APPENDIX I: POLICY AND RESPONSIBILITY

A. Federal Policy

B. State Policy
   1. New York
   2. Pennsylvania
   3. State Resources

C. Local Policy

D. COTP Responsibility

E. Nonfederal Responsibility
   1. Local Fire Departments
   2. Master of Vessel
   3. Terminal Owner/Operator
   4. Responsible Party

F. Funding and Financial Responsibility

APPENDIX II: RESPONSE ORGANIZATION

A. Transportation Patterns
   1. Port of Erie, PA
   2. Dunkirk Power Station, NY
   3. Port of Buffalo, NY
   4. Port of Rochester, NY
   5. Port of Oswego, NY
   6. St. Lawrence Seaway, NY
   7. Port of Ogdensburg, NY

B. Predesignation of Responsibilities for Various Scenarios
   1. Local FIREFIGHTING Agencies
   2. Discovery and Notification
   3. Initial Actions
   4. Establishment of Command Posts
   5. Communications
APPENDIX III RESPONSE CONSIDERATIONS AND TECHNIQUES

A. Incident Control considerations for Incident Commander (GREEN)

B. Vessel Firefighting Considerations for Operations Chief (RED)

C. Vessel Type Firefighting Strategies for Operations Chief (Yellow)
   1. Quick Attack
   2. Fixed System
   3. Hose Teams
   4. Foam
   5. Unable to Extinguish
   6. Machinery and Engineering Space Fire
   7. Accommodation Space Fire
   8. Cargo Hold Fire
   9. Tank Fire

D. Dewatering considerations (BLUE)

E. Stability Analysis and Monitoring (ORANGE)

F. Terminal Considerations (PINK)

G. Incident Scene Information Worksheet

H. Notification Checklist

APPENDIX IV: MARINE FIREFIGHTING WORST CASE SCENARIOS

A. Waterfront Facility (Break Bulk and/or Bulk Liquid)
B. Tank Vessel (Cargo Tank and/or Engine Room)
C. Freight Vessel (Break Bulk and/or Container)
D. Bulk Solid Cargoes (Cargo and/or Engine Room)
E. Small Passenger Vessel (Cruise Ship and/or Gaming Vessel)
F. Tank Barge

APPENDIX V: LOGISTICS

A. Coast Guard Units
B. State and local Emergency Management Offices
C. State Environmental Agencies
D. Fire Department HAZMAT Teams
E. Port Authorities/ Harbor Masters
F. Marine Pilots Association
G. Towing Companies
H. Salvage Companies/Divers
I. U.S. Coast Guard Marine Safety Center
J. Command Centers
K. Communications
L. Hospitals
M. Police Departments/Law Enforcement Agencies
N. NOAA Weather Service
O. Shipping Agents
P. Language Interpreters

APPENDIX VI: EQUIPMENT RESOURCES

A. Erie County, PA
B. Chautauqua County, NY
C. Erie County, NY
D. Niagara County, NY
E. Monroe County, NY
F. Orleans County, NY
G. Wayne County, NY
H. Oswego County, NY
I. Jefferson County, NY
J. St. Lawrence County, NY
K. Other Sources
   (1). Buffalo International Airport Fire Dept.
   (2). Kodak Corporation
1. The Coast Guard exercises primary federal responsibility for the safety and security of the ports and waterways of the United States. Because the Coast Guard has limited resources to respond to waterfront fires, emphasis is placed on preventative measures and public agencies through the Port Safety Program. Local port operators, municipalities, and public safety agencies are expected to provide and maintain adequate disaster response capabilities in their ports.

2. The policy for Coast Guard response as stated in the Marine Safety Manual, COMDINST M16000.11:
   a. “Generally, Coast Guard personnel shall not actively engage in firefighting except in support of a regular FIREFIGHTING agency under the supervision of a qualified fire officer. Coast Guard personnel shall not engage in independent FIREFIGHTING operations except to save a life or in the early stages of a fire to avert a significant threat without undue risk.”

3. Local authorities are principally responsible for maintaining firefighting capabilities in U.S. ports and harbors. The Coast Guard will assist local FIREFIGHTING units when requested in accordance with this plan, and to the extent that resources permit. If a vessel underway or at anchor experiences a fire, “assistance as available” may include coordination of FIREFIGHTING efforts if the Coast Guard is in the best position to assume command. Lack of response by other response agencies may require Coast Guard assistance. However, Coast Guard participation DOES NOT relieve local jurisdictions of their responsibilities.

4. This plan is based on the assumption that a major fire, particularly a vessel fire, will usually require resources beyond those locally available. Previous marine related incidents demonstrate this and the necessity for contingency planning. Contingency planning identifies the means and methods necessary to make resources available from federal, state and local agencies.

5. Requests for federal resources: All requests for federal resources or equipment should be made to the Coast Guard Captain of the Port (COTP) Buffalo, who will coordinate the request with applicable agencies.
1. NEW YORK. The New York State Office of Fire Prevention and Control provides the framework for mutual aid within the state. Mutual aid requests must originate through the appropriate channels, local to county to state, in accordance with this plan. Local jurisdictions are not barred from developing mutual aid or automatic agreements of their own.

2. PENNSYLVANIA. TO BE DEVELOPED

3. STATE RESOURCES. Resources can be requested from the State Office of Fire Prevention and Control through a local jurisdiction’s Incident Commander utilizing established mutual aid procedures.
TAB C: LOCAL POLICY

1. TO BE DEVELOPED
1. Although the Coast Guard has no statutory responsibilities to fight marine fires, Coast Guard units are routinely called upon to provide assistance at fires aboard vessels and at waterfront facilities. Although the Coast Guard has an interest in fire involving vessels and waterfront facilities, local authorities are principally responsible for maintaining the necessary FIREFIGHTING capabilities within U.S. ports and harbors. Ultimately, it is the vessel or facility owner and/or operator that is responsible for the overall safety of the vessels/facilities under their control, including adequate FIREFIGHTING protection.

2. COTP Buffalo is charged by the Ports and Waterways Safety Act (33 USC 1211, et seq.) with the responsibility for navigation and vessel safety of waterfront facilities and protection of the marine environment within their area of jurisdiction. This authority allows the COTP to:

   a. Direct the anchoring, mooring, or involvement of a vessel.

   b. To specify times of vessel’s entry, movement, or departure to, from or through ports, harbors, or other waters.

   c. To restrict operation in hazardous areas.

   d. To direct the handling, loading, discharge, storage and movement including emergency removal, control, and disposition, of explosive or other dangerous cargo or substance, 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.

3. The Federal Fire Prevention Act of 1974 (PL 93-498) states that firefighting is a state and local function. Consistent with this policy, the Coast Guard will coordinate with municipal, local, state, federal and commercial resources that respond to fires and other incidents, to develop an effective marine firefighting contingency plan. Within this guidance the COTP is responsible for:

   a. Development of a marine firefighting plan with input from local response organizations and maritime industry.

   b. Training of Coast Guard personnel for response.

   c. Coordination of Coast Guard personnel during response.

   d. Acting as the liaison between the Coast Guard and other response
organizations and the media. The COTP shall not assume overall control of FIREFIGHTING efforts when appropriate and qualified fire officers are present and are capable of taking control.

4. During a marine or facility fire incident, the COTP is responsible for:

   a. Conducting a preliminary assessment of the incident to:

      (1) Evaluate the magnitude of the threat to the public health and welfare and the environment.

      (2) Determine if response actions by the responsible party are adequate.

      (3) Collect information for updating the response plan.

   b. Based upon the preliminary assessment, carrying out first aid mitigation action commensurate with the level of personnel, equipment and training available. First aid mitigation actions are those response actions taken by the Coast Guard personnel necessary to address immediate concerns prior to the arrival of local fire services or actions by the responsible party.

   c. Monitoring response actions and providing assistance as available. Coast Guard support may include supplying water and logistic support to firefighting forces; cooling exterior bulkheads / walls with hoses or monitors; or establishing and enforcing safety or security zones at the scene.

   d. Designating a marine firefighting coordinator (MFC). The MFC is the Coast Guard. The MFC provides on-scene liaison with response organizations in marine firefighting incidents. As the COTP representative, the MFC is responsible for the development and coordination of the planning, training and response objectives of Coast Guard firefighting assets.
TAB E: NON-FEDERAL RESPONSIBILITY

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 terminals and facilities have some in-house firefighting capabilities, but are very limited and are utilized to contain the fire until the local fire department resources arrive on scene. Typical responsibilities of local fire departments include:

   a. Assume position of Incident Commander (IC).
   b. Establish and staff a Command Post when acting as IC.
   c. Request necessary personnel and equipment, including fireboats, and appropriate medical aid from available resources.
   d. Determine the need for, and request mutual aid.
   e. Request necessary Coast Guard / Federal personnel, equipment, and waterside security through the COTP.
   f. Establish liaison with police departments for land-side traffic and crowd control, scene security, and evacuation.
   g. Provide portable communications equipment to response personnel from outside agencies as necessary.

2. MASTER OF THE VESSEL. The presence of local firefighters and the Coast Guard does not relieve the master of command of, nor transfer the master’s responsibility for overall safety on the vessel. However, the master should not normally countermand any orders given by the local firefighters in the performance of firefighting activities on board the vessel, unless the action taken or planned clearly endangers the safety of the vessel or crew.

3. OWNERS / OPERATORS OF VESSELS / WATERFRONT FACILITIES. These individuals are always a critical source of vessel/facility information. Regardless of other response resources, the owners/operators of vessels and facilities retain a fundamental responsibility for safety and security.

4. RESPONSIBLE PARTY. If an agency other than the Coast Guard is the lead agency for an incident, the responsible party it identifies will be the responsible party for the purpose of this plan. The lead agency will normally be the fire department.
Since there is no special funding for marine FIREFIGHTING, resources will have to be contributed on a cooperative basis or will have to be paid for by the responsible party. Coast Guard response funding comes directly from operating expense funds, unless a substantial threat of pollution exists. Under some circumstances, the Comprehensive Environmental Response Compensation and Liability Act of 1980 (CERCLA) Trust Funds, and the Oil Spill Liability Trust Fund (OSLTF) may be available to reimburse firefighting expenses. This is limited to those situations where the fire is fought specifically to abate the potential for, or fire resulting from, a pollution incident. Firefighting activities related to the safety of life or property are generally not reimbursable from CERCLA funds or the OSLTF. (Refer to MSO Buffalo’s Area Contingency Plan). In the following cases the identified sources of financial assistance should be explored.

1. When the Oil Pollution Liability Trust Fund is used for a response, those expenses will be recovered from the responsible party.

2. If a vessel desires to enter or move within the port to save the vessel and cargo, the owner, master, charters and agents should be required to indemnify and hold harmless the port, its board, and federal and local governments for damage or injury suffered as a result of the fire or movement of the vessel.

3. The vessel’s liability for oil pollution removal costs should be recovered by an insurer evidenced by a valid Certificate of Financial Responsibility (COFR), if the vessel is over 300 gross tons.

4. Liability insurance covering damage the vessel may have caused to other property should be investigated since the possibility exists that the vessel could set fire to other vessels and facilities within the port area.

