the fire boat en route to the scene via Channel 16.
- c. Fire fighting is the primary responsibility of the city government, operating through the fire department. Overall fire fighting control will be under the direction of the shore-based fire Incident Commander on scene. The Coast Guard small boats responding will have direct communications with Portland Fire & Rescue's fire boats (Channels 16 or 22A) and the Coast Guard FOSCR (Channel 83) positioned with the shore-based Battalion Chief.

8021.3 Coast Guard Action within Fire Agency Jurisdiction within COTP Portland's Zone, but Outside of Sector Portland's SAR Area (Grays Harbor, Astoria, Coos Bay, and Newport)

The response actions for a marine fire within fire agency jurisdiction and within COTP Portland's zone but outside Sector Portland's SAR area follow:

- a. Upon notification of a waterfront fire, verify the report and ensure the appropriate fire agency has been notified.
- b. Complete the Vessel Fire Action Checklist. The SDO and designated personnel shall respond as directed by Annex A.
- c. Coast Guard SAR forces on scene shall:
 - 1. Keep COTP, Portland, Oregon, informed of the situation in accordance with CCGD13 SOP.
 - 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 (POLREP).
 - 4. Report to the senior fire agency official and establish communications.
 - 5. Keep a log of times and key events of the incident.

8021.4 Fire Occurring outside a Fire Agency's Jurisdiction but within COTP Portland's 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 COTP Portland 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), the COTP Portland would assume FOSC responsibilities. The FOSCR would direct Coast Guard resources and coordinate the response effort with other fire agencies and agencies.

Under special circumstances, a Portland Fire Bureau fireboat may be dispatched to an area outside of their normal fire fighting jurisdiction to assist other agencies. Requests for such assistance should normally be directed to the Portland Fire Bureau. A strong argument for Portland Fire Bureau involvement in the lower Columbia River exists because of the drastic impact a blockage of that area would have on the Port of Portland.

The Fire Bureau will consult with the appropriate city commissioner or mayor 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 (503)378-4124.).

8022 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 crew competency, and seamen are required to be specially trained to respond to a shipboard. 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 person in charge. In the event a marine fire occurs outside a fire agency's jurisdictional area, the Coast Guard FOSC will become the On Scene Commander.

Coast Guard 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

Coast Guard personnel shall not be under the command of a non-Coast Guard Incident Commander. Orders from such an IC shall be passed through and evaluated by the Captain of the Port (COTP), who is also the Commanding Officer for USCG Sector Portland. Only those orders that will not create unwarranted risk

for Coast Guard 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.

8022.1 Command Interrelationships

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

8022.2 Command Structure – 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 within one jurisdiction but involves several agencies with management responsibility for it due to the nature of the incident or the resources needed to combat it.

8022.3 Federal On Scene Coordinator's Representative (FOSCR)

The FOSCR is the COTP's marine firefighting technical expert, and acts as the primary on-scene liaison with response organizations during a marine fire. The FOSCR is generally chosen from a cadre of active duty personnel. The individual chosen as the FOSCR will depend on the availability of personnel and the skill set required for that specific incident. The Sector Portland Marine Transportation Recovery and Salvage Specialist (MTRUSS) is the local Coast Guard point of contact for development and coordination of marine fire fighting and salvage planning, training, and exercises. In addition to the recommended training for Coast Guard personnel in the Training Section of this Plan, the primary FOSCR should undergo advanced training in marine firefighting strategy/tactics and damage control. Both the FOSCR and the MTRUSS should also be familiar with ICS and local fire services.

8022.4 Command Posts

Once it has been decided to allow a burning vessel to enter port, or when a fire breaks out aboard a vessel in port, there is an immediate need for a coordinated/integrated firefighting effort, since federal, state and local jurisdictions will be involved.

If this occurs a Command Post will be established on-scene by the responding fire agency. The USCG FOSC or FOSCR should be on hand and maintain communications with the Coast Guard resources involved. Other key personnel that may be on hand at the on-scene Command Post include the MTRUSS, vessel's officers or facility operators, the owner's representative, salvage and clean-up com-

panies, a marine chemist, and port officials. The representatives present should have authority to make decisions to facilitate rapid and proper response.

8022.5 The National Response System

Local fire agencies use NIMS for their response system, and the U.S. Coast Guard has also adopted this system on a national level. The USCG typically refers to this as the Incident Command System (ICS). Standard ICS forms can be found at <http://homeport.uscg.mil/mycg/portal/ep/home.do>

8023 Operations

8023.1 Emergency Notifications

Coast Guard COTP, Sector Portland, Oregon, is charged with ensuring the safety of vessels, waterfront facilities, bridges, and the waterways for all coastal ports and waterways in the state of Oregon, those in Washington south of Queets, Washington (to include Grays Harbor and Willapa Bay), and the Columbia/Willamette Rivers 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 Coast Guard unit. The report is requested even when no Coast Guard assistance is required or needed. This is necessary, because the COTP has duties that extend beyond fire fighting. Any Coast Guard unit that has a command center consistently monitors VHF Channel 16. USCG Sector Portland maintains a 24 hour command center and it can be reached via telephone at 503-240-9311.
- b. Coast Guard units, upon receiving notification of a marine fire, shall immediately relay the information to Sector Portland in accordance with CCGD13 SOP. All units shall work closely with local fire agencies to maintain communication links and facilitate inter-agency coordination.

Sector Portland would typically be notified at the Command Center. The Command Duty Officer (CDO) will complete the Quick Response Card. 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 fire-fighting 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.

8023.2 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.

8023.3 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 is developing a "Places of Refuge" matrix to serve as an additional guide while making these complex decisions. This draft matrix has been included as Annex I to this plan.

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 big picture perspective is needed to prevent concern for a single vessel from narrowing our vision. We must remember 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 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 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 vessel's structure, general emergency and 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 Unified Command (UC) before the vessel is allowed to move or enter into port. If a UC 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 UC will typically be comprised of the respective Fire Agency 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 Thirteenth Coast Guard District (m) and the Regional Response Team (RRT), 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 the use of available resources.

