



Chapter 8100

Sector Seattle Marine Firefighting Plan

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Sector Seattle Marine Firefighting Plan

8110 Introduction

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

8111 Abbreviations

CERCLA	Comprehensive Environmental Response, Compensation and 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
MFMC	Marine Firefighting Coordinator
MFSC	Marine Firefighting Scene Coordinator
MSO	Marine Safety Office
NRC	National Response Center
EMS	Washington State Emergency Management Office
OSC	Federal On-Scene Coordinator
OCMI	Officer-In-Charge, Marine Inspection
OPA 90	The Oil Pollution Act of 1990
OSLTF	Oil Spill Liability Trust Fund
PSVTS	Puget Sound Vessel Traffic Safety
SMC	Search and Rescue Mission Controller
SUPSALV	Supervisor Naval Salvage Operations
PWSA	Ports and Waterways Safety Act

8112 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 Port Angeles. 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 Seattle. Coast Guard Sector Seattle 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 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 Seattle was established in 2005 which merged the individual commands of the MSO Puget Sound, Group Seattle and VTS Puget Sound into one command.

COTP – Captain of the Port. The Commander, Sector Seattle is designated as COTP Puget Sound. 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 Department. (Determination of Lead Agency is discussed in Section 400).

MFMC – Marine Firefighting Coordinator. The officer at Sector Seattle responsible to the COTP, for overall supervision of U.S. COAST GUARD marine firefighting support operations and for execution of this plan.

MFSC – Marine Firefighting Scene Coordinator. Officer at Sector Seattle 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.

VTS Puget Sound – Puget Sound Vessel Traffic Service. VTS Puget Sound is a Branch of the Waterways Management Division of Sector Seattle. It's mission is to prevent groundings, collisions and the loss of life, property and environmental damage.

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.

8113 Coast Guard Authority

The Coast Guard has no specific statutory responsibility to fight marine fires; but the local Coast Guard Captain of the Port is charged by the Ports and Waterways Safety Act (33 U.S.C. 1221, et seq.) with the responsibility for navigation and vessel safety, safety of the waterfront facilities, and protection of the marine environment within the Captain of the Port's area of jurisdiction. This authority allows the Captain of the Port 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 Coast Guard 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 Coast Guard maintain an Area Contingency Plan of pollution response equipment (including fire fighting equipment) within each port.

The Intervention on the High Seas Act (33 U.S.C. 1471, et seq.) extends the Coast Guard'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 Coast Guard to take such measures on the high seas as may be necessary to prevent or mitigate such a casualty which may reasonably be expected to result in major harmful consequences. This authority rests with the Commandant. The Sector Seattle 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 fire fighting 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 Coast Guard cannot delegate their statutory authorities and shall not delegate mission responsibilities to state or local agencies. Sector Seattle shall not be party to any agreement that relinquishes Coast Guard authority, evades Coast Guard responsibility, or places Sector military personnel under the command of any person(s) who is/are not a part of the Federal military establishment. Coast Guard forces will be subject to no authority other than that of their superiors in the chain of command. Within the Coast Guard, the Captain of the Port will delegate authorities as necessary.

8114 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.

8115 Coast Guard Policy

The Coast Guard has traditionally provided fire fighting equipment and training to protect its vessels and property. Commanding Officers of Coast Guard units

(Sector Commanders, Cutters, etc.) are routinely called upon to provide assistance at fires on board vessels and at waterfront facilities.

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

The Coast Guard fire fighting policy is set forth in the Coast Guard Marine Safety Manual, Vol. VI, chapter 8. A summary of this policy is as follows:

Although the Coast Guard clearly has an interest in fighting fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining necessary fire fighting capabilities in U.S. Ports and harbors. The involvement of Coast Guard forces in actual fire fighting shall be to a degree commensurate with our personnel training and equipment levels. The Coast Guard 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 Coast Guard personnel or equipment.

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 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.

8115.1 Coast Guard Action in a Fire Department's Jurisdiction within Sector Seattle's SAR Zone and COTP Puget Sound's Zone

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

- a. Upon the receipt of a report of fire, the Coast Guard Communications Center watchstander shall notify the SDO, who shall complete the Vessel Fire Action Checklist.