5. Since there is presently no government source for reimbursing agencies assisting in FIREFIGHTING, each agency involved must pursue its reimbursement from the responsible party.
The Eastern Great Lakes Area is the major transportation route to and from other Great Lakes ports. It is conceivable that every type of commodity and cargo passes through the MSO Buffalo Zone at one point or another. Such cargoes are bulk liquid oil products and hazardous materials; bulk cargoes such as grain, iron ore, and coal; and break bulk cargo. In 1993, the St. Lawrence Seaway recorded 868 transits of oceangoing ships through the Seaway, of these 268 were tank vessels. There were 1168 transits of Great Lakes ships, of these 154 were tank vessels.

1. PORT OF ERIE
   a. Vessels making port at Erie include lake and oceangoing freighters. Cargoes included bulk materials, such as sand, metal turnings, etc.
   b. Erie has a repair facility and dry dock.
   c. The City of Erie Fire Department is the local responder for the Port of Erie.

2. DUNKIRK
   a. The Niagara Mohawk power station at Dunkirk receives coal for power generation at the facility.
   b. The City of Dunkirk Fire Department will be the Incident Commander and is responsible for response to the power plant for marine firefighting.

3. BUFFALO
   a. Although once a major port along the Great Lakes, Buffalo has limited vessel traffic entering the port. Both tank vessels and freighters make port calls to terminals along the Buffalo and Niagara Rivers.
   b. Freight vessels usually carry bulk materials such as grain, sand, gravel, salt, concrete, etc. to terminals along the Buffalo River, and the Lackawanna Ship Canals.
   c. Tank vessels primarily carry refined petroleum products such as gasoline, diesel, #6 fuel oil and heating oil to terminals along the Buffalo River, Lackawanna Ship Canal and the Niagara River. They also bring asphalt, coal tar and toluene to the Niagara River and Lackawanna Ship Canal terminals.
d. Buffalo’s Naval and Servicemen’s Park has three vessels permanently moored as museum exhibits. The cruiser Little Rock, the destroyer The Sullivans and the submarine Croaker, all pose as potential sources for fire, since the vessels have electrical power for lighting and ventilation.
e. The Port of Buffalo is a large area covering several jurisdictions. The fire departments responsible for the area in which a vessel may be moored will be the Incident Commander for that area.

4. ROCHESTER

a. The Port of Rochester does not routinely have cargo or freight ships enter its port. However, it is conceivable that the port could receive a vessel which has been diverted to it because of a shipboard fire.

b. The Incident Commander would be delegated to the fire responder for the zone of the Genesee River in which the vessel would be moored in accordance with the Marine Emergency Plan annex to the Monroe County Comprehensive Emergency Plan.

5. OSWEGO

a. Tank vessels deliver petroleum products, usually #6 oil to the following terminals along within the Oswego harbor: Oswego Port Authority, Sprague Energy and Niagara Mohawk. Aluminum slabs and ingots, cement, and sand are also delivered to the port.

b. The City of Oswego Fire Department would be the Incident Commander for the Port of Oswego.

6. ST. LAWRENCE RIVER, AMERICAN NARROWS

a. The St. Lawrence River is the most heavily transited portion of the Eastern Great Lakes. All ships enter and leave the Great Lakes through the St. Lawrence River.

b. In the event of a shipboard fire in the St. Lawrence River, the Saint Lawrence Seaway Development Corporation (SLSDC) would notify local responder for that section of the river. That fire department would be the Incident Commander for that zone.

7. OGDENSBURG

c. Ships entering the Port of Ogdensburg carry general cargo.

d. Ogdensburg Fire Department is the local responder for the port.
VOLUME 6
MARINE FIREFIGHTING CONTINGENCY PLAN
APPENDIX II: RESPONSE ORGANIZATION

TAB B. PREDESIGNATION OF RESPONSIBILITIES

LOCAL RESPONSE ORGANIZATION: The predesignation of responsibilities for a marine fire incident will reduce the time required to notify and respond to the emergency. Use of the Incident Command System will effectively accomplish this goal by designating the duties of each person who responds to an incident.

1. LOCAL FIREFIGHTING AGENCIES

a. The responsible local fire service will become the lead agency for directing firefighting operations and ensuring adequate firefighting response. The COTP will integrate Coast Guard resources into that ICS organization, as appropriate.

b. The Coast Guard will support local municipalities in firefighting efforts by providing guidance and direction to any response effort, including search and rescue, waterways management, port safety, pollution response and technical support. This assistance will be accomplished by providing necessary assets and personnel. Depending upon the severity of the incident, Coast Guard support may grow larger or smaller than indicated in the response organization’s plan.

2. DISCOVERY AND NOTIFICATION

a. To ensure the timely development and coordination of FIREFIGHTING and marine safety resources, it is essential that all involved agencies are promptly notified of a major fire in their area. In most cases, the Coast Guard will not be the agency which initially discovers a marine fire.

b. Fires on vessels, bridges or waterfront facilities which threaten the safety of the port, navigable waterways or the environment should be reported to MSO Buffalo as soon as possible. The discovery will be reported in one of three methods:

(1). Fire departments receiving notification of a marine fire, are requested to relay the report to the nearest Coast Guard unit. This report is requested even when no Coast Guard assistance is required. Phone numbers of Coast Guard units are included in APPENDIX V LOGISTICS.

(2) Coast Guard units receiving reports of marine fires will relay the message to the Operations Officer at MSO Buffalo. NOTE:
After duty hours, this notification will be accomplished through the Coast Guard Group Buffalo Operations Center.

(3) Direct reports received by MSO Buffalo will be reported to the following agencies:
(a) Local fire departments
(b) Local Emergency Management Agency
(c) New York State Office of Fire Prevention and Control
(d) New York State or Pennsylvania Emergency Management Agency
(e) Coast Guard Group Buffalo & Stations with SAR responsibility
(f) Responsible Party or Vessel Agent if determined
(g) CCGD9 Marine Safety Division or Operations Center

3. INITIAL ACTIONS

a. Upon notification of a marine incident, the MSO Duty Officer or Chief of Port Operations will:

(1) Determine dangerous cargo operations in the vicinity of the burning vessel.

(2) Request Coast Guard Group Buffalo to issue an Emergency Broadcast Notice to Mariners informing vessels of the fire and the presence of waterborne FIREFIGHTING units, advising vessels bound for the danger area to stay well clear.

(3) Issue COTP orders, establish safety zones and regulate navigation areas as necessary.

(4) If necessary, select a pier, using the following criteria:

   (a) It should be non-combustible.
   (b) A large staging area is available.
   (c) Public access should be easily controllable.

(5) Establish contact with local agents of vessels involved in the emergency situation and inform them of any anticipated need for movement of those vessels.

   (a) If time permits, the MSO will recommend vessels in the emergency area move voluntarily. However, if they refuse, a COTP order will be issued.
   (b) Arrangements for vessel movements will be made by the vessel owner, master or agent with approval from the COTP.
(c) Vessels moved shall be directed to a harbor, anchorage or another dock away from the endangered area.

(6) Alert pilot and tug companies as soon as it becomes evident that movement of the vessels may be necessary.

4. ESTABLISHMENT OF COMMAND POSTS

a. An on-scene Command Post will be established by the Incident Commander. The Coast Guard on-scene representative should be stationed at the Command Post and establish communications with involved Coast Guard resources. Continuing communications should be maintained between the Command Post and the vessel’s master, facility operators, owners representatives, salvage / cleanup contractors, port officials and other key personnel on-scene. Representatives at the on-scene command post should have authority to make decisions to facilitate rapid response.

b. On-scene Command Posts should be established on shore within the cold zone. A cold zone is the area located outside the decontamination or hot zone. The health hazard from the fire should be considered when determining the location of the command post. (Most vessels carry, or are constructed with hazardous or potentially hazardous materials.)

c. The initial emergency operations center (EOC) will be set up at the Marine Safety Office. All port safety functions and most Coast Guard support functions, including logistics, agency level coordination, public affairs, will be coordinated through the emergency operations center. Coordinators for environmental response, communications, public affairs, logistics and supply activities should be assigned as necessary, as well as personnel to act as responders and draft situation reports (SITREPS). Other locations for the EOC may be considered as the situation requires. Possible locations include the county EOC(s).

5. COMMUNICATIONS

a. Pre-established and effective communications procedures are essential to a successful and safe execution of a firefighting, rescue or hazardous materials response. The larger the incident, the greater number of agencies likely to become involved in the response. Pre-planning of incident communication procedures will significantly reduce many of the difficulties which may arise during the firefighting operations. Considerations should be given to the following:

(1) Do the responders have the capability to communicate on common frequencies?
(2) Have standardized radio procedures and call signs been established?

(3) Has the effectiveness and limitations of communications been tested during exercises? (The primary component of vessel construction is steel, which is an inhibitor of radio communication. A vessel’s hard wired communication system is not a recommended alternative if the vessel has sustained damage.)

(4) Terminology use must be in common day language to avoid confusion. Local firefighters may not understand nautical nomenclature.

b. The FCC has designated two frequencies to provide for common communications known as the Fire Mutual Aid Radio System (FMARS), between firefighting units from different agencies operating at a common incident. Those frequencies are:

(1) 45.88 MHz County-to-County
(2) 46.22 MHz Statewide Fireground Frequencies
(3) 154.290 MHz
(4) Other Agency Frequencies:
   (a) 46.88 MHz Erie County (NY) F2 fire frequency
   (b) 155.76 MHz Erie County (NY) Local government
   (c) 158.835 MHz Pennsylvania Emergency Management Emergency Frequency

c. Communications with the vessel established by the Coast Guard would be initiated on Marine Channel 16, 156.800 MHz. The Coast Guard communication center would attempt to keep the vessel on channel 16 until another channel was established with vessel. This prevents loss of communications with the vessel during the emergency.

(1) Use of this channel by land mobile stations and non-SAR land fixed stations is prohibited by FCC regulations.

(2) Receiving only monitoring of this channel is not prohibited.

d. The other emergency channel use by the Coast Guard is marine channel 22A, 157.100 Mhz, on which notice to mariners would be given.

e. Listed are the marine channels and their use:
(1) Channel 12 156.600 MHz Inland and offshore navigation

(2) Channel 13 156.650 MHz Inland and offshore navigation

Channels 12 & 13 controlled by VTS (St. Lawrence Seaway)

(3) Channel 16 156.800 MHz International hailing and distress channel

(4) Channel 21A 157.050 MHz USCG operational channel

(5) Channel 22A 157.100 MHz USCG public liaison channel

(6) Channel 23A 157.150 MHz USCG operational channel

(7) Channel 81A 157.075 MHz Primary USCG Marine Safety Office (MSO) channel.

   (a) National pollution response coordination channel.

   (b) Primary means of communication between the field teams contractor teams in pollution cases.

   (c) Some pollution reports are made to the USCG by the public on this channel.

   (d) USCG Air stations and USCG Groups use their frequencies when prosecuting cases for MSO’s. However, they pass their information to the MSO via this channel as well as phone and hard copy message.

(8) Channel 83A 157.175 MHz USCG Auxiliary channel.

   (a). The COTP may preempt use of this channel during emergencies.

   (b). Used as an overflow channel for 81A during pollution case prosecution.
INTRODUCTION. The following response consideration check off lists detail the response strategies and techniques into an Incident Checklist form which is color coded for quick reference. This section also serves as a quick reference guide for use during training, preplanning activities, and responses to marine fire incidents. For ease of use, Tabs A through E are in checklist form. Tab F is questionnaire form and is intended for use in capturing information.