8023.4 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. 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.

8023.5 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. Coast Guard 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 Coast Guard 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 Coast Guard 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.

8023.6 Department of Defense Offshore Resources

Fire-fighting 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 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 Regional Response Team, via the Chief of the Marine Safety Division of the Thirteenth Coast Guard District.

8023.7 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 the Automated Mutual- Assistance Vessel Rescue System (AMVER), the Automated Information System (AIS) 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.

8023.8 Offshore Scuttling Area Selection

If a vessel cannot be safely moved to a port, and it is possible that the vessel and cargo could be lost (either intentionally or not) the vessel should be moved to an area where environmental damage will be minimized. The information in this section should be reviewed to identify the best area to move the vessel. The Environmental Protection Agency should also be consulted on any decision concerning scuttling of a vessel. Scuttling must be conducted IAW COMDTINST 16451.5 and 40 CFR 229.3.

8023.9 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

8023.10 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 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 is in the Draft WA/OR Places of Refuge Matrix.

8023.11 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. 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:** 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.

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.

8023.12 Response Actions

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

- gather facts,
- assess probabilities,
- determine resources
- apply basic fire fighting principles
- decide a course of action, and

- formulate a plan of operations.

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

The COTP, Sector Portland, Oregon, has developed a comprehensive response plan designed to best accomplish unit members' marine safety duties while being consistent with current directives and guidelines regarding fire fighting. Often a marine fire incident can generate confusion among the involved agencies, which could well prove disastrous. This can be overcome by designing plans of action in conjunction with the involved agencies that detail the actions and responsibilities of each of them.

The COTP is responsible for Coast Guard response efforts to a vessel fire. The COTP has overall control of all Coast Guard forces and equipment involved in the response to a marine fire. However, a vessel fire may be initially treated as a 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 COTP Portland may assume the duties of FOOSC and carry out his/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 Portland SAR zone, and the Coast Guard policy as described in the Marine Safety Manual.

8023.13 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.

8023.14 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 sur-

face 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 Coast Guard to contribute. The FOSCR would typically be the USCG officer who would provide this advice. If the Coast Guard is unavailable for this role, a naval architect/engineer or maritime service firm should be contacted for such advice. At a minimum one should refer to NFPA 1405, Guide for Land-Based Fire Fighters Who Respond to Marine Vessel Fires.

8024 Planning

U.S. Coast Guard policy advocates extensive use of contingency plans as tools to assist local commanders in accomplishing their many tasks.

8024.1 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 U.S. 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.

8024.2 Exercises/Drills

Coordination between agencies requires knowledge of the capabilities of each participating agency. Those personnel who expect to be involved in the response effort should devote time to understanding the response organization and methods utilized by other agencies. Exercises with other fire fighting organizations should be conducted annually. The results of these interactions should be used to further update and fine-tune this plan. Typically, Sector Portland participates with MFSA on marine response exercise on an annual basis.

8024.3 Training

Part of every effective contingency plan is the development and implementation of a training program. Few Coast Guard personnel have very extensive experience responding to actual fires. Furthermore, few municipal fire agencies have

very 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 fire-fighting training providers in the Pacific Northwest. For certain USCG personnel, these courses are very appropriate: Fremont Maritime in Seattle, WA, provides classes ranging from one-day orientations to five-day advanced classes certified by the USCG and IMO for ship's crews. Classes include a balance of classroom and simulation exercises. The USCG written exam for licensed officers is required to pass the five-day advanced course. These classes are relatively inexpensive and very appropriate for Coast Guard personnel.

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

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

Southwestern Oregon Community College
Darrel Saxon,
Fire Sciences Coordinator
Empire Lakes
Coos Bay, OR 97240
Phone (503) 888-7296

Clatsop Community College
Fire Response & Research Center
MERTS Campus
6550 Liberty Lane
Astoria, OR 97103
Phone (503) 338-7670

Texas A & M University offers several different fire fighting courses that may be useful to USCG personnel. In particular, the Marine Fire Fighting and Emergency Training Course offers a forty-hour, one-week program aimed at providing personnel in the marine and transportation industry with expertise in various phases of shipboard fire fighting and emergency procedures. Areas of emphasis include fire prevention, fire suppression, and rescue. A schedule of classes and fees may be obtained from Texas A & M University:

Texas A & M University System
Texas Engineering Extension Service
Fire Protection Training Division
Brayton Firemen Training Field
College Station, TX 77843-8000.

Various Navy units throughout the U.S. offer advanced fire training, which is usually available to Coast Guard personnel. In the past this training has most often been reserved for ships' crews; however, the value of the training for Sector personnel is obvious. 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 Coast Guard official on-scene or at the Sec-

tor Portland CAC. This helps ensure appropriate Coast Guard actions and direction to other response agencies. This is important considering one of the Coast Guard'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.

Finally, there is a marine safety training guide for the FOSCR. This position is typically filled by a USCG marine safety officer from Sector Portland. 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 (OJT). Additional resident training is strongly recommended for this assignment.

All local fire agencies conduct continuous training programs for their personnel. The training will often cover all phases of firefighting, from prevention to overhaul and investigation. Considerable attention is also focused on logistics problems. The importance of cooperation in cross training between Coast Guard units and local fire agencies cannot be over emphasized. Personnel who have become familiar with each other's equipment and methods can greatly facilitate a rapid response and effective communications during an actual fire. This is why Coast Guard participation in joint fire response exercises is so important.

8025 Logistics

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

8025.1 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 comms planned ahead of time.

The FCC has assigned 154.126, 154.260, and 154.290 MHz as the Fire Mutual Aid Radio Systems (FMARS) 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.