- b. The SDO shall notify designated personnel on the checklist.
- c. Coast Guard personnel shall respond as directed by Annex A.
- 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 Coast Guard if necessary.
- f. Unless involved in a serious SAR case, the SDO shall dispatch a boat to the scene immediately. If available, the UTB 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 On-Scene Coordinator'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 Coast Guard fire fighting activities at the scene shall be passed through the Coast Guard shore response team (On-Scene Coordinator's representative). Communications shall be established between the shore response team (OSC rep), the SECTOR, and the UTB, 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 Seattle will provide fire fighting services as requested by the fire department unless, in the opinion of the shoreside Coast Guard On Scene Coordinator 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 SDO at the time services are requested. Coast Guard forces shall never take action without the approval or at the request of the shore-based Incident Commander. 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. 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 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.

8116 Related State Policy

The 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 pre-

sent 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.

8117 Canadian/U.S. Cross Border Policy

An agreement is in place, which has been negotiated between the U.S. and Canada, which allows for cooperation in an emergency situation. Commander 13th Coast Guard District maintains this agreement.

8118 Non-Federal Responsibility

8118.1 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 Coast Guard/federal personnel, equipment and waterside security through COTP; and
- Establish liaison with police department for landside traffic and crowd control, scene security and evacuation.

8118.2 Master/Mate of the Vessel

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

8118.3 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.

8120 Command and Control

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

8121 Command Interrelationships

The incident command system is the accepted organization system used by most federal, state and local agencies mitigating emergency situations and is designed to expand and contract to meet the needs of the incident. The U.S. Coast Guard response organization is designed to be interactive with the incident command system, 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 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. 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 and the Coast Guard for the saving of life, property and the environment.

8123 Transfer of Command

The presence of local fire fighters or Coast guard 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 fire fighting 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 IC is the COTP. If moved to, pier side, the IC shifts (with concurrence of the COTP and local fire department) to the fire department.

8123.2 Vessel at Pier

The IC will be from the local fire department.

8130 Operations

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

- **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 Coast Guard to contribute. The MFC would typically be the USCG officer who would provide this advice. If nobody from the Coast Guard is available for this role, a naval architect/engineer should be identified to be available for such advice. GSDO references abound on this topic. 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. Annexes D and E 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 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). In addition to Annexes D and E, the information in Section 8600 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 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 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 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 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 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. 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 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.

8132.2 Department of Defense Offshore Resources

Fire-fighting equipment may be available from various Department of Defense (DOD) sources, consult Annex G for a listing of DOD resources. In addition to the transportation capabilities discussed there, 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 Regional Response Team, via the Chief of the Marine Safety Division of the Thirteenth Coast Guard District.

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 AMVER or with a Broadcast Notice to Mariners. Tug companies in the vicinity may assist in fighting the fire, moving a dead ship or transporting equipment. While few vessel operators would be reluctant to assist in a life-threatening situation, vessel owners may not be willing to respond to a fire-fighting situation that could risk their vessels or crew in order to protect a ship or cargo once the crew is safe.

8132.4 Offshore Scuttling Area Selection

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

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 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 facility survey file maintained by the 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. 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. Refer to Annex D on specific grounding and mooring sites.

8140 Planning

8141 Puget Sound Marine Firefighting Commission (PSMFC)

The PSMFC consists of Puget Sound area port and city fire departments, maritime industry and labor representatives, and maritime associations, with advisory members from the Coast Guard, Washington State Fire Marshall, OSHA and other

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

8142 Marine Firefighting Technical Advisory Team

A MFFTAT has been assembled in the Puget Sound area to provide a small, rapidly deployable team of qualified personnel available on a 24-hour basis to render on-site technical advice and supply necessary resources to Incident Commanders at marine fire fighting incidents. This team consists of representatives from local port agencies and fire departments. The team members with their technical advice and information are:

- COTP Puget Sound
 - Knows what C/G resources are available
 - Can tap into the federal pollution fund
 - HAZMAT knowledge
 - Dewatering knowledge
- Marine Surveyor
 - Representative for Protection and Indemnity, i.e. insurance company
 - Access to vessel agent
 - Provide interpreter
 - Provide copies of Cargo Manifest and/or ships plans
- Operations Specialist
 - Understands vessel operations from the water side
 - Knowledge of tugs and barges
 - Understands hooking up and towing operations
 - Provides expertise in tides and currents
- Seattle/Tacoma Marine Unit
 - Availability of a fireboat
 - Knowledge of crew in marine fire issues
- State Fire Protection Bureau
 - Regional Coordinators
 - Awareness of sensitive and jurisdictional issues

The specific team members are identified in the resource lists of the appendix of this plan.