These checklists are not all inclusive and do not anticipate every task that may be important to the outcome of an incident. Consequently, it must be remembered that these checklists are only intended as tools or guides.

Every item in these checklists may not be required. Each may be addressed in any order of priority, based upon the needs of the particular incident. Utilize the laminated cover forms with a grease pencil for use during an actual incident.

**TAB A - INCIDENT CONTROL CONDITIONS**  
(green pages)

- Intended for use by the Incident Commander (IC)  
- Assessment, strategy, situational control

**TAB B - VESSEL FIREFIGHTING CONSIDERATIONS**  
(red pages)

- Intended for use by the Operations Chief  
- Vessel and fire assessment, firefighting tools available

**TAB C - VESSEL TYPE FIRE STRATEGIES**  
(yellow pages)

- Intended for use by the Operations Chief  
- Focus primarily on a burning vessel considerations

**TAB D - DEWATERING CONSIDERATIONS**  
(blue pages)

**TAB E - STABILITY ANALYSIS AND MONITORING**  
(orange pages)

**TAB F - TERMINAL CONSIDERATIONS**  
(pink pages)
- Intended to improve the capture of terminal information that may be important to consider when a burning vessel is located alongside a wharf or terminal.

TAB G - INCIDENT INFORMATION SHEET

TAB H - NOTIFICATION CHECK LIST
1. ENROUTE TO THE INCIDENT

   a. Evaluate the initial report:

      _____ Location
      _____ Type of vessel
      _____ Reported situation
      Environmental pollution occurring?
      _____ Reported casualties or rescue situation
      Request for ambulances
      Weather conditions, especially:
      _____ Wind direction
      _____ Wind speed
      _____ Any other alarm information
      Report from police on scene
      Report from the Coast Guard on scene
      Smoke showing enroute

   b. Request additional information enroute/up-dates.

   c. Request additional resources based on size-up:

      _____ Upgrade response, if necessary
      _____ Call additional alarms

   d. Notify Coast Guard, request / confirm your response with Marine Safety Office (MSO) Buffalo. (Refer to Resource Guide, Appendix V, for phone numbers)

   e. Consult preplans:

      _____ Terminal preplans
      _____ Vessel preplans
      _____ Marine Firefighting Contingency Plan (MFCP)
      _____ Available resources plan
      _____ Disaster Plan - Activate if needed
      _____ Multi-casualty plan - Activate if needed
      _____ Mutual Aid Plan - Activate if needed

2. ON SCENE - Report on conditions - obvious indicators:

   _____ Incident location
Scene condition

Vessel type and name:

Vessel conditions
- Obvious stability problems, such as listing or settling
- Initial reports from people on scene
- Type and extent of the emergency
- Rescue or Medical situation
- Exposure situation

NOTE: Periodically issue updated situation reports (SITREPS) throughout / during incident.

3. ESTABLISH INCIDENT COMMAND SYSTEM (ICS)

a. Identify Command Post location (see Appendix II, Tab B). Consider:
   - Accessibility
   - Safe location
   - View of scene
   - Protected from the elements/weather
   - Communications
   - Sanitary facilities
   - Size

b. Consider using terminal building, requesting a mobile command vehicle, or temporary use of your immediate vehicle.

c. Name Command Post after terminal, vessel, or street name where terminal is located.

d. Advise Communications / Dispatch of your initial actions.

e. Assign tasks / responsibilities to other incoming units. Have them stage until needed.

f. Identify staging area location:
   - Refer to resource section of plan for terminal involved
   - Is staging area accessible, having sufficient area, sanitary facilities?
   - Assign staging area responsibility to an incoming officer or company.

g. Identify access route into staging area and to the incident:
   - Have law enforcement restrict the designated primary route into the incident area to all but emergency vehicle traffic.

h. Continue size-up process.
i. Request additional alarms, resources, equipment, specialized resources, agencies, organizations or individuals, as needed.

4. PERIMETER SECURITY

a. Define perimeter. Be liberal - easier to make it smaller than to enlarge it once it is established.

b. Shoreside - Law Enforcement (Police, State Police, Sheriff, Terminal Security, other):
   _____ Traffic control
   _____ Scene control
   _____ Clear operational area of unauthorized persons
   _____ Crowd control
   _____ Evacuation
   _____ Secure landing zone for air rescue units
   _____ Ensure law enforcement personnel are assigned to safe area
   _____ Request law enforcement representative to coordinate

c. Waterside - Coast Guard, police boats, fire boats, Corps of Engineers, other:
   _____ Establish Security Zone and/or Safety Zone (Coast Guard)
   _____ Issue Notice to Mariners. (Marine radio frequency announcement, Coast Guard)
   _____ Notify Coast Guard Vessel Traffic Service
   _____ Vessel traffic control, clear waterside operational area of unauthorized boats (Coast Guard)
   _____ Coast Guard representative at command port to coordinate
   _____ Determine if rescue, pollution, or fire burning on water situation exists when evaluating waterside security measures

d. Determine and define operational area:
   _____ Identify and consider any obstructions to operations

e. Determine if evacuation is needed.

f. Are hazardous materials involved? If necessary:
   _____ Hot zone
   _____ Warm zone
   _____ Cold zone
   _____ Decontamination area

g. Continually reevaluate these during incident.

h. Develop plan(s) to achieve the above.

5. OFFENSIVE OR DEFENSIVE PLAN
a. Initial or subsequent Incident Commanders decide:

b. Offensive plan:
   _____ Lives can be saved, persons can be rescued on the vessel
   _____ Fire can be controlled or extinguished
   _____ Fire can be confined to part of the vessel
   _____ Property can be protected or saved on the vessel

c. Defensive plan:
   _____ Fire out of control, can not be stopped on vessel(s)
   _____ Incident situation drastically changes, forces a move from an
      offensive plan to a defensive plan:
      _____ Explosion, rapid fire spread
      _____ Hazardous materials become involved
      _____ Drastic stability situation
      _____ Death or serious injury to response personnel
      _____ Surround and drown - Master stream, fire boats
      _____ Let incident stabilize self
      _____ Move vessel to a less impacted location - use tugs, consult
         Coast Guard
      _____ Beach, ground, or scuttle vessel - consult Coast Guard,
         Corps of Engineers
6. RESCUE OF ENDANGERED PERSONS

a. Crew, passengers, Dock workers, visitors, spectators, others.

b. Rescue only if prudent. Do not put emergency personnel in no-win overly dangerous situations.

c. Helicopters

d. Boats:
   - Coast Guard
   - Other marine organizations and agencies
   - Commercial vessels
   - Tugs
   - Recreational vessels

e. Set up emergency medical and casualty stations:
   - Triage area
   - Victim transportation area
   - Request necessary ambulances and medical supplies
   - Set up and identify a traffic lane for ambulances to enter transportation area, load up and exit a different route
   - Medivac helicopters
   - Set landing zone
   - Have fire apparatus standing by landing zone

f. Fatalities:
   - Notify coroner, medical examiner
   - Body bags and other supplies
   - Temporary morgue - refrigerated truck or trailer (cover business name on side)

7. INITIAL ACTIONS TO KEEP INCIDENT FROM ENLARGING

a. Protect exposures.

b. Stop cargo transfer, bunkering or dangerous cargo (red “Bravo” flag).

8. PROTECT EXPOSURES

a. Terminal structures
b. Other vessels
c. Wharf, pier structures
d. Cargo
e. Vehicles:
   - Trucks
   - Trains
   - Cars
   - Rails cars
f. Determine combustibility of exposures.
g. Determine effect of thermal heat or fire stream water on exposures.
h. Can exposures be protected in place?
i. Can exposures be moved? Move endangered shipping with tugs or under their power.

9. STOP CARGO TRANSFER, BUNKERING, OR DANGEROUS CARGO OPERATIONS (RED “BRAVO” FLAG)

a. To vessel involved in incident.
b. To other vessels in or near terminal, incident scene / location.

10. CONTACT RESPONSIBLE PARTY OR PERSONS FOR INFORMATION AND ASSISTANCE

a. Determine what has been done prior to fire department, Coast Guard arrival.
b. Determine nature, cause, location, extent of fire situation.
c. Locate and account for vessel crew:
   _____ Master
   _____ Chief Mate and Mates - Deck Department familiar with:
       _____ General arrangement of cargo
       _____ Cargo situation
       _____ How to operate cargo handling gear, mooring gear
       _____ Stability
   _____ Chief Engineer and Assistants - Engineering Department -familiar with:
       _____ Operation of ship’s systems
       _____ Fire protection equipment and systems
       _____ Fuel/ballast tanks
       _____ Utility shutoffs
       _____ Generators
       _____ Lights, etc.
       _____ Dewatering
d. Obtain additional vessel information (see Tab B).
   _____ Use crew for assistance, when available
   _____ If crew is on liberty (off ship), call them back to vessel
   _____ If language barrier, request interpreters (see language section of resources section, Appendix V, Tab Q)
   _____ Get individuals from local marine community who are familiar with
       vessels and can assist firefighters with operations on the vessel and/or additional Coast Guard inspectors.
   _____ Terminal manager/Owner
11. INCIDENT SCENE CONSIDERATIONS

a. Complete the Incident Scene Information Worksheet. See Appendix III Tab G.

b. Bottom conditions:
   - Sloping
   - Flat
   - Rocky
   - Soft
   - Water depth:
c. Can vessel be moved to a location with better conditions?
   _____ If so, can it move under own power?
   _____ If so, can it be done with assistance of tugs?

d. Scuttling or beaching:
   _____ Consult Coast Guard Captain of the Port
   _____ Consult with Army Corps of Engineers

e. Terminal, pier and wharf conditions:
   _____ Construction
   _____ Configuration
   _____ Obstructions to operations
   _____ Cargo - HAZMAT
   _____ Vehicles
   _____ Other equipment to hinder operations
   _____ Maintain an operational access to incident scene
   _____ Move nearby vessels if necessary
   _____ Contact Coast Guard for assistance

f. Water supply:
   _____ Available on scene
   _____ Supplemental

g. Exposures

h. Exposure access

12. CARGO CONSIDERATIONS  (refer to incident scene worksheet)

a. The Master, mates and deck department personnel are most familiar
   with general arrangement of ship’s cargo handling equipment and the
   cargo on board.
   _____ Obtain shipping, cargo stowage plan from Master or on bridge
   _____ Dangerous cargo manifest
   _____ General cargo manifest
   _____ Stowage plan
   _____ General arrangement plan
   _____ Obtain information from agents/owners/representatives on scene

b. Determine:
   _____ HAZMAT materials or cargo on board
   _____ Location
   _____ Types
   _____ Quantity
   _____ Hazards
   _____ Health
   _____ Flammability
   _____ Toxicity
   _____ Thermal reactivity
_____ Water reactivity
c. Consider:
_____ Protect cargo in place
_____ Off load cargo
_____ Determine need for stevedores, cargo handlers, longshoreman (see resource list for Stevedore companies)
_____ Vessel cargo handling equipment operational?
_____ Shoreside cargo handling gear operational and available?

d. Secure loose cargo and equipment.

e. Determine interior, deck arrangement, vessel safe condition, faults and weaknesses:
_____ Exterior access and entry points
_____ Size dimensions
_____ Decks
_____ Interior arrangement, compartmentation
_____ Fire and water tight separation or zones
_____ Vertical and horizontal openings and channels
_____ Access from dock (Gangway, ramps, aerial ladders, cargo handling / loading equipment)
_____ Investigate condition of all accessible spaces
_____ NOTE ALL HAZARDS TO PERSONNEL

f. Structural condition of vessel: (Consult marine architect if possible):
_____ Need for shoring, bracing, or other damage control actions
_____ Damage to structural integrity of vessel
_____ Threat to response personnel
1. OBTAIN VESSEL INFORMATION

a. Fire plan:
   _____ Should be located near gangway
   _____ May be located in Master’s or Chief Mate’s Office

b. Cargo information:
   (information found on bridge, Master’s or Chief Mate’s office)
   _____ General cargo manifest
   _____ Dangerous cargo manifest
   _____ Cargo stowage plan
   _____ General arrangement plan
   _____ Crew and passenger lists
   _____ Trim and Stability booklet -(Stability information and computations unique to the involved vessel)
   _____ Material Safety Data Sheets for Hazardous Material and Dangerous Cargo
   _____ Other applicable plans (Electrical systems, ventilation, etc.)