Lessons learned from the fire response exercise Weyco Cargo Dock 97, showed that mobile phones were invaluable. Also, the radio channels assigned must be confirmed periodically throughout the event, as it may become necessary to change them as more personnel arrive and overcrowd the originally assigned frequency.

8026 Finance

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

8027 Resources

8027.1 Fire Boat Fueling

In the event 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 Flagel 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

8027.2 MFSA 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 – (2235 gallons)
Station 22 – 4800 N.E. 122nd, Portland, OR 97230
 - Kalama (Port of Kalama – North Port Dock – (1155 gallons)
224 W Kalama River Road (North Port Dock), Kalama, WA 98625

- **ACTIVATION: PORTLAND OR KALAMA**
Chief on scene will contact MFSA (503) 220-2055
MFSA will contact:
 - 1) **NRC Environmental Services - 24-hour - 503 283-1150**
OR
Bob Hyke (Nrces) - 503 849-3834

 - 2) **Portland – Portland Fire & Rescue**
(floor supervisor) (503) 823-1901 to dispatch station 24.
OR
Kalama – Cowlitz Co. Fire Dist. #5 (360) 673-4655

CO₂/Slice Tool MFSA Response Units

- CO₂/Slice Tool Locations:
 - Portland Fire & Rescue – Station 24
 - Longview Fire Department

- Activation within the Portland area:
 - Chief on scene will contact 911 (Floor supervisor)
 - 911 will contact Station 24 for dispatch
 - 911 will contact MFSA (503) 220-2055

- Activation outside of the Portland area:
 - 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 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.

MFSA Equipment

<p>CARBON DIOXIDE, INC. 3357 S.E. 21st Portland, OR 97202 (503) 232-6646/ 24 hour (503) 232-7198 / FAX Contact: George Olson</p>	<p>LA GRAND INDUSTRIAL SUPPLY P.O. Box 1959 Portland, OR 97207 (503) 224-5800 (503) 224-0639 / FAX</p>
<p>FLUID CONNECTOR PRODUCTS 3342 N.W. 26th Portland, OR 97210 (503) 228-0190 (503) 228-5331 / FAX Contact: Larry Morris</p>	<p>LANDEEN WELDING 815 S.E. Oak Portland, OR 97214 (503) 234-0854 (503) 234-0857 / FAX Contact: Randy Cox</p>
<p>HALPRIN SUPPLY COMPANY 3804 S. Broadway Place Los Angeles, CA 90037 (213) 232-3131 (213) 231-3224 / FAX Contact: Order Desk</p>	<p>THE MALLORY COMPANY 1040 Industrial Way Longview, WA 98632 (360) 636-5750 (360) 577-4244 / FAX Contact: Mike Hammerschmith</p>
<p>KEM EQUIPMENT, INC. P.O. Box 546 Tualatin, OR 97062 (503) 692-5012 (503) 692-1098 / FAX Contact: Neil Orr</p>	<p>MOTOROLA COMMUNICATIONS 4900 S.W. Meadows Rd., #220 Lake Oswego, OR 97035 (503) 697-8000 (503) 697-1620 / FAX</p>
<p>L.N. CURTIS & SONS 629 South Industrial Way Seattle, WA 98108 (206) 622-2875 (206) 622-2723 / FAX Contact: Leigh Fielder</p>	<p>OREGON FIRE EQUIPMENT P.O. Box 339 Boring, OR 97009 (503) 663-6271 (503) 663-0571 / FAX Contact: Steve or Betty Bates</p>
<p>PACIFIC FLUID SYSTEMS 6949 N. Cutter Circle Portland, OR 97217 (503) 222-3295 (503) 228-6036 / FAX Contact: Francis Rosa</p>	<p>SAFETY & SUPPLY CO. 595 N. Columbia Blvd. Portland, OR 97217 (503) 283-9500 (503) 283-1382 / FAX</p>
<p>PACIFIC SAFETY 1845 Anunsen St., N.E. Salem, OR 97303 (503) 364-5641 (503) 364-0340 / FAX</p>	<p>SANDERSON SAFETY SUPPLY 1101 S.E. 3rd Avenue Portland, OR 97214 (503) 238-5700 (503) 238-6443 / FAX Contact: Steven Spahr</p>
<p>RADAR ELECTRIC CO. 168 Western Avenue West Seattle, WA 98119 (206) 282-2511 (206) 282-1598 / FAX Contact: Reed Transtorm</p>	<p>WESTERN STATES P.O. Box 646 Cornelius, OR 97113 (503) 357-2163</p>

8027.3 Specific County Contact Information and Boat Capabilities

**Astoria Fire Department
555 30th
Astoria, OR 97103
River Mile 12**

Astoria Fire Department: (503) 325-2345
Emergency Number – 911
Duty- One Engine and 3 Firefighters

**Clark County Fire District #6
8800 N.E. Hazel Dell Avenue
Vancouver, WA 98665
River Mile 105**

Clark County #6: (360) 576-1195
Emergency Number – 911
Duty- One Engine and 3 Firefighters

**Clark County Fire & Rescue
26506 N.E. 10th Avenue
Ridgefield, WA 98642**

Clark County Fire and Rescue
Emergency Number-911
Duty-normally 2 firefighters at this station.