8142.1 MFFTAT Initial Actions

Meet with the IC to:

- Relay Coast Guard response actions in progress
- Explain type and degree of Coast Guard support available
- Receive situation report of ongoing operations

- Establish an appropriate safety zone around the burning vessel
- Determine required vessel movements
- Locate and designate fire fighting anchorage and pier, if vessel is underway.
- Determine the need of pollution response
- Provide the IC with MISLE or any other available vessel data
- Stability assessments should be initiated as soon as possible
- Advise the IC of aspects where the team has special expertise
- Coordinate all port safety and environmental response functions with the IC

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 U.S. Oil Spill Liability Fund or CERCLA if a substantial threat to the environment, public health or welfare is determined. Any action to open this fund will be coordinated with the State of Washington.

8160 Logistics

8161 Communications

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

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

8162 Coast Guard Frequencies and Resources

Refer to Communications Section 5300 in this plan.

8163 Resource Lists

MFTAT			
Team Function	Name	Agency	Address/Phone
COTP	John Dwyer	USCG	Sector Seattle 1519 Alaskan Way S Seattle, WA 98134 (206) 217-6180
Marine Surveyor	Phil Read	Det Norske Veritas	14450 NE 29 th Pl, Suite 217 Bellevue, WA 98007 (425) 861-7977
	Butch Hanson	ABS	5950 6 th Ave S Seattle, WA 98108 (206) 762-6200

MFTAT

Team Function	Name	Agency	Address/Phone
Operations Specialist	Steve Kimmel	Foss Maritime	600 W Ewing St Seattle, WA 98119 (206) 281-3810 (24-hour)
	Alex Sweeney	Crowley Marine	
Marine Fire Unit	Dyer Fudge	Tacoma Fire	8318 Alva Ave SW Tacoma, WA 98489 (253) 581-9076
	Earl Sodeman A.D. Vickery	Seattle Fire	3600 23 rd Ave SW Seattle, WA 98106 (206) 386-1436
State Fire Protection Bureau	Dave LeFave	Cowlitz County Fire District #2	701 Vine St Kelso, WA 98626 (360) 577-3056
	Mike Matlick	State Fire Marshal	PO Box 42638 Olympia, WA 98504-263 (360) 753-0408

Puget Sound Marine Firefighting Resource List No. 1

COTP Zone: Sector Seattle, WA

Port/Harbor Area: Anacortes, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Bellingham	1000 gpm	1	FD/Stn Snapp	1800 Broadway	(360) 676-6831	32 foot inner harbor, see note 3.
Response Platforms						
Park Responder	Offshore	1	MSRC/ Barry Kevan	Everett	(206) 304-1526	See note 4.
American Salvor		1	Crowley	Seattle	(206) 443-8100	213 feet, Draft 12.5 feet, Helicopter pad, 35-ton crane, Decomp. Chamber, 2 fire monitors, see note 4.
MFF Equipment Boats						
Camano Island	Rescue	3	Fire and Rescue Department	525 E No Camano Dr.	(360) 629-3008	Not authorized to do marine firefighting.
Garth Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Lindsey Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Federal Resources						
FEMA Comms Van						
Other Resources						
Boeing-Marine chemist, 3 tankers with 600 gallons foam, POC is Chief Danny Johnson (206) 655-7707, Ken Kirsch (206) 657-9853, Charles King (206) 655-7703						

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. Regional Aid and response teams (technical advisory).
6. Regulation standardization for prevention/compliance.
7. 24-Hour central information depository for vessel plans, manifests, personnel, vsl capability.
8. On-scene cross agency communications coordinated.
9. Harbors of refuge (safe haven) for dewatering/stability/pollution prevention identified.