2. INVESTIGATE FIRE SITUATION AND GATHER INFORMATION

a. Complete vessel information worksheet. (Appendix III Tab G)

b. Complete Incident scene information sheet. (Appendix III Tab H)

c. Board vessel to investigate situation:
   _____ Establish Safety Officer
   _____ Develop ESCAPE / EVACUATION/ABANDON SHIP PLAN
   _____ Ensure that all response personnel understand & recognize the abandon ship signal
   _____ Provide for and maintain escape routes
   _____ Gangways
   _____ Jacob ladders
   _____ Ramps to vessel
   _____ Aerial and ground ladders in several locations
   _____ Helicopters standing by
   _____ Rescue vessels in water around stricken vessel

d. Crew:
   _____ Number
   _____ Nationality
e. Passengers, Others.

f. Shoreside personnel injured:
   _____ Shore workers
   _____ Spectators
   _____ Location

g. Condition of people:
   _____ Injured
   _____ Trapped
   _____ Missing
   _____ Dead

3. DETERMINE IF STABILITY, FLOODING, OR DAMAGE CONTROL
   PROBLEM (SEE TAB D FOR INFORMATION)

4. DETERMINE FIRE SITUATION

   a. Location

   b. Interview the crew:
      _____ What happened?
      _____ Where did it happen?
      _____ When and why did it happen?
      _____ What has been done prior to fire department arrival?
      _____ Were fire extinguishing systems activated?
      _____ Ventilation secured?
      _____ Electrical systems secured?
      _____ Fire pumps activated and on line?

   c. Determine size of area involved.

   d. Determine extent of involvement:
      _____ Decks
      _____ Spaces
      _____ Zones
      _____ Frames

   e. Determine danger of fire extension and/or direction of fire spread.

   f. Determine fire load, type and amount of materials involved.

   g. Determine effect fire has had and project its continued effects.
5. DETERMINE STATUS, CONDITION AND CONTROL OF VESSEL FIRE PROTECTION SYSTEMS AND EQUIPMENT - CONSULT WITH VESSEL ENGINEERING OFFICER

a. Fire Main:
   _____ Single Firemain system (figure 1)
   _____ Looped Firemain System (figure 2)
   _____ International shore connection (figure 3 and 4)
   _____ manifold location
   _____ Supplemental ship’s firemain system with shoreside water and pressure, if it will be used.
   _____ Fire station location and equipment (TYPES OF COUPLINGS/THREADS)
   _____ Compatibility with fire equipment
   _____ Fire pumps:
   _____ Main or _____ emergency
   _____ Diesel or _____ electric
FIGURE 1
b. Determine areas covered by fire protection systems.
   ____ Water spray or sprinkler systems.
   ____ Foam systems.
   ____ HALON localized and total flooding systems.
   ____ Carbon Dioxide localized and total flooding systems.
   ____ Dry Chemical, twin agent systems.
   ____ Steam smothering.
   ____ Inert gas systems.

c. Fixed monitors:
   ____ Manual or remote controlled
   ____ Foam or water
   ____ Emergency gear lockers and bracing materials (wood, metal jacks, etc.)

d. Heat detection systems.

e. Fire rated bulkheads, zones, doors.

f. Identify locations of control valves, agent storage containers.

g. Activate fire protection system to extinguish or control fire according to procedures, if chance it can control fire.

h. Remote control watertight and fire doors.

i. If any of ship’s fire protection or extinguishing systems can extinguish or help control fire then:
   ____ Set fire boundaries around fire, and
   ____ Activate system

6. DETERMINE STATUS, CONDITION AND CONTROL OF OTHER VESSEL SYSTEMS (CONSULT WITH VESSEL ENGINEERING OFFICER)

a. Vessel fixed system and pumps:
   ____ Dewatering systems, pumps
   ____ Butterworth system
   ____ Crude oil Wash systems
   ____ Liquid cargo system and pumps
   ____ Bilge pumps
   ____ Ballast pumps

b. Vessel portable pumps and equipment:
   ____ Eductors
   ____ Submersible pumps
   ____ Other portable pumps

c. Main propulsion system:
   ____ Is it operational?
   ____ Can vessel be moved under its own power?
_____ Marine diesel  
_____ Steam turbine  
_____ Gas turbine  
Other: _____________________________

d. Fuel:  
_____ Types?  
_____ Heated?  
e. Amount of fuel onboard and location:  
_____ Fuel tanks  
_____ Day tanks  
_____ Settling tanks  

f. Ventilation systems:  
_____ Dampers and methods of operation  
_____ Control location  
_____ Location and routes of ducting identified  
_____ Locations or spaces served by ventilation outlets on deck, especially if issuing smoke  
_____ Identified  
g. Generators:  
_____ Main  
_____ Auxiliary  
_____ Emergency  
_____ Location  
_____ Method of operation  
_____ Portable generators  
_____ Can they power pumps, lighting?

7. DETERMINE STATUS, CONDITION AND CONTROL OF OTHER VESSEL SYSTEMS

a. Communication systems:  
_____ Sound powered phones  
_____ Marine radio  
_____ Portable radios  
_____ Public address system  
_____ Bull horn  
_____ Telephones  
_____ Voice tubes  

b. Cargo handling equipment:  
_____ Pumps and liquid cargo hoses  
_____ Cranes  
_____ Cargo rigging  
_____ Winches
c. Mooring systems - (Determine condition of and monitor mooring lines at all times; keep personnel, equipment, apparatus clear of mooring lines).

   _____ Slack or take up mooring lines as necessary
   _____ Drop anchor(s), if needed
   _____ Vessel drains, scuppers and drainage systems
   _____ Remote controlled water tight and fire doors:
       _____ Marine vertical zones
       _____ Fire rated bulkheads

8. FIREFIGHTING OPERATIONS

a. Establish water supply to vessel:
   _____ Hose lines
   _____ Consider using aerial ladder trucks as standpipes
   _____ Fire boats
   _____ Portable pumps
   _____ Consider supply and using ship’s fire main system
   _____ International shore connection and manifold

b. Set fire boundaries on all six (6) sides of the fire area:
   _____ Use hoselines to cool decks and bulkheads continually throughout incident duration.

c. Use minimum amount of water to accomplish task.

d. Take actions to remove / dewater firefighting water.

e. This may generate considerable steam:
   _____ Rotate personnel, as needed
   _____ Move combustibles away from primary fire boundary
   _____ Identify and prepare secondary fire boundaries
   _____ **Continually investigate all areas of fire boundary for fire spread**
   _____ Keep aware of ventilation systems

f. **Do Not** interrupt fire boundary maintenance activities.

g. Consider thermal imagery and taking temperature readings.

h. Secure ventilation and all openings to fire area.

i. Secure utilities, electrical, and any fuel supplies to fire area.

j. Investigate for concealed spaces and avenues of fire spread through boundaries.

k. Make frequent inspections of all sides of fire area.
l. Install floating booms around vessel or incident to contain debris and pollution.

m. Monitor vessel stability throughout incident.
   ____ Note changes in draft marks, inclinometers, etc.
   ____ Beware of large accumulations of water above the vessel’s waterline
   ____ Secure openings in hull to prevent water from entering vessel, should list occur
   ____ Obtain technical assistance to determine stability situation and recommend corrective actions
   ____ Begin adequate dewatering operations

n. Mobilize and position sufficient personnel and hose lines, appliances, and extinguishing agents to control and extinguish the fire.

o. Coordinate ventilation of fire area with fire attack.

p. Provide for sufficient rotations of personnel to maintain a continuous extinguishing effort.

q. Begin necessary salvage operations.

r. When possible, set a fire watch and begin to overhaul and investigate cause of fire.
1. QUICK ATTACK

a. Fire is small enough to extinguish with portable extinguishers, large fixed extinguishers, and/or 1-2 hose lines. Conditions include minimum smoke, heat and adequate visibility. NOTE: Firefighting in any enclosed space, especially a machine or engineering space is extremely dangerous and difficult.

2. FIXED SYSTEM OPERATION

a. Rescue any trapped persons if possible.

b. Secure all openings to space until minimal smoke is escaping.

c. Establish primary and secondary fire boundaries.

d. Activate Fixed Fire Extinguishing Systems for involved space, if available:
   _____ Carbon Dioxide, HALON, foam, sprinklers, etc.
   _____ May involve several valves in different locations to discharge the agent
   _____ Use a vessel engineering officer, if available, or other experienced person from another vessel or the marine community to activate the system
   _____ If any smoke is escaping from the involved space, so will the extinguishing agent
   _____ Consider supplementing the fixed system with shoreside supplies of extinguishing agent (bulk Carbon Dioxide trucks)
   _____ Do not open spaces until fire is completely extinguished and space has cooled to prevent oxygen from re-igniting fire

e. After fire is controlled and space has cooled down, begin overhaul operations

   _____ Monitor oxygen and fire gas content in involved space (use MarineChemist for this).
   _____ Continue to cool and ventilate space throughout overhaul procedure and fire investigation.
   _____ Dewater and remove all buildup of firefighting water in involved space or anywhere on the vessel.
   _____ Set up portable lights
3. SET UP HOSE TEAMS

a. If water is the only extinguishing agent available, the following is to be considered:
   ____ All areas involved are to be accessible to water fog streams.
   ____ Water vapor suppression is possible when water is applied vigorously.
   ____ Personnel are to be kept away from extinguished area because of re-flash potential.
   ____ Larger volumes of water are needed
   ____ Larger dewatering capability might be required.
   ____ SEE TAB D and TAB E FOR STABILITY CONSIDERATIONS

b. Use when Fixed system failed to operate or control fire, fire small enough for interior fire attack.

c. Identify entry points/doors into involved space.

d. Have one of the vessel engineering officers describe and map out route to fire area, obstructions hazards to personnel, etc.

e. Identify escape route, signal, and procedure.

f. Minimum personnel and equipment:
   ____ Two (2) 1 1/2” or 1 3/4” hose lines minimum per entry point, per hose team
   ____ Full protective gear and breathing apparatus
   ____ Each foam hose team to consist of:
      ____ One fire officer with radio communication
      ____ One nozzle person per hose line
      ____ Two hose persons per hose lines
      ____ One person to feed and take up hose at entrance to space for each hose line
   ____ Total of nine (9) persons per team

g. Number One hose will be for fire attack.

h. Number Two hose will be primarily for personnel protection, with fire attack secondary.

i. Both hose lines on each team will enter involved space side-by-side (hose teams may have to zipper together in order to enter space through door).

j. Officer in charge of hose teams must be anyplace he/she can effectively supervise, direct, and coordinate the teams. Officer may want to be between both teams and holding onto both nozzle person’s Self Contained
Breathing Apparatus (SCBA) straps. This will keep the teams in contact with the officer in charge

**k. Have backup hose lines laid out, charged and staffed to protect and/or rescue primary attack hose team.**

l. Provide for regular relief of personnel on active hose team:
   - Have minimum of one set of fresh personnel ready, in full protective gear to relieve, or rescue if necessary the active attack hose team
   - Rotate personnel on attack team every 10 minutes, if need be

m. If possible, there should be openings on the leeward, downwind side of the vessel to allow steam and hot fire gases to escape ahead of the advancing fire fighters.
   - Consider turning the vessel to take advantage of existing wind direction and force, or using smoke blowers/ejectors to positively pressure the fire area behind the attack teams, to direct escaping smoke and combustion products out through the controlled exit point.
   - Hose teams and protective water streams may have to be positioned to prevent fire spread at the smoke and heat exit point.