Fuel capacity--40 gallons
Pump capacity-125 GPM
Length--19'
Beam-6'
Draft-unknown
gross tonnage-unknown
Hull-aluminum
Year of Manufacture-1996 by Alamar
Turrets-none
water outlets-1-1.5"
radios-VHF and 800 trunking
Pump-portable
Engine-Kodiak Marine 5.8L Chevrolet 350 gasoline

8000. Sector Portland's Marine Firefighting Contingency Plan

**Clatskanie Rural Fire Department
280 S.E. 3rd
Clatskanie, OR 97016
River Mile 50**

Clatskanie Rural Fire Department: (503) 728-2025
Emergency Number – 911
Duty- One Engine and 3 Firefighters

**Cowlitz 2 Fire & Rescue
701 Vine Street
Kelso, WA 98626
River Mile 65**

Cowlitz 2 Fire & Rescue: (360) 578-5218
Emergency Number – 911
Duty- One Engine and 3 Firefighters

**Cowlitz County Fire District #5
382 N.E. Frontage
Kalama, WA 98625
River Mile 70 – 80**

Cowlitz County Fire District #5 Has Four Large Waterfront Facilities Within This Section:

1. United Harvest Grain
2. Emerald Materials Co.
3. Kalama Export
4. Steelscape Co

Cowlitz Co. Fire District #5: (360) 673-2222
Emergency Number – 911
Duty- One Engine and 4 Firefighters

**Longview Fire Department
740 Commerce Avenue
Longview, WA 98632
River Mile 65**

Longview Fire Department: (360) 442-5503
Emergency Number – 911
Duty- One Engine and 3 Firefighters

**Portland Fire & Rescue
55 S.W. Ash Street
Portland, OR 97204
River Mile 105**

Portland Fire – (503) 823-3873
Emergency Number: 911
Duty- One Engine and 4 Firefighters

Portland Fire Boat Campbell – APP #52

Specifications	
Fuel capacity	2500 gallons
Pump capacity	12000 – 14000 GPM
Length	87.5 feet
Beam	20.6 feet
Draft	6.5 feet
Gross tonnage	85 tons
Speed	12 – 14 knots
Hull	Steel
Year of Manufacture	1928
Year of rebuild	1975
Aerial	35 feet above water
Turrets	3
3 ½ inch Connections	11
Radios	VHS and Police
Hose	
3-inch	600 feet
2 ½-inch	700 feet
1 ½-inch	900 feet
5-inch	100 feet

Portland Fire Boat Vernon R. Buss – APP. #51

- Built by Rozema Boat Works – Mount Vernon, WA
- Aluminum Hull – 42 feet long – 15.5-foot beam – 4.8-foot draft – 17 tons gross
- Powered by two Detroit diesel 6V92TA Turbocharged Engines, Rated 550 HP each
- Twin propeller-driven through Twin Disc 5111A Down-angle Gears
- Firefighting capability of 4900 GPM from two 2050 GPM Aurora fire pumps
- Water delivery through a 3500 GPM Stang monitor and a 1000 GPM Akron monitor
- 50-gallon AFFF foam tank capacity with 500 GPM Eductor nozzles
- 400-gallon fuel tank capacity

Portland Fire Boat Williams – APP #50

Specifications	
Fuel capacity	150 gallons
Range	150 miles
Pump capacity	3800 gallons
Foam	6 – 5-gallon buckets
Length	40 feet
Beam	12 feet
Draft	3 feet
Speed	30 – 33 mph
Year of Manufacture	1984
Hull	Aluminum
Turrets	1-1000 GPM, 1-500 GPM
Radios	VHF and Police
2 ½-inch connections	6
Hose	
3-inch	150 feet
2 ½-inch	150 feet
1 ½-inch	150 feet
1 ¾-inch	200 feet
5-inch	100 feet

**Columbia River Fire & Rescue
270 Columbia Blvd.
St. Helens, OR 97051
River Mile 85**

Columbia River Fire and Rescue (Formerly St. Helens): (503) 397-2990
Non-Emergency Dispatch: (503) 397-1521 or 1-800-696-7795
Emergency Number – 911
Duty- One Engine and 3 Firefighters

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

Vancouver Fire Department: (360) 892-4323
Emergency Number – 911
Duty- One Engine and 3 Firefighters

8027.4 Miscellaneous Resources

Asbestos Testing and Abatement

<p>PBS ENVIRONMENTAL 1220 S.W. Morrison St., Suite 600 Portland, OR 97205 (503) 248-1939 (503) 248-0223 / FAX</p>	<p>MARINE ENVIRONMENTAL TESTING, INC. 4115 N. Mississippi Street Portland, OR 97217 (503) 282-6920 / 24 hour (503) 282-6929 / FAX</p>
<p>CLAYTON GROUP SERVICES 11675 S.W. 66th Avenue Portland, OR 97225 (503) 968-2112/24 hour (503) 968-2213/ FAX (800) 967-3705/FAX</p>	

Barge Tug and Towing

<p>BERNERT BARGE LINES 421 High Street, Suite 108 Oregon City, OR 97045 (503) 656-8288 (503) 657-3922 / FAX</p>	<p>JAMES RIVER/WESTERN TRANSPORTATION CO. P.O. Box 3869 Portland, OR 97210 (503) 294-8200 (503) 294-8257 / FAX</p>
<p>BRUSCO CORPORATION P.O. Box 1576 Longview, WA 98632 (360) 636-3341 (answering mach. after hrs) (360) 636-1521 / FAX</p>	<p>LARSON MARINE SERVICES, INC. 14452 N.W. Larson Road Portland, OR 97231 (503) 286-0793 (503) 289-9620 / FAX</p>
<p>FRED DEVINE DIVING/SALVAGE (SALVAGE CHIEF) 6211 N. Ensign Street Portland, OR 97217 (503) 283-5285 / 24 hour (503) 286-2871 / FAX</p>	<p>SAUSE BROS. OCEAN TOWING 3710 N.W. Front Avenue Portland, OR 97210 (503) 222-1811 (503) 222-2010 / FAX</p>
<p>FOSS MARITIME CO. 9030 N.W. St. Helens Road Portland, OR 97231 (503) 286-0631 (503) 289-7385 / FAX</p>	<p>SHAVER TRANSPORTATION CO. 4900 NW Front Avenue Portland, OR 97210 (503) 228-8850 (503) 274-7098 / FAX</p>
<p>FOSS MARITIME CO. (SEATTLE) 660 W. Ewing Seattle, WA 98119 (206) 281-3810 / Dispatch-24 Hour (206) 281-3800 / Office (206) 281-4702 / FAX</p>	<p>TIDEWATER BARGE LINES P.O. Box 1210 Vancouver, WA 98666-1210 (503) 289-4274 / 24 Hour Dispatch (360) 693-1491 (360) 694-8981 / FAX</p>