Notes:

1. Have identified a possible linkage with MFSA and Columbia River MFF.
2. Working with Washington State OEM and Washington State Patrol to improve State Resource Mobilization Plan to cover MFF.
3. No mutual aid agreement exists.
4. Dispatched from Seattle area, may be anywhere in Puget Sound.

Puget Sound Marine Firefighting Resource List No. 2

COTP Zone: Sector Seattle, WA
Port/Harbor Area: Bellingham, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
32-Foot Boat	1000 gpm	1	FD/Stn Snapp	1800 Broadway	(360) 676-6831	Inner harbor
Response Platforms						
Park Responder	Offshore	1	MSRC/ Barry Kevan	Everett	(206) 304-1526	See note 4.
American Salvor		1	Crowley	Seattle	(206) 443-8100	213 feet, Draft 12.5 feet, Helicopter pad, 35-ton crane, Decomp. Chamber, 2 fire monitors, See note 4.
MFF Equipment Boats						
Camano Island	Rescue	3	Fire and Rescue Department	525 E No Camano Dr.	(360) 629-3008	Not authorized to do marine firefighting.
Garth Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Lindsey Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Federal Resources						
FEMA Comms Van						

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. Regional Aid and response teams (technical advisory).
6. Regulation standardization for prevention/compliance.
7. 24-Hour central information depository for vessel plans, manifests, personnel, vsl capability.
8. On-scene cross agency communications coordinated.
9. Harbors of refuge (safe haven) for dewatering/stability/pollution prevention identified.

Notes:

1. Have identified a possible linkage with MFSA and Columbia River MFF.
2. Working with Washington State OEM and Washington State Patrol to improve State Resource Mobilization Plan to cover MFF.
3. No mutual aid agreement exists.
4. Dispatched from Seattle area, may be anywhere in Puget Sound.

8100-20

Puget Sound Marine Firefighting Resource List No. 3

COTP Zone: Sector Seattle, WA
Port/Harbor Area: Bremerton, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Chief Seattle	7,500 gpm	1	Seattle FD/Donald Rogers	Engine 4	(206) 386-1405	96.5 feet Draft 7 feet 300-gallon foam. See note 3.
Alki	16200 gpm	1	Seattle FD/Donald Rogers	Engine 3	(206) 386-1405	123.5 feet, Draft 9.5 feet, Generators, MSA SCBA, 1 under-dock monitor, see note 3
Response Platforms						
Park Responder	Offshore	1	MSRC/ Barry Kevan	Everett	(206) 304-1526	See note 4.
American Salvor		1	Crowley	Seattle	(206) 443-8100	213 feet, Draft 12.5 feet, Helicopter pad, 35-ton crane, Decomp. Chamber, 2 fire monitors, See note 4.
MFF Equipment Boats						
Garth Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Lindsey Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Federal Resources						
FEMA Comms Van						
Other Resources						
Boeing-Marine chemist, 3 tankers with 600 gallons foam, POC is Chief Danny Johnson (206) 655-7707, Ken Kirsch (206) 657-9853, Charles King (206) 655-7703						

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. Regional Aid and response teams (technical advisory).
6. Regulation standardization for prevention/compliance.
7. 24-Hour central information depository for vessel plans, manifests, personnel, vsI capability.
8. On-scene cross agency communications coordinated.
9. Harbors of refuge (safe haven) for dewatering/stability/pollution prevention identified.

Notes:

1. Have identified a possible linkage with MFSA and Columbia River MFF.
2. Working with Washington State OEM and Washington State Patrol to improve State Resource Mobilization Plan to cover MFF.
3. No mutual aid agreement exists.
4. Dispatched from Seattle area, may be anywhere in Puget Sound.

Puget Sound Marine Firefighting Resource List No. 4

COTP Zone: Sector Seattle, WA

Port/Harbor Area: Everett, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Chief Seattle	7,500 gpm	1	Seattle FD/Donald Rogers	Engine 4	(206) 386-1405	96.5 feet Draft 7 feet 300-gallon foam. See note 3.
Alki	16200 gpm	1	Seattle FD/Donald Rogers	Engine 3	(206) 386-1405	123.5 feet, Draft 9.5 feet, Generators, MSA SCBA, 1 under-dock monitor, see note 3
Response Platforms						
Park Responder	Offshore	1	MSRC/ Barry Kevan	Everett	(206) 304-1526	See note 4.
American Salvor		1	Crowley	Seattle	(206) 443-8100	213 feet, Draft 12.5 feet, Helicopter pad, 35-ton crane, Decomp. Chamber, 2 fire monitors, See note 4.
MFF Equipment Boats						
Camano Island	Rescue	3	Fore and Rescue Department	525 E Camano Dr.	(360) 629-3008	Not authorized to do marine firefighting.
Garth Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Lindsey Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Federal Resources						
FEMA Comms Van						