**n. Start the fire attack when:** All the required attack, backup, and exposure fire lines are in place, charged and staffed; ventilation equipment or method is set up; and all crews understand escape signal and procedure. **Do not start attack until involved space has vented built up pressure.**

   - Cool and carefully open secured watertight doors and hatches at fire area access points and smoke/hear exit points.
   - Stay out of arc of swing of any doors or hatches being opened to secured fire areas.
   - Be prepared for smoke, explosion, or backdraft when space/area is opened.
   - Continue the fire attack uninterrupted, by rotating crews on hose lines until fire is controlled.

**o. As teams advance into space, make sure hose follows access route.**

**p. Movement to and from the attack team, both in and out of the space, is done along the hose line. THE HOSE LINE IS THE LIFELINE**

**q. Continue the attack until the fire is controlled, or until obvious that control is not possible.**

**r. After fire is controlled and space has cooled down, begin overhaul operations**
Monitor oxygen and fire gas content in involved space 
(use MarineChemist for this).

Continue to cool and ventilate space throughout overhaul 
procedure and fire investigation.

Dewater and remove all buildup of firefighting water in 
involved space or anywhere on the vessel.

Set up portable lights.

4. FIRE ATTACK WITH FOAM;

a. Use when unable to control/extinguish fire with attack hose. Space too 
involved with fire to safely enter. There is no visibility because of darkness and 
smoke. **This is the most likely scenario.** This type of fire will be fought from 
outside the space using multiple **foam application** devices.

b. Continue to maintain and cool fire boundaries.

c. Secure all openings to involved space and continually investigate/monitor for 
any fire spread past the boundaries.

d. If possible, the ship should be turned so that foam can be applied from the 
upwind direction.

e. Where using foam as an extinguishing agent, **it is imperative to postpone the 
application of the foam until sufficient quantities are available** to effect 
complete extinguishment.

f. Obtain and mobilize sufficient:

- Water supply
- Foam concentrate supply
- Foam proportioning equipment
- Application devices to deliver the following **MINIMUM APPLICATION RATE**

g. **MINIMUM APPLICATION RATE.** There is no recognized minimum foam 
application rate for combating flammable liquid fires in enclosed spaces aboard 
vessels. The following is a very liberal rule of thumb developed using foam 
application rates listed in National Fire Protection Association (NFPA) 
Standard 11 for Spill and Storage Tanks fires.

(1) **GALLONS / MINUTE REQUIRED:**

For every 1000 Square Feet of machinery/engineering space deliver **200 
gallons per minute (GPM)** of foam solution for **30 minutes**. For a **2000** 
square foot engine room, double the above flow and concentrate 
requirements. For a **3000** square foot engine room, triple the amounts, etc.

This represents **6 gallons** of foam concentrate and **194 gallons** of water 
every minute when using **3%** foam concentrate, or **12 gallons** of foam
concentrate and 188 gallons of water every minute when using 6% foam concentrate.

(2) DURATION OF APPLICATION:

This minimum application rate must be capable of being delivered for up to 30 minutes uninterrupted.

(3) TOTAL AMOUNT OF FOAM CONCENTRATE:

Total foam concentrate needed is 180 gallons of 3% foam concentrate (6 GPM X 30 minutes) or 360 gallons of 6% foam concentrate (12 GPM X 30 minutes).

(4) HOSE REQUIREMENTS:

200 GPM of foam solution can be delivered with two 1 1/2 inch or one 2 1/2 inch foam hose lines.

(5) Remember these are only minimum amounts:

_____ The more foam that is applied over these amounts, the faster the fire should be extinguished

_____ If less than the Minimum is applied, the fire may burn up the foam as fast as it is applied, and the fire may never be extinguished.

_____ Shipboard fixed systems may be permitted to be included in the calculations, provided that the systems is reliable and charged.

h. Once required application rate has been identified and sufficient water supply, foam concentrate supplies, proportioning and application devices have been procured, set up for the foam operation. The objective during foam application is to spray foam around the space from the upper area. As it cascades down to the bilge, it will cool the hot metal structures and extinguish the residual fires. Any existing opening to the space can be used, or holes can be cut in the deck above the involved space to apply the foam. (Before cutting confer with marine architect).

i. Identify the foam application points/locations:

_____ Machinery / engineering space will usually have from 1 to 6 doors, usually watertight, into the space from various decks.

_____ Some doors may give access from interior decks. These doors may be hot or jammed.

_____ One or more doors may access the space for the weather deck.

_____ There may also be a large hatch or skylight above the space for lowering and lifting machinery parts into and out of the space.

_____ The above noted weather deck access points are
recommended to apply foam through.

Do not open these devices until prepared to apply foam in the proper quantity.

Prepare for and protect personnel from possible backdrafts when the space is opened.

Stay out of the arc of swing of any doors or hatches when they are opened under fire conditions.

j. Six to twelve inch holes can be cut into the overhead deck above the involved space to insert the tips of the foam nozzles:

Make sure the holes are cut above open areas in the space

Cellar nozzles may also be used

k. COOLING. During cutting and foam operations, the deck directly above the fire may be extremely hot and it, as well as personnel in the area, will require constant cooling.

Cooling streams include lines used to protect personnel and to cool exposures and hot surfaces

During the attack, water from cooling lines should always be kept away from foam.

Pumping capacity should include foam flow needs plus flow necessary to operate cooling streams

l. Begin foam application and do not stop until fire is controlled

Any pause in the application or fire attack may allow the fire to burn up the existing foam blanket and regained headway.

m. Periodically check the quality of foam from the nozzles on the deck to make sure proportioning and aerating is proper, and line is not just pumping water into the space.

n. Once the fire is controlled, continue to periodically reapply and maintain foam blanket, and cool the space.

The heated surface should be cooled without disturbing the foam blanket.

The foam blanket should be maintained until ignition sources are removed.

The tanks should be inerted, if possible. Carbon dioxide can produce static electricity, therefore, it should not be used.

o. Prior to opening the space and entering to overhaul and perform fire investigation, analyze it for oxygen content, associated fire gases, and temperature. A marine chemist can help with this.

Open space carefully, under protective hose streams

Ventilate space with blowers

Send in hose teams to further cool space, overhaul, and perform other required functions.

Use same procedure listed above for interior attack with hose teams

Set up portable lights
5. UNABLE TO EXTINGUISH FIRE - TAKE DEFENSIVE POSTURE

   a. Maintain fire boundaries.
   b. Let fire burn out.

6. MACHINERY AND ENGINEERING SPACE FIRE

These types of spaces and compartments usually have extensive amounts of fuel piping, lubricating oils, and electrical systems and wiring. There are also numerous sources of ignition and re-ignition. These Spaces may have large open areas than can encompass several decks.

In an engineering/machinery space fire, if the fuel flow has been secured to the space, the bulk of the fire will be burning in the bilge or lower area of the compartment. There may be ordinary Class A materials burning throughout the space. The ship’s structure will be very hot.

   a. Determine cause of fire:
      _______ Leaking fuel
      _______ Electrical
      _______ Other: _________________________________________

   b. Shut off fuel flow to the space. Fuel flow is usually secured by control valves located outside the space.

   c. Secure electrical power to the space.

   d. Close and secure all doors, hatches, ventilation ducts, dampers, and other openings to the space.

   e. Determine fire conditions
      _______ Interview the crew
      _______ Visual indicators
      _______ Actual investigations

   f. Attack fire using Quick attack, Fixed Systems, Hose Teams, or Foam; as appropriate.

6. ACCOMMODATION SPACE FIRE - This situation involves a fire in the living areas of a vessel
a. Perform any rescue of possible endangered persons.

b. Determine fire conditions, location(s) and possible cause:
   - Interview crew
   - Visual indicators
   - Investigation
   - **QUICK ATTACK** possible
   - **QUICK ATTACK** not possible then:
     - Set primary and secondary fire boundaries
     - Secure electrical power to area
     - Control and secure all doors, hatches, ventilation ducts and dampers, and other opening to the space.

c. Activate any fixed fire protection systems - **usually none available**.

d. Identify access points to the fire area.

e. Determine arrangement of fire area hazards - compartments, assageways, ladders, (stairs):
   - Consult ship’s plans and interview crew to get a mental picture of interior of fire area

f. Set up hose teams and attack fire as described in Section 3.