Boats Engineers, and Parts

<p>COASTAL MARINE ENGINES 4300 11th Avenue, N.W. Seattle, WA 98107 (206) 784-3703 (206) 784-8823 / FAX Contact: <i>Mike Hudson</i></p>	<p>ST. JOHN'S MARINE CENTER 6729 N. Richmond Portland, OR 97203 (503) 289-2339 (503) 283-1110 / FAX</p>
<p>HAMILTON ENGINES P.O. Box 13100 Portland, OR 97213 (503) 288-6714 (503) 287-8289 / FAX Contact: <i>Jeff Rhebeck</i></p>	<p>STAFF JENNINGS P.O. Box 82206 Portland, OR 97282 (503) 244-7505 (503) 244-7500 (fax) Contact: <i>Deb Rino</i></p>
<p>KEM EQUIPMENT P.O. Box 546 Tualatin, OR 97062 (503) 692-5012 (503) 692-1098 / FAX Contact: <i>Neil Orr</i></p>	<p>L & J MARINE 2150 N.W. 29th Portland, OR 97210 (503) 248-0228 (503) 226-2220 / FAX Contact: <i>Jay Johnston</i></p>

Catering Services

<p>AMERICAN RED CROSS CLATSOP COUNTY 1054 Exchange Street Astoria, OR 97103 (503) 325-4721 (503) 325-4695 (fax)</p>	<p>AMERICAN RED CROSS COWLITZ COUNTY 1265 14th Avenue Longview, WA 98362 (360) 423-7880 No fax</p>
<p>AMERICAN RED CROSS MULTNOMAH COUNTY P.O. Box 3200 Portland, OR 98208-3200 (503) 284-1234 (503) 284-2835 (Fax)</p>	<p>AMERICAN RED CROSS CLARK COUNTY 3114 East Fourth Plain Boulevard Vancouver, WA 98661 (360) 693-5821 (360) 693-1953 (fax)</p>
<p>DALE'S CATERING 2420 S.E. Belmont Portland, OR 97214 (503) 234-9948 (503) 236-9346 / FAX</p>	<p>BREWED HOT COFFEE 802 N.E. Davis Street Portland, OR 97232 (503) 233-9991 (503) 233-2110 / FAX</p>
<p>ELEPHANT'S DELICATESSEN 13 N.W. 23rd Place Portland, OR 97210 (503) 224-3955 (503) 224-4097 / FAX</p>	<p>TUBBY'S DELI 3330 N.W. Yeon Portland, OR 97210 (503) 225-1300 (503) 225-1303 / FAX</p>

CO₂ Bulk

<p>AIR LIQUID AMERICA (Formerly Liquid Air Corporation) 8008 South 222nd Kent, WA 98032 (800) 323-1970/ 24 Hour (253) 395-0616/ FAX</p>
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CO Hose and Fittings

<p>UNISOURCE MANUFACTURING 8040 NE 33rd Dr. Portland, OR (503)281-3781</p>

Cranes, Front End Loaders and Heavy Equipment Leasing and Rentals

<p>UNITED RENTAL 2525 Highway 101, North Seaside, OR 97138 (503) 738-7368 (503) 738-8077 / FAX</p>	<p>SUNBELT RENTALS 7626 N.E. Killingsworth Portland, OR 97218 (503) 256-9800 (503) 255-7614 / FAX</p>
<p>COAST GRAIN & EQUIPMENT 5601 N.E. Columbia Blvd. Portland, OR 97218 (503) 288-8100 (503) 288-9669 / FAX</p>	<p>UNITED RENTAL - TIGARD 14020 S.W. 72nd Avenue Tigard, OR 97224 (503) 620-1235 (877) 620-1235 / 24 Hour (503) 620-2029 / FAX</p>
<p>HALTON RENTAL 4334 N.E. Columbia Blvd. Portland, OR 97218 (503) 282-7000 / 24 Hour (503) 282-8210 / FAX</p>	<p>U.S. CRANE & HOIST, INC. 29375 S.W. Kinsman Rd. Wilsonville, OR 97070 (503) 682-5881 (503) 682-1459 / FAX</p>
<p>HERTZ EQUIPMENT RENTAL 4939 N.E. Columbia Blvd. Portland, OR 97218 (503) 287-5789/ 24 Hour Emergency (503) 287-4326 / FAX</p>	<p>UNITED RENTAL 1002 Tennant Way Longview, WA 98632 (360) 425-2350 (360) 425-3417 / FAX</p>
<p>UNITED RENTAL 4200 N.W. Yeon Street Portland, OR 97210 (503) 224-2000 / 24 Hour (on call service) (503) 274-9041 / FAX</p>	
<p>UNITED RENTAL 2525 Highway 101, North Seaside, OR 97138 (503) 738-7368 (503) 738-8077 / FAX</p>	<p>SUNBELT RENTALS 7626 N.E. Killingsworth Portland, OR 97218 (503) 256-9800 (503) 255-7614 / FAX</p>

De-Watering Equipment

<p>L.N. CURTIS & SONS 629 S. Industrial Way Seattle, WA 98108 (800) 426-6633 (253) 946-2057 / 24 Hour Emergency (253) 622-2723 / FAX</p>	<p>PACO PUMPS / JOHNSTON PUMPS 2551 N.W. 30th Avenue Portland, OR 97210 (503) 224-6330 / 24 Hour (503) 241-0399 / FAX</p>
<p>NORTHWEST PUMP & EQUIPMENT 2800 N.W. 31st Avenue Portland, OR 97210 (503) 227-7867 / 8:00-5:00 pm (800) 452-7867 / 24 Hour Emergency (503) 227-4006 / FAX</p>	