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. Regional Aid and response teams (technical advisory).
6. Regulation standardization for prevention/compliance.
7. 24-Hour central information depository for vessel plans, manifests, personnel, vsl capability.
8. On-scene cross agency communications coordinated.
9. Harbors of refuge (safe haven) for dewatering/stability/pollution prevention identified.

Notes:

1. Have identified a possible linkage with MFSA and Columbia River MFF.
2. Working with Washington State OEM and Washington State Patrol to improve State Resource Mobilization Plan to cover MFF.
3. No mutual aid agreement exists.
4. Dispatched from Seattle area, may be anywhere in Puget Sound.

Puget Sound Marine Firefighting Resource List No. 5

COTP Zone: Sector Seattle, WA

Port/Harbor Area: Olympia, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Commencement	7100 gpm	1	Tacoma FD/Dyre Fudge	Engine Company 18	(206) 591-5706	70 feet, Draft 3.5 feet (on cushion) 35 foot telesquirt, 2 under-dock monitors
Defiance	7100 gpm	1	Tacoma FD/Dyre Fudge	Engine Company 18	(206) 591-5706	70 feet, Draft 3.5 feet (on cushion) 35 foot telesquirt, 2 under-dock monitors
MFF Equipment Boats						
Garth Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Lindsey Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Federal Resources						
FEMA Comms Van						
Other Resources						
Major Airports – 50000 to 100000 gallons of AFFF foam. Tacoma/Dyre Fudge 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. Regional Aid and response teams (technical advisory).
6. Regulation standardization for prevention/compliance.
7. 24-Hour central information depository for vessel plans, manifests, personnel, vsl capability.
8. On-scene cross agency communications coordinated.
9. Harbors of refuge (safe haven) for dewatering/stability/pollution prevention identified.

Notes:

1. Have identified a possible linkage with MFSA and Columbia River MFF.
2. Working with Washington State OEM and Washington State Patrol to improve State Resource Mobilization Plan to cover MFF.
3. No mutual aid agreement exists.
4. Dispatched from Seattle area, may be anywhere in Puget Sound.

8100-23

Puget Sound Marine Firefighting Resource List No. 6

COTP Zone: Sector Seattle, WA
Port/Harbor Area: Port Angeles, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Park Responder	Offshore	1	MSRC/ Barry Kevan	Everett	(206) 304-1526	See note 4.
American Salvor		1	Crowley	Seattle	(206) 443-8100	213 feet, Draft 12.5 feet, Helicopter pad, 35-ton crane, Decomp. Chamber, 2 fire monitors, See note 4.
MFF Equipment Boats						
Garth Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Lindsey Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Federal Resources						
FEMA Comms Van						
Other Resources						
Major Airports – 50000 to 100000 gallons of AFFF foam.						

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. Regional Aid and response teams (technical advisory).
6. Regulation standardization for prevention/compliance.
7. 24-Hour central information depository for vessel plans, manifests, personnel, vsI capability.
8. On-scene cross agency communications coordinated.
9. Harbors of refuge (safe haven) for dewatering/stability/pollution prevention identified.

Notes:

1. Have identified a possible linkage with MFSA and Columbia River MFF.
2. Working with Washington State OEM and Washington State Patrol to improve State Resource Mobilization Plan to cover MFF.
3. No mutual aid agreement exists.
4. Dispatched from Seattle area, may be anywhere in Puget Sound.