7. CARGO HOLD FIRE

a. Determine fire conditions:
   - What is burning and where:
   - Interview crew and other eye witnesses
   - Open hatch to investigate - **prepare for possible smoke, explosion, backdraft with protective hose lines.**
   - Are cargo hatches:
     - Closed
     - Operational
     - Type of cargo hatch system: ________________________________
     - If not operational, they
       - can be lifted open with a crane
       - cannot be lifted with a crane
     - Is there an entry scuttle or door into the cargo space?

b. Type of cargo:
   - Containers
   - Bulk liquid
   - Dry bulk
   - Break bulk - type of packaging
   - Break bulk - individual containers

c. If Hazardous Materials are involved:
Obtain copy of Dangerous Cargoes Manifest (on bridge or in Master or Chief Mate’s office, and in Terminal Office)
Obtain copy of Stowage Plan
Determine and use other cargo information sources

d. Nature of Hazardous Materials:
Name of HAZMAT: _________________________
UN Code Number: _________________________
Water reactive
Thermal reactive
Pressure reactive
Explosive
Flammable
Toxic - need for evacuation downwind
Other hazards: ____________________________________________

e. Identify Hot, Warm, Cold zones and Decontamination Area, if necessary.

f. Work from upwind area.

g. Do not touch or come in contact with any released materials.

h. Wear protective clothing and breathing apparatus.

i. Perform rescue of trapped person(s) only if this can be done safely without being overly risky to emergency personnel.

j. Establish fire boundaries around cargo hold.

k. Is fixed fire protection system available? If so, then:
   Secure all openings to cargo space
   Activate the system

l. Consider supplementing existing system or flooding the cargo hold with bulk Carbon Dioxide from shoreside tanks trucks.

m. Evaluate potential for fire to spread to uninvolved cargo.
   Protect or move exposed cargo, containers

n. Use vessel or shoreside cargo handling gear and equipment:
   Is it operational?
   Are there qualified personnel available to operate cargo handling equipment?
   Ship’s mates and deck personnel operate ship’s cargo gear
   Longshoremen operate shoreside cargo handling gear
o. If vessel or shoreside terminal cargo equipment is not operational, or qualified operators are not available, or refuse to assist, can independent cranes and related equipment be used on a contract basis?
   _____ Derrick barges
   _____ Shoreside motorized cranes

p. Consider cutting holes in cargo hold bulkheads, overhead decks, or hatch covers, and inserting cellar nozzles.

q. Dry bulk materials (Coal, Sawdust, Wood Chips, Coke, etc.):
   _____ Beware of burned out cavities in bulk material.
   _____ Beware of steam explosions when water is injected into deep seated fires in bulk materials.
   _____ Use thermal imagery (heat cameras) to locate hot spots in materials, and in the cargo hold.

r. Monitor oxygen content and fire gases in cargo hold:
   _____ Use a Marine Chemist for this.

s. Ordinary combustibles, Class A materials:
   _____ Consider using wetting agents or Class A firefighting foams to maximize penetration and effectiveness of fire streams.

t. Possible to access space and fight fire with handlines?
   _____ Use same hose team concept as listed in Section 3
   _____ When opening secured hatch covers under fire conditions, **prepare for a possible backdraft**
   _____ Set up and work from upwind
   _____ Consider moving the vessel to take advantage of the wind
   _____ Smoke billowing towards side of vessel

u. Dewater, remove any accumulated firefighting water:
   _____ Cargo space may have a dewatering or liquid cargo pump and piping system
   _____ Lower submersible pumps and/or eductors into space to dewater

v. For SMALL cargo spaces or holds, consider flooding entire compartment with water, only if it will not dangerously affect the vessel’s stability.

w. If fire cannot be extinguished with conventional firefighting methods or equipment:
   _____ Remove exposed cargo and let involved cargo burn out
   _____ Let cargo burn out and maintain fire boundaries

x. If fire is within a cargo container, consider using piercing nozzles.

8. TANK FIRE
a. Tanks on vessels are used to transport liquid cargoes or for the operation of the vessel itself.

b. The status of the tanks involved should be determined.
   _____ The type of product
   _____ Explosive
   _____ Reactive
   _____ Toxic
   _____ Nonpolar hydrocarbon
   _____ Polar solvent
   _____ The burn time of the product
   _____ The level of the tank at time of ignition
   _____ Accessibility should be determined
   _____ Obstructions are an influence on the type of attack
   _____ Hose lines access to tank fires can be gained through ullage holes, vent lines, ruptures, and manholes.

c. Determine:
   _____ Status of ship’s fire protection system
   _____ Does the ship’s foam system serve the area involved?
   _____ Had the ship’s foam system been charged prior to fire department’s arrival?
   _____ If so determine how much foam concentrate remains
   _____ Does the ship’s plan indicate if the ship’s foam concentrate supply can augmented from shoreside supplies?
   _____ Consult with the ship’s crew when operating the FIREFIGHTING system.

d. Consider the operational condition of the ship’s firemain system.

e. Always use **extreme caution when fires are burning at tank vents.** It is possible for this flame to be drawn into the tank space resulting in an explosion.

f. Make sure you are using right foam for the materials on fire:
   _____ Polar solvents require alcohol or universal type foam

g. The ignition of adjacent tanks is to be prevented
h. Coke, carbon deposits may build up on the underside of tanks, decks and other vessel surface:
    _____ May continue to smolder, causing constant re-ignition hazard
    _____ Develop method to extinguish these coke embers
    _____ If unable to extinguish, maintain a foam blanket and let them burn out
1. Firefighting water is a concern for the stability of the vessel. What water is pumped onto the vessel during FIREFIGHTING operations needs to be removed. Constant vigilance is required to prevent the vessel from capsizing from the additional weight of the water.

2. Aboard most large vessels weight is measured in long tons (2240 lbs/2034 m tons):
   _____ One gallon of sea water (salt) weighs about 8 1/2 lbs (3.8kg)
   _____ This equals 264 gallons (999 L) per long ton
   _____ Fresh water weighs slightly less.
   _____ Imperial gallon equals 1.1 U.S. gallon

3. Water flow:
   _____ A 2 1/2 (64mm) attack hose delivers 250 gpm (9461 lpm)
   _____ Adds approximately 64 tons (58 m tons) per hours
   _____ A 1 1/2 in (38mm) line delivers 25 tons (22.7 m tons) per hour

4. Vessel fixed pumps:
   _____ Bilge pumps are usually located in most machinery spaces and large compartments that are situated in the lower parts of the vessel.
     _____ Cargo holds
     _____ Main engine rooms
     _____ Boiler room
     _____ Shaft alley area
     _____ Cargo pump room
     _____ Forward machinery space
     _____ Thruster rooms

5. Fixed Pump Suctions:
   _____ Usually attached to piping and cannot be moved
   _____ Can be “crossed over” to draw from a varied number of fixed suctions
   _____ Can only draw from water that has settled in the lower spaces
     _____ Susceptible to clogging
   _____ Determine capacity of pump
     _____ Might hold less than 500 gpm (18931 lpm)
   _____ Water accumulating higher in the vessel has to be removed by an alternate method; alternate methods include:
     _____ Cutting drain holes to outside areas - Obtain permission first
     _____ Use of portable pumps to pump water over the side

6. Fixed pump power:
   _____ Some older vessels have steam powered bilge pumps, while newer vessels have electric powered by the ship’s generators.
If ship’s generators fail, the power to the pumps fail
Emergency generators usually cannot operate firemains and bilge pumps simultaneously.
Securing the power in the vicinity of the bilge pumps may also secure power to the pumps.

7. Vessel Portable Pumps:
Vessel may have small diaphragm pumps powered by compressed air.
Provide limited portable pump capability.

8. Vessel Drainage System:
Called SCUPPERS Ensure that scuppers are open.
Gravity designed drains
Located above the normal waterline
Spaces below the waterline usually drain into the bilge
Small in diameter and susceptible to clogging

9. Swimming Pools:
Pools should be drained starting with the highest one first to eliminate the top heavy weight on the ship’s stability.
Swimming pools can be used as water sources for portable pumps

10. Toilets:
If there is a sanitary drain present at floor level:
Removed fixture or drain (shower, toilet or bidet) to allow water to drain into the Holding tanks.
Lowers the center of gravity on the ship.

11. Portable pumps brought aboard:
May require hoisting equipment
Should be brought aboard without delay
Sources for portable pumps may be:
The Captain of the Port
Industrial pump suppliers
Salvage companies
U.S. Navy installations
USCG Strike teams
Pollution cleanup contractors
County/State Emergency Management Agencies

12. Portable pump types:
Powered by a number of different methods
Usually lightweight
Operates on the principle of venturi
Ensure that the discharge site remains clear to prevent water backup into the space being dewatered.

13. Cutting of Holes:
May be preferred to cut holes in the area of the superstructure where the metal is thin. Can be extremely dangerous. Never cut holes without consulting and reviewing the consequences. Obtain permission from appropriate authority, generally the ship’s Master. Exothermic torches can outperform oxyacetylene torches in fire and flooding conditions.
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MARINE FIREFIGHTING CONTINGENCY PLAN  
APPENDIX III  RESPONSE CONSIDERATIONS AND TECHNIQUES 

**TAB E - STABILITY ANALYSIS AND MONITORING**

1. Forecast future stability situations:
   - Note, record and continually monitor position of the vessel on sea surface:
     - Draft marks
     - Plimsoll marks
     - Inclinometer
     - Etc.

2. Obtain the *Trim and Stability Booklet* for the vessel. (Master’s or Chief Mate’s office).

3. Use on board computer programs to evaluate stability situation.

4. Determine **Critical Angle of List:**
   - When will the angle become **dangerous**?
   - When will it become time to **abandon ship**?

5. Sources of assistance and expertise regarding determination of stability situation:
   - Vessel Master/Mates
   - Marine Architects
   - Marine Surveyor
   - Coast Guard and Navy
   - Salvors, Salvage Companies
   - Other specialized consultants

6. Sources of information about the vessel:
   - Fire plan (*found near top of gangway in a water tight container, or in the Master’s or Chief Mate’s office*)
   - General Arrangement Plan
   - Capacity Plan
   - Dangerous Cargo Manifest (*found near Bridge or Chief Mate’s office*)
   - General Cargo Manifest
   - Cargo Stowage Plan
   - Trim and Stability Booklet (*Stability information and computations unique to the vessel*)
   - Stability and Liquid Cargo computer programs
TAB F: TERMINAL CONSIDERATIONS

NAME OF TERMINAL: ____________________________________________

ADDRESS: ____________________________________________________

1. POINTS OF CONTACT:

MANAGER:
____________________________________________________________

PHONE: ______________________

FAX: _________________________

OWNER/OPERATOR:
__________________________________________________________

PHONE: ______________________

FAX: _________________________

SAFETY OFFICER:
__________________________________________________________

PHONE: ______________________

FAX: _________________________

RADIO FREQ: _______________

CALL SIGN: ___________________

SECURITY:
__________________________________________________________

PHONE: ______________________

FAX: _________________________

RADIO FREQ: _______________

CALL SIGN: ___________________
PORT AUTHORITY:

PHONE: ____________________

FAX: _________________________
2. TERMINAL MAPS, PLANS AND DATA:

- Fire Department Prefire/Pre-emergency Plans
- Terminal Emergency Plan
- Blueprints, Plot Plans of Terminal
- Emergency Notification List
- Cargo Storage Paperwork
- Water System Maps
- Sanitary & Storm Sewer Maps
- Public Works Maps
- Port Authority Maps
- Nautical Charts

Other Maps and Plans:

__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

3. TERMINAL ACTIONS PRIOR TO FIRE DEPARTMENT AND / OR COAST GUARD ARRIVAL:

__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

4. INCIDENT SCENE ACCESS:

Primary Designated route into incident scene:

__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
Secondary routes into incident scene:
Waterside routes into and out of incident scene:

__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

Access Control:

**Shoreside - Law Enforcement, Terminal Security:**

- Primary response route into and out of incident scene closed to all but emergency and authorized traffic?
- Vehicle traffic control?
- Scene security?
- Operational clear of unauthorized persons?
- Crowd control?

**Waterside - Coast Guard:**

- Need to clear operational area of unauthorized vessels/boats?
- Need to establish a SAFETY zone?
- Need vessel traffic control?
- Notice to Mariners?
- Marine radio broadcast?

**Airspace - FAA:**

- Notice to Airmen?
- Restricted airspace?

**5. ACCESS / OPERATIONS OBSTRUCTIONS:**

- Gates - Locked:
  - Keys obtained
  - Keys location(s):
    -
    -
    -
    -

- Combinations obtained
- Combinations are:

- Forcible entry?
- Vehicles - Trucks, Automobiles
Tow Truck?
Trains: Contact Railroad
Cargo, Cargo Containers:
   ___ Contact longshore and, Stevedore Companies
   ___ Cargo handling equipment operational and available?
   ___ Limitations on emergency apparatus movement or use?