Drivers and Underwater Construction Surveyors

<p>ADVANCED AMER. CONSTRUCTION 8444 NW St. Helens Rd. Portland, OR 97283 (503) 650-8207 / 24 Hour (503) 650-8230 / FAX</p>	<p>NORTHEAST UNDERWATER CONSTRUCTION 800 NE Tenney Rd. Vancouver, WA (503) 782-6750 / 24 Hour (503) 695-5163/ Office</p>
<p>FRED DEVINE DIVING/SALVAGE 6211 N. Ensign Street Portland, OR 97217 (503) 283-5285 / 24 Hour (503) 286-2871 / FAX</p>	<p>NORWESTCO MARINE 3939 East Boone Spokane, WA 99202 (800) 767-4331 /24 Hour (509) 534-6161 / FAX</p>

Foam

<p>3-M CORPORATION Building 223-6, S-04 St. Paul, MN 55144 (651) 733-1110 / 24 Hour (651) 733-6791 / FAX</p>	<p>WAJAX PACIFIC FIRE EQUIPMENT 16311 NE Cameron Blvd Portland, OR 97230 (800) 426-5207 / 24 Hour (503) 257-7979 / FAX</p>
<p>DEVINE MARINE ENVIRONMENTAL 6211 N. Ensign Street Portland, OR 97217 (503) 283-5285 / 24 Hour (503) 286-2871 / FAX</p>	<p>UNITED FIRE SERVICE, INC. 5648 221st Place, S.E. Issaquah, WA 98027 (800) 548-2931 (425) 392-3243 / 24 Hour (425) 392-8610 / FAX</p>
<p>WILLIAMS FIRE AND HAZARD CONTROL, INC 200 Mooreland Terrance Eagle Point, OR 97524 (541) 210-1468 (541) 826-4487 www.williamsfire.com</p>	

General Contractors

<p>ARROW MECHANICAL 10330 S.W. Tualatin Rd. Tualatin, OR 97062 (503) 692-1565 (503) 691-1879 / FAX</p>	<p>KEN LEAHY CONSTRUCTION 915 S. 12th Cornelius, OR 97113 (503) 357-2193 (503) 357-3649 / FAX</p>
<p>ATLAS 9380 S.W. Tigard Avenue Tigard, OR 97223 (503) 292-5002 (503) 297-3735 / FAX</p>	<p>MID-MOUNTAIN CONTRACTORS 1600 127th Avenue, N.E. Bellevue, WA 98005 (206) 455-7600 (206) 637-9626 / FAX</p>
<p>C.M. EMEIS & CO 2519 N. Mississippi Avenue Portland, OR 97227 (503) 282-0931 (503) 282-8293 / FAX</p>	

Heat Testing Equipment

<p>BRANUM INSTRUMENT CO. 8435 N. Interstate Place Portland, OR 97217 (503) 283-2555 (503) 283-2652 / FAX</p>	<p>RADAR ELECTRIC CO., INC. 704 S.E. Washington Street Portland, OR 97214 (503) 232-3404 (503) 235-0428 / FAX</p>
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Helicopters

<p>EVERGREEN AVIATION 3850 Three Mile Lane McMinville, OR 97128 (503) 472-9361 / 24 Hour (503) 434-4018 / FAX</p>	<p>COLUMBIA HELICOPTERS P.O. Box 3500 Portland, OR 97208 (503) 678-1222</p>
<p>HILLSBORO AVIATION 3565 N.E. Cornell Hillsboro, OR 97124 (800) 345-0949 (503) 648-1886 / FAX</p>	

Launch Services

<p>ANCHORAGE LAUNCH SERVICE CO. P.O. Box 25357 Portland, OR 97298 (503) 246-0535</p>	<p>SHIP TO SHORE WATER TAXI 16163 NW Canterwood Way Portland, OR 97229 (503) 220-2062 / 24 Hour</p>
<p>FOSS MARITIME CO. 9030 N.W. St. Helens Road Portland, OR 97231 (503) 286-0631 (503) 285-0511 / 24 Hour (503) 286-1775 / FAX</p>	<p>TIDEWATER BARGE LINES P.O. Box 1210 Vancouver, WA 98666-1210 (360) 693-1491 (Vancouver #) (503) 281-0081 (Portland #) (503) 289-4274 / 24 Hour (360) 694-8981 / FAX</p>
<p>SHAVER TRANSPORTATION CO. 4900 N.W. Front Avenue P.O. Box 10324 Portland, OR 97210 (503) 228-8850 (503) 228-8847 / 24 Hour (503) 274-7098 / FAX</p>	

Marine Architects

<p>EMERSON, PARKER C. & ASSOC. 17935 Cardinal Drive Lake Oswego, OR 97034 (503) 638-7286 (503) 638-7286 / FAX (auto switch)</p>	<p>McKERNAN, J. CAMERON 825 NE 20th Avenue, Ste 110 Portland, OR 97232 (503) 232-7211 (503) 232-7658 / FAX</p>
<p>HUDSON, DONALD R., NAVAL ARCHITECTS, INC. 5555 N. Channel Avenue Swan Island – Bld 10 Portland, OR 97217 (503) 285-7107 (503) 285-1146 / FAX</p>	

Marine Chemist

<p>MARINE & ENVIRONMENTAL TESTING, INC. 4115 N. Mississippi Avenue P.O. Box 5693 Portland, OR 97228-5693 (503) 282-6920 / 24 Hour (503) 282-6929 / FAX</p>	
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Oil Spill – Pollution Control