8100-24

Puget Sound Marine Firefighting Resource List No. 7

COTP Zone: Sector Seattle, WA

Port/Harbor Area: Seattle, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Chief Seattle	7,500 gpm	1	Seattle FD/Donald Rogers	Engine 4	(206) 386-1405	96.5 feet Draft 7 feet 300-gallon foam. See note 3.
Alki	16200 gpm	1	Seattle FD/Donald Rogers	Engine 3	(206) 386-1405	123.5 feet, Draft 9.5 feet, Generators, MSA SCBA, 1 under-dock monitor, see note 3
Response Platforms						
Park Responder	Offshore	1	MSRC/ Barry Kevan	Everett	(206) 304-1526	See note 4.
American Salvor		1	Crowley	Seattle	(206) 443-8100	213 feet, Draft 12.5 feet, Helicopter pad, 35-ton crane, Decomp. Chamber, 2 fire monitors, See note 4.
MFF Equipment Boats						
Garth Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Lindsey Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Federal Resources						
FEMA Comms Van						
Other Resources						
Boeing-Marine chemist, 3 tankers with 600 gallons foam, POC is Chief Danny Johnson (206) 655-7707 Ken Kirsch (206) 657-9853, Charles King (206) 655-7703 Major Airports – 50000 to 100000 gallons of AFFF foam. Federal Way FD Two CG certified MFFs – Lt Dave Fanning and Jon Morriss Tacoma/Dyre Fudge 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. Regional Aid and response teams (technical advisory).
6. Regulation standardization for prevention/compliance.
7. 24-Hour central information depository for vessel plans, manifests, personnel, vsl capability.
8. On-scene cross agency communications coordinated.
9. Harbors of refuge (safe haven) for dewatering/stability/pollution prevention identified.

Notes:

1. Have identified a possible linkage with MFSA and Columbia River MFF.
2. Working with Washington State OEM and Washington State Patrol to improve State Resource Mobilization Plan to cover MFF.
3. No mutual aid agreement exists.
4. Dispatched from Seattle area, may be anywhere in Puget Sound.

8100-25

Puget Sound Marine Firefighting Resource List No. 8

COTP Zone: Sector Seattle, WA

Port/Harbor Area: Tacoma, WA

Resource	Capabilities	Quantity	Owner/POC	Location	Phone No.	Comments
Fireboats						
Commencement	7100 gpm	1	Tacoma FD/Dyre Fudge	Engine Company 18	(206) 591-5706	70 feet, Draft 3.5 feet (on cushion) 35 foot telesquirt, 2 under-dock monitors
Defiance	7100 gpm	1	Tacoma FD/Dyre Fudge	Engine Company 18	(206) 591-5706	70 feet, Draft 3.5 feet (on cushion) 35 foot telesquirt, 2 under-dock monitors
Des Moines		1	Des Moines FD	Des Moines Marina	(206) 839-2121	28-foot Alum., 460 Jet Drive, 1000 gpm, 40-gallon AFFF, Radar, vhf, Staffed Trom aid car
Response Platforms						
American Salvor		1	Crowley	Seattle	(206) 443-8100	213 feet, Draft 12.5 feet, Helicopter pad, 35-ton crane, Decomp. Chamber, 2 fire monitors, See note 4.
MFF Equipment Boats						
Garth Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Lindsey Foss	12320 gpm	1	Foss Maritime/ Steve Kimmel	660 W Ewing St. Seattle, WA	(206) 281-3810	6200 gallons of AFFF, see note 4.
Federal Resources						
FEMA Comms Van						
Other Resources						
Boeing-Marine chemist, 3 tankers with 600 gallons foam, POC is Chief Danny Johnson (206) 655-7707 Ken Kirsch (206) 657-9853, Charles King (206) 655-7703 Major Airports – 50000 to 100000 gallons of AFFF foam. Federal Way FD Two CG certified MFFs – Lt Dave Fanning and Jon Morriss Tacoma/Dyre Fudge 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. Regional Aid and response teams (technical advisory).
6. Regulation standardization for prevention/compliance.
7. 24-Hour central information depository for vessel plans, manifests, personnel, vsl capability.
8. On-scene cross agency communications coordinated.
9. Harbors of refuge (safe haven) for dewatering/stability/pollution prevention identified.

Notes:

1. Have identified a possible linkage with MFSA and Columbia River MFF.
2. Working with Washington State OEM and Washington State Patrol to improve State Resource Mobilization Plan to cover MFF.
3. No mutual aid agreement exists.
4. Dispatched from Seattle area, may be anywhere in Puget Sound.

8100-26