Crowd, spectators, unauthorized persons: Use law enforcement.
Construction areas
Wharf / Terminal Load Limits:
Will operational areas support weight of emergency equipment and apparatus?
Wharf / Terminal Age:
Defects:
   _________________________________
   ___ Faults:
   _________________________________
   ___ Weaknesses:

6. ENVIRONMENTAL CONDITIONS:

Wind:
   ___ Speed:
   ___ Direction:
   ___ Temperature:
   ___ Affect on incident:

Anticipated changes:
   ___ 12 hours:

   ___ 24 hours:

   ___ 48 hours:

   ___ Currents:
Affect on incident:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

Anticipated changes:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

Water Depth:

Channel Depth:

Distance from wharf deck to water:
__________________________________________________________________

Bottom conditions:

Soft or rocky?

Flat or sloped?

Adjacent shore conditions:

Accessible?

Sensitive areas?

Exposed to marine animal and plant life?

Evaluate difficulty to protect from incident caused pollution?

7. TERMINAL FEATURES

Terminal Emergency Response Teams, Personnel:

Fire brigade

Hazardous Materials Specialists

Spill Response Team

Security Personnel

Construction:

Wood

Concrete

Other:

Water Supply:

Water Mains:

Size:

Capacity, flow:
Working pressure:

Can pressure, flow be increased?

Identify & contact water company.

Dead ended or cross connected water main?

Hydrant Locations:

Other fire protection systems and equipment:

Sprinkler systems
Water spray systems
Wet and Dry Standpipe systems
Fire Department Connections
Fire Pumps (electric power)
Water tanks
Fire hose and appliances
Fixed monitors:
Water
Foam
Manual
Remote controlled
Large wheeled fire extinguishers
Foam systems
Bulk foam
HALON, Carbon Dioxide:

Pollution control and cleanup equipment:

Booms - barrier and absorbent
Absorbent materials
Recovery equipment, skimmers
Work, utility boats
Other equipment and materials

Conditions of mooring fittings:
Continually monitor condition, tension on mooring lines
Keep personnel & equipment clear of mooring lines
Mooring system to monitor or control tension

Terminal Communication Equipment:
Location of telephones:

Portable radio available?

Public address system?

Is there a floating command post?
  ___ Coast Guard Vessels
  ___ Other emergency vessels
  ___ Location:
    ___ Waterborne?
    ___ Waterside?

Waterside considerations:
  ___ Environmental spill
  ___ Hazardous debris
  ___ Victims / bodies
  ___ Booms deployed?
  ___ Best configuration to deploy booms

Best location for media area:
  ___ Access route
  ___ Telephones available
  ___ View of incident scene
  ___ Out of the way of the incident operations
  ___ Public affairs specialist

Hazardous Material Incident:
  ___ Hot zone - Exclusion zone
  ___ Warm zone - Limited access zone
  ___ Cold zone
  ___ Decontamination area
  ___ Equipment and supplies needed

Vessel Equipment:
  ___ Gangways
  ___ Ramps
  ___ Ladders
  ___ Cargo handling equipment
  ___ Cargo handling personnel

Name of applicable:
  ___ Stevedore company(s):
Point of contact:

Phone:

Terminal / wharf:
  Drainage system
  Lighting system

Structures that could be used for Command and Incident Scene functions:
  Location:

Services available:

Locations of:
  Telephones:
  Restrooms:
  Drinking water:
Best locations for the following:

Command Post:

Planning section:

Liaison - Meeting place for arriving representatives from involved agencies, organizations, technical experts, etc:

Rehab area for response personnel:

Staging area:

Base:

Press area:

List equipment, supplies, services needed at the above locations:

Exposures - access, distance, combustibility:

People - spectators, crew, terminal personnel:

Trapped?

Rescue operation necessary?

Evacuation necessary?
_____ Structures, terminal facilities:

_____ Vessels:

_____ Cargo and other property:

_____ Cargo handling equipment:

_____ Utilities:
   _____ Wires?
   _____ Electrical panels and transformers?
   _____ Gas

_____ Are any exposures threatened?

_____ Can exposures be protected?

_____ Can exposures be moved to a safe location?

_____ Dangerous cargo handling or fuel bunkering underway?
   _____ In terminal?
_____ In adjacent terminals?

_____ Hazardous cargo exposure:
   _____ Location in terminal or on wharf:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

_____ Type:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

_____ Quantities:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
_____ Name:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

_____ UN Code:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

_____ Hazards:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

_____ Possible to protect:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

_____ Possible to move:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

_____ Water reactive or susceptible to water damage:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

_____ Thermally reactive:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

_____ Available cargo handling equipment in terminal / wharf:
   _____ Cranes
   _____ Fork lifts
   _____ Heavy lift capability
   _____ Gantry cranes
   _____ Container cranes
   _____ Straddle carriers and other container handling equipment
   _____ Liquid cargo hoses, booms, loading arms
   _____ Trucks
   _____ Longshoremen
   _____ Location of liquid cargo Control Room:

__________________________________________________________________
__________________________________________________________________
____ Location of emergency shutdown:

__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

____ Is there a better terminals, wharf, or location to deal with this incident?
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

____ Can vessel be moved there?
      _____ Under own power?
      _____ Are tugs needed?

____ Evacuation needed?
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

____ Escape routes:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

____ Safe areas:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

____ Method of transportation available:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

____ Identify a helicopter landing zone away from Command Post:
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
### TAB G - INCIDENT SCENE INFORMATION WORK SHEET

<table>
<thead>
<tr>
<th>DATE: __________</th>
<th>TIME: ________________</th>
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<table>
<thead>
<tr>
<th>FIRE DEPARTMENT:</th>
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<th>INCIDENT COMMANDER:</th>
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<th>LOCATION OF INCIDENT:</th>
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<table>
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<tr>
<th>NATURE OF INCIDENT:</th>
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<table>
<thead>
<tr>
<th>NAME OF VESSEL:</th>
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<table>
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<tr>
<th>NATIONALITY OF VESSEL:</th>
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<table>
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<th>OWNER OF VESSEL:</th>
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<tr>
<th>PHONE:</th>
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<th>PAGER:</th>
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<th>TIME CONTACTED:</th>
<th>PERSON CONTACTED:</th>
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<th>MOBILE:</th>
<th>TIME CONTACTED:</th>
<th>PERSON CONTACTED:</th>
</tr>
</thead>
</table>

**VESSEL TYPE:**

- Break Bulk
- Liquid Bulk Cargo
- Container Carrier
- Passenger
SIZE OF VESSEL:
LENGTH: ___________   BEAM: ___________   DRAFT: ________________

PROPULSION:
__________________________________________________________________

NAME OF VESSEL MASTER:
__________________________________________________________________

NAME OF CHIEF MATE:
__________________________________________________________________

NAME OF ENGINEERING OFFICER:
__________________________________________________________________
COAST GUARD MARINE SAFETY OFFICE UPON RECEIVING A REPORT OF A MAJOR MARINE FIRE, THE COMMAND DUTY OFFICER WILL:

A. Determine dangerous cargo operations in the vicinity of the burning vessel.

   1. Contact the person responsible to secure dangerous cargo operations.
      Person Contacted:
      Time Called:

   2. Request Coast Guard Broup Buffalo to issue an *Emergency Broadcast Notice to Matiners* advising of the fire and waterborne firefighting units.
      Time Called:

   3. Issue COTP orders.

   4. Establish safety zones and regulate navigation areas as necessary.

   5. Pier Selection:
      _____ Non-combustible
      _____ Require a large staging area
      _____ Location of staging area:
      __________________________

      _____ Can public access be controlled?

B. Make the following notifications:

   1. Local Fire Departments
      Fire Department Called:
      Time Called:

   2. Local Emergency Management Agency
      Agency Called:
      Time Called:
      __________________________

      Person Contacted:
3. New York State Office of Fire Prevention and Control:
   (518) 474 6746
   Time Called:

   Person Contacted:

4. New York or Pennsylvania Emergency Management Agency

5. Coast Guard Stations with responsibility (contact the Communications Center at Group Buffalo)
   Time Called:

   Person Contacted:

6. Responsible Party or Vessel Agent if determined:
   Name of person:

   Time Contacted:

7. Commander, Coast Guard District Nine Marine Safety Division or Operations Center:
   Time Called:

   Person Contacted:

8. If time permits, make arrangements to have vessels in close proximity to the emergency move to safer areas.

   _____ Allow to move voluntarily.
   _____ Issue a COTP order if necessary.
   _____ Vessels shall be directed to a harbor, anchorage or another dock away from the endangered area.

9. Alert pilot and tugs companies if assistance will be required to move affected vessels.
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APPENDIX IV WORST CASE SCENARIOS

Listed are worst case scenarios that may affect the Captain of the Port of Buffalo zone. The purpose of these scenarios is to encourage the responding agencies to consider what emergency situations may be encountered when responding to a marine or facility fire. Each port should develop a scenario to be included into future revisions of this plan.

TAB A: Liquid Bulk Waterfront Facility. Considerations for discussion:

1. Vessels at facility:
   a. Is it involved in the emergency?
      (1) Can the vessel be moved?
      (2) Has cargo transfer operations been secured?
      (3) Can waterside FIREFIGHTING operations be safely conducted?
         (a) Consider wind direction
         (b) Consider current speed
         (c) Pollution/spillage of cargo
      (4) Other structures at the terminal affected
   b. Has all available assistance been notified of emergency?
      (1) Monitor expenditure of firefighting supplies.
      (2) Initiate steps to replenish expended supplies.

2. Secondary incidents:
   (1) Always be aware of the potential for a secondary incident that would cause the situation to escalate.
   (2) Take precautions to anticipate that event and to mitigate or reduce the possibility of a secondary emergency occurring.
TAB B: Tank Vessel (Cargo Tank or Engine Room). Considerations for discussion:

1. Tank vessels visit only a few number of terminals in the Western New York area. Cargoes vary little; mostly fuel oil, heating oil, asphalt, coal tar, and gasoline.

2. A worse case scenario would be to have a barge on fire while in an area that would affect shoreside facilities, structures or bridges. Some facilities are located in areas with limited maneuverability. This will affect the waterside firefighting capabilities.

3. While fire would be the paramount concern, the risk of environmental damage resulting from cargo spillage is significant. Efforts to mitigate a pollution incident while at the same time battling a fire would be difficult at best. Flaming liquid cargo would create a substantial risk to other vessel traffic and facilities located down stream.

4. A fire in the Buffalo River would affect the Mobil Oil facility; the various grain elevators; the Skyway Bridge, the Michigan and Ohio Street Bridges all of which are the main and alternate routes for vehicular traffic in and out of the City of Buffalo to the southtowns.

5. An incident on the Niagara River, with its fast moving current, would create and equally hazardous condition. Movement of the vessel may not be under control. The ability to secure a burning barge or tank vessel in a swift current would be difficult if not impossible.
TAB C: Freight Vessel (Break Bulk and/or Container). Considerations for discussion:

1. Ports in the Captain of the Port Buffalo Zone do not routinely receive break bulk or containerized cargo. However, it is conceivable that a vessel that experiences a fire while underway through the zone, could be diverted to a port in order to battle the fire.