<p>CLEAN RIVERS COOPERATIVE, INC. 200 SW Market #1900 Portland, Oregon 97201 (503) 220-2040 (24-hour) (503) 295-3660 (Fax)</p>	<p>FRED DEVINE DIVING AND SALVAGE COMPANY 6211 N Ensign Street Portland, OR 97217 (503) 283-5285 (24-hour) (503) 286-2871 (Fax)</p>
<p>COWLITZ CLEAN SWEEP 55 International Way Portland, OR 97207 (360) 423-6316 (888) 523-6316 (360) 423-3409 (Fax)</p>	<p>TIDEWATER ENVIRONMENTAL SERVICES 6305 NW Lower River Road Vancouver, WA 98660 (503) 284-2850 (Portland) (360) 694-8981</p>
<p>NRC ENVIRONMENTAL SERVICES 6211 N. Ensign Street Portland, OR 97217 (503) 283-1150 (800) 337-7455 (24 hour) (503) 289-6568 / FAX</p>	

Pilotage

<p>COLUMBIA RIVER BAR PILOTS ASSN. P.O. Box 87 Foot of 14th Street Astoria, OR 97103 (503) 325-2643 / Administration (503) 325-2641 / Dispatch - 24 Hour</p>	<p>COLUMBIA RIVER PILOTS 13225 N. Lombard Street Portland, OR 97203 (503) 289-9925 / Administration (503) 289-9922 / Dispatch 8 am-5 pm (503) 289-9955 / FAX</p>
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Pipe Fitters

<p>ESCO CORPORATION 2475 N.W. Vaughn Portland, OR 97210 (503) 226-7341 (503) 778-6618 / FAX</p>	<p>IRC STAINLESS & ALUMINUM, INC. 2130 N.W. York Portland, OR 97210 (503) 228-7110 (503) 274-2852 / FAX</p>
<p>INDUSTRIAL GASKET 9325 S.W. Ridder Road, #420 Wilsonville, OR 97070 (503) 682-3057 (503) 685-9033 / FAX</p>	<p>NORTHWEST METAL FAB & PIPE 18805 S.W. 108th Avenue Tualatin, OR 97062 (503) 692-0995 (503) 692-0218 / FAX</p>
<p>PORTLAND INDUSTRIAL 3615 N.W. St. Helens Road Portland, OR 97210 (503) 223-2202 (503) 223-2408 / FAX</p>	

Portable Lighting

<p>UNITED RENTAL 14020 S.W. 72nd Avenue Tigard, OR 97224 (503) 620-1235 (877) 620-1235 / 24 Hour Dispatch (503) 620-2029 / FAX</p>	
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Safety Equipment

<p>CASCADE FIRE SAFETY 1100 W. 8th Street Vancouver, WA 98666 (360) 695-9212 (360) 695-3286 / FAX</p>	<p>MEDICAL TRAINING SERVICES (360) 696-9667</p>
<p>GRINNELL FIRE PROTECTION SYS. 5921 N. Marine Drive Portland, OR 97203 (503) 223-1525 (503) 289-9062 / FAX</p>	<p>SAFETY & SUPPLY CO. 595 N. Columbia Blvd. Portland, OR 97217 (503) 283-9500 (503) 283-1382 / FAX</p>
<p>THE MALLORY COMPANY 301 W. 11th Street Vancouver, WA 98660 (503) 289-9173 (Portland #) (360) 690-8202 / FAX</p>	<p>S-RAY INC. 7500 Perimeter Rd., South Seattle, WA 98108 (206) 763-1919 (206) 767-4124 / FAX</p>

Shipboard Firefighting Equipment & Contractors

<p>3-M CORPORATION Building 223-6, S-04 St. Paul, MN 55144 (612) 733-1110 (24-hour) (612) 286-2871 (Fax)</p>	<p>FRED DEVINE DIVING/SALVAGE 6211 n Ensign Street Portland, OR 97217 (503) 283-5285 (24-hour) (503) 286-2871 (Fax)</p>
<p>3-M CORPORATION Building 223-6, S-04 St. Paul, MN 55144 (612) 733-1110 / 24 Hour (612) 733-6791 / FAX</p>	<p>WILLIAMS FIRE AND HAZARD CONTROL, INC 200 Mooreland Terrance Eagle Point, OR 97524 (541) 210-1468 (541) 826-4487 www.williamsfire.com</p>

Sanitation

A-1 PORTABLE RESTROOMS PORTLAND, OR (503) 667-9999	HONEY BUCKET PORTABLE RESTROOMS WA, OR & ID (800) 966-2371
WM PORT-O-LET Portland, OR (503) 249-8078	

Storage and Tanks

BAKER TANKS 6100 238th Street S.E. Woodinville, WA 98072 (206) 487-6503 (206) 483-6886 / FAX	SEI INDUSTRIES, LTD. 7400 Wilson Avenue Delta, B.C. Canada V4G1E5 (604) 946-3131 (604) 940-9566 / FAX
NEW PIG CORPORATION One Pork Avenue Tipton, PA 16684 (800) 468-4647 (800) 621-7447 / FAX	TIDEWATER ENVIRONMENTAL 6305 N.W. Lower River Road Vancouver, WA 98660 (503) 284-2850 (Portland #) (360) 694-8981 / FAX

Truck Rental and Leasing

BUDGET RENT A TRUCK 2323 N.E. Columbia Blvd. Portland, OR 97211 (503) 249-6500 (503) 281-4870 / FAX	RYDER TRUCK RENTAL (Commercial sizes available) 310 N. Columbia Blvd. Portland, OR 97211 (503) 283-1121 (503) 285-3806 / FAX
PENSKE TRUCK RENTAL 1325 N.W. 14th Avenue Portland, OR 97209 (800) 222-0277 (503) 228-2938 / FAX	THRIFTY TRUCK RENTAL 10800 N.E. Holman Portland, OR 97294 (503) 254-6563 (503) 254-5771 / FAX
IDEALEASE, INC. 13101 N.E. Whitaker Way Portland, OR 97230 (503) 255-1684 (503) 256-2439 / FAX	VIKING FREIGHT SYSTEMS, INC. 9010 N.E. 13th Portland, OR 97211 (503) 285-5810 (503) 285-9106 / FAX
ROLLINS TRUCK RENTAL LEASING 1 N.E. Columbia Blvd. Portland, OR 97211 (503) 283-2586 (503) 283-1141 / FAX	

8027.5 Radio Frequencies

Microwave Radio System

This system links all radio sites and equipment back to MFSA, where the radio consoles are located for control. This microwave system can be expanded.

Frequency assignments include the spill response command post, spill response vessels, oil spill cooperative, marine terminal control room, vessels, aircraft, Primary Response Contractor, and Contractor. Channels and frequencies are as follows:

Mode	Channel	Description	Transmit	TX Tone	Receive	RX Tone
A	1	Weather				
A	2	Weather				
A	3	Weather				
A	4	Weather				
A	5	Weather				
A	6	Weather				
A	7	Weather				
A	8	Weather				
A	9	Weather				
A	10	Weather				
A	11	Corresponds to Marine Channel 16	156.800		156.800	CSQ
A	12	Corresponds to Marine Channel 11	156.550		156.550	CSQ
A	13	Corresponds to Marine Channel 13	156.650		156.650	CSQ
A	14	Corresponds to Marine Channel 14	156.700		156.700	CSQ
A	15	Corresponds to Marine Channel 18a	156.900		156.900	CSQ
A	16	Corresponds to Marine Channel 80	157.025		157.025	CSQ
B	1	Oil Spill Working Frequency Channel 81	157.075		157.075	CSQ
B	2	C.R.C. Oil Spill Command Frequency	157.445	100	150.075	CSQ
B	3	Spill Tac 1 Repeater @ 200 Market Bldg	154.585	100	159.480	100
B	4	Spill Tac 2 Repeater @ Green Mt. - 2 Miles East Kal	154.585	127.3	159.480	100
B	5	Spill Tac 3 Repeater At Nicolai Mt. - 12 M. West Clatskanie.	154.585	141.3	159.480	100

Northwest Area Contingency Plan

8000. Sector Portland's Marine Firefighting Contingency Plan

Mode	Channel	Description	Transmit	TX Tone	Receive	RX Tone
B	6	Spill Tac 4 Repeater @ Megler Mt. - North End Ast/Megler Bldg.	154.585	151.4	159.480	100
B	7	USCG Marine Channel 16	156.800		156.800	CSQ
B	8	USCG Marine Channel 22a	157.100		157.100	CSQ
B	9	Portland Fire Bureau 1	154.010		154.010	CSQ
B	10	Portland Fire Bureau 2	154.250		154.250	173.8
B	11	Portland Fire Bureau 3	154.145		154.145	173.8
B	12	Portland Fire Bureau 4	154.175		154.175	173.8
B	13	Portland Fire Bureau 5	154.355		154.355	173.8
B	14	Cowlitz 2-5	154.235		154.235	5A
B	15	Cowlitz-Yellow	154.115		154.115	5A
B	16	Cowlitz-Red	154.370		154.370	5A
C	1	Longview Fire Bureau Working Channel-Green	154.415		154.415	5A
C	2	Kalama County Fire Working Channel	153.920		153.920	CSQ
C	3	Clark County Fire Dist. 6 Working Channel	154.070		154.070	3A
C	4	Clark County Fire Dist. 8 Working Channel	154.370		154.370	3A
C	5	Vancouver Fire Dist. 9 Working Channel	154.310		154.310	3A
C	6	Vancouver Fire Dist. 10 Working Channel	153.950		153.950	3A
C	7	Sheriff Dept. 1	154.400		154.400	107.2
C	8	Sheriff Dept. 2	154.130		154.130	CSQ
C	9	Astoria Fire 1	158.955		158.955	CSQ
C	10	Astoria Fire 2	154.325		154.325	CSQ
C	11	Astoria Fire 3	154.385		154.385	127.3
C	12	Columbia Co. Fire Dispatch	159.150	162.2	154.130	186.2
C	13	Columbia Co. Fire Tac 3	156.015	162.2	154.740	186.2
C	14	Columbia Co. Fire Tac 4	155.955	146.2	154.710	CSQ
C	15	Columbia Co. Common	158.880	173.8	154.355	
C	15	C.R.C. Working Frequency	158.445		158.445	CSQ
C	16					

Northwest Area Contingency Plan**8000. Sector Portland's Marine Firefighting Contingency Plan**

Cowlitz Fire Radio Frequencies						
Display	Freq. #	Description	Transmit	TX Tone	Receive	RX Tone
Control 1	1	Dispatch	154.2350	156.7	158.9100	107.2
OPS 2	2	Command & Control	154.0250	156.7	159.3900	97.4
OPS 3	3	Command & Control	154.1150	156.7	156.2100	123
OPS 4	4	C2/ Interagency Ops	154.7250	156.7	158.9850	162.2
OPS 5	5	Air Ops/ Interagency Ops	154.3700	156.7	154.3700	156.7
TAC 1	6	Cowlitz 1 Tactical	153.7475	D023	153.7475	D023
TAC 2	7	Cowlitz 2 Tactical	153.8675	D025	153.8675	D025
TAC 3	8	Cowlitz 3 Tactical	153.9425	D031	153.9425	D031
TAC 4	9	Cowlitz 4 Tactical	155.2575	D043	155.2575	D043
TAC 5	10	Cowlitz 5 Tactical	155.5725	D051	155.5725	D051
TAC 6	11	Cowlitz 6 Tactical	155.8875	D065	155.8875	D065
TAC 8	12	Longview Tactical	154.4150	156.7	154.4150	156.7
TAC 9	13	Woodland Tactical	155.9175	D074	155.9175	D074
V-TAC 2	14	Regional InterOp	154.4525	203.5	154.4525	203.5
V-TAC 3	15	County InterOp	158.7375	203.5	158.7375	203.5
Control 1	16	Dispatch	154.2350	156.7	156.2100	107.2

Additionally, contractors 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.