2. There is limited equipment available for the removal of cargo from these vessels. Procurement of cranes and other related equipment, must be considered to facilitate this operation. There are a number of equipment rental companies in the Buffalo zone.

3. An area for the off-loading of the cargo should be designated. Adequate space for the presence of firefighting equipment should be considered when selecting a site.

4. Rescue teams for missing / or trapped crew members should be established as soon as possible. Considerations for firefighting and rescue team relief must be addressed as this operation is strenuous and extremely hazardous. Incident commanders must develop rotation schedules which address fatigue factors.
TAB D: Bulk Solid Cargoes (Cargo and/or Engine Room). Considerations for discussion:

1. Ports in the Captain of the Port Buffalo zone primarily receive grain, salt, and sand by ship. There are other vessels that pass through the Buffalo area that carry iron ore, metal turnings, etc. These vessels may be diverted to ports in the zone if they experience a ship-aboard fire. As discussed in the previous section, equipment and a staging area to off load the cargo and extinguish the fire must be procured.

2. The vessels that carry grain cargo present an unique hazard due to the explosive nature of grain as a fine dust. The force of this explosion is significant and could result in collateral damage to shoreside facilities, personnel and equipment. Steps are required to minimize the threat of an explosion while off-loading cargo from a burning vessel if required.

3. Ship conveyors, used to off-load bulk solid cargoes, are at times the source of ignition and fire. The length of the conveyors and restricted area around them makes it difficult for fire crews to extinguish the fire. The ship’s type and age would determine if they are equipped with a sprinkler system in the conveyor area. Not all vessels are equipped with this system.
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APPENDIX IV WORST CASE SCENARIOS

TAB E: Passenger Vessel (Cruise ship and/or Gaming Vessel):

1. The Port of Buffalo has a number of charter type vessel that conduct day and evening tours along the waterfront. These vessels carry a large number of passengers and crew.

   The Niagara Clipper - 255 persons
   The Miss Buffalo II - 230 persons
   The Miss Buffalo - 152 persons

2. Even though these vessels are never far from shore, a fire on-board while underway creates a serious problem for responding agencies. It is likely that some passengers may have gone overboard to escape the fire and a search and rescue operation would be needed immediately. Coordination between water rescue assets, whether Coast Guard, local law enforcement and civilian craft must be established at the onset of the emergency. Accounting for all passengers and crew is required at the time of rescue to eliminate unnecessary searches for “missing” persons.

3. Local emergency response plans for the evacuation and transportation of injured persons to local hospitals would be activated by the on-scene coordinator.

4. Two other vessels in the Port of Buffalo may have a significant number of persons on board. Those are the USNS The Sullivans and USNS Little Rock, vessels located at the Buffalo and Erie County Naval and Servicemen’s Park. While these vessels are not in operational condition, they do have electrical power to operate lighting and ventilation. Neither vessel has operating firemains and would require firefighting units to utilize fire hydrants or take direct suction from the Buffalo River.

5. The destroyer The Sullivans and the cruiser Little Rock often have a number of youth organizations such as Boy and Girl Scouts and U.S. Naval Sea Cadets staying overnight. Some of these groups have as many as 70 persons staying overnight. Berthing spaces are located below decks. Egress from these areas may not be familiar to these passengers. In a smoke filled environment, visibility is extremely limited and confusion as well as secured hatches and doors may prohibit an individual from escaping. Accountability of passengers is of great concern for potential search and rescue operations. Locked doors and hatches also present a problem for responding agencies.
TAB F: Tank Barge. Considerations for discussion:

This presents a similar scenario to the Tank vessel. The main difference between the two is that the barge cannot operate under its own power. In the event of a fire, the barge may be adrift, causing concern for areas down river. This is especially true in the swift current of the Niagara River. Attempting to retrieve and secure a barge would be extremely hazardous and difficult. Appropriate areas for securing the vessel in which firefighting operations could be conducted must be considered. To extinguish a ship board fire while underway would be impossible. The vessel’s cargo, in addition to the fire hazard, also presents a significant pollution hazard. Scuttling a barge to extinguish a fire would create a significant environmental incident.
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**TAB A - U.S. COAST GUARD UNITS**

1. Marine Safety Office Buffalo  
   716 843 9570  
   716 843 9571 (FAX)  
   716 861 3683 (Duty Officer Cellular)  
   Contact Group Buffalo during non-business hours

2. Marine Safety Detachment Massena  
   315 764 3283  
   315 764 3284 (FAX)  
   315 783 9644 (cellular)  
   Contact Group Buffalo during non-business hours

3. Group Buffalo  
   716 843 9527 (24 hour)  
   716 843 9519 (FAX)

4. Stations  
   a. Station Ashtabula (OH) - 216 964 8214  
      FAX 814 964 8214  
   b. Station Erie (PA) - 814 838 2097/98  
      FAX 814 833 5651  
   c. Station Buffalo (NY) - 716 843 9561  
   d. Station Niagara (NY) - 716 745 3327/28  
      FAX 716 745 3328  
   e. Station Rochester (NY) - 716 342 4140/49  
      FAX 716 544 4738  
   f. Station Oswego (NY) - 315 343 1551/52  
      FAX 315 342 0156  
   g. Station Sackets Harbor (AUXOP) 315 646 2290  
   h. Station Sodus Point (AUXOP) 315 483 9816  
   i. Station Alexandria Bay (SARDET) 315 482 2574  
      FAX 315 482 5661

5. Ninth Coast Guard District Operations Center  
   216 522 3984 or 1 800 321 4400
1. STATE EMERGENCY MANAGEMENT OFFICES

a. Pennsylvania Emergency Management Agency (PEMA)

PEMA coordinates the impact of an oil spill or hazardous materials release on the population and represents a direct line to the Governor, state emergency response commission (The Pennsylvania Emergency Management Council) and other emergency response organizations. PEMA's Emergency Operations Center in Harrisburg is manned 24 hours a day and is tied into the counties through satellite, computer and radio communications. PEMA has the ability to coordinate response assistance and resources of Federal, State and county agencies. A PEMA representative will be on site to handle resource requests/inquiries in the event of a significant discharge of oil or hazardous materials or when the safety, health and welfare of substantial numbers of Commonwealth citizens are affected or threatened.

The PEMA Emergency Operations Center ((717) 783-8150) maintains a computer database listing of a wide variety of resources within the Commonwealth (public and private).

PEMA Western Area (412) 357-2990 (24 HR Harrisburg will answer)
(800) 972-7362 (Business hours only & only available in PA)

b. New York State

New York State Emergency Management Office (SEMO)
SEMO is the lead state agency for maintaining communications with local, county agencies during a state emergency, coordinating activities between Federal, State and local government and private sector organizations. (General Municipal Law, Article 2B states that the highest elected official in the municipality can declare the state of emergency). Upon declaration of a State Disaster Emergency by the Governor, SEMO advises appropriate federal agencies of the emergency and establishes a State Regional Response Team (RRT) to ensure the availability of appropriate assistance within the stricken area. The state RRT analyzes and assesses the impact of the event, provides technical assistance to local officials as necessary, and advises the Governor of the State government's proper course of action.

NY SEMO Region III
Chautauqua, Erie, Niagara, Orleans, Monroe, Wayne & Cayuga counties (315) 331-4880 or (518) 457-2200
NEW YORK STATE OFFICE OF FIRE PREVENTION AND CONTROL

Administers the State Fire Mobilization and Mutual Aid Plan.
Albany, NY (518) 474-6746 (24 hrs)
Buffalo, Rochester (716) 293-2362 or (716) 623-5731 (Pager)

3. LOCAL EMERGENCY MANAGEMENT OFFICES

Local Emergency Management Offices have prepared comprehensive emergency management plans for responding to multiple hazards, including hazardous material releases. MSO Buffalo maintains a copy of these plans for each county listed below.

<table>
<thead>
<tr>
<th>COUNTY AGENCY</th>
<th>PHONE NUMBER</th>
<th>24 HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Pennsylvania</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Erie County (PA)</td>
<td>(814)451-6778</td>
<td>(814)451-</td>
</tr>
<tr>
<td>Emergency Management Agency</td>
<td>6700</td>
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<tr>
<td>b. New York</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chautauqua County (NY)</td>
<td>(716)753-4341</td>
<td>(716)753-</td>
</tr>
<tr>
<td>Office of Emergency Management</td>
<td>2131</td>
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<tr>
<td>County</td>
<td>Contact Information</td>
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<td>------------------------</td>
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</tr>
<tr>
<td>Erie County (NY)</td>
<td>Department of Emergency Services (716)898-3696 (MERS) (716)858-6578</td>
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<tr>
<td>Niagara County (NY)</td>
<td>Office of Emergency Services (716)439-7310 (716)439-7310</td>
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<tr>
<td>Orleans County (NY)</td>
<td>Civil Defense Director (716)589-4414 (716)589-5527 (Fire Coordinator’s Office)</td>
<td></td>
</tr>
<tr>
<td>Monroe County (NY)</td>
<td>Office of Emergency Preparedness (716)473-0710 (716)428-7200</td>
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<tr>
<td></td>
<td>City of Rochester (716)442-6810 (716)428-7200</td>
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<tr>
<td>Wayne County (NY)</td>
<td>Emergency Management Office (315)946-6862 (315)946-6862</td>
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</tr>
<tr>
<td>Cayuga County (NY)</td>
<td>Emergency Management Office (315)255-1161 (315)252-7242 (Fire Coordinator’s Office)</td>
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<tr>
<td>Oswego County (NY)</td>
<td>Emergency Management Office (315)598-1191 (315)343-6555 (Fire coordinator’s Office)</td>
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</tr>
<tr>
<td>Jefferson County (NY)</td>
<td>Emergency Management Office (315)785-3185 (315)788-1441</td>
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<tr>
<td></td>
<td>(315)788-1313</td>
<td></td>
</tr>
<tr>
<td>St. Lawrence County (NY)</td>
<td>Office of Emergency Services (315)379-2240 (315)386-4591</td>
<td></td>
</tr>
</tbody>
</table>
1. PENNSYLVANIA

The Department of Environmental Protection is the lead agency within the Commonwealth of Pennsylvania for response to pollution incidents. The Department responds to all pollution discharges within the Commonwealth of Pennsylvania. They will act as OSC until relieved by the predesignated Federal On Scene Commander and will provide support to the Federal OSC. The Department of Environmental Protection provides the state member of the RRT for Region III.

Pennsylvania DEP is responsible for the investigation of hazardous chemical discharges, and provides technical support to the Federal OSC for such discharges. DEP personnel provide expertise to the Federal OSC on the effects of a pollutant on the environment, and make evaluations as to the extent of cleanup necessary to restore environmental quality.

Contact with the Department during business hours is made by calling 814/332-6945 and asking for emergency response. After hours calls should be made by calling 800/373-3398 (available in PA only) and asking to speak with the Department's on-call manager. In the event that either number is unavailable, the Department has back up services at 717/787-4343.

2. NEW YORK

The New York State Department of Environmental Conservation is the lead agency in response to oil pollution incidents in New York State. The NY DEC Regional Oil Spill Engineer will be the State OSC at oil spill sites. Upon arrival of the Federal predesignated OSC, the State OSC becomes an advisor to the FOSC and provides support as requested by the Federal OSC. NY DEC personnel also provide expertise to the Federal OSC on the effects of a pollutant on the environment, and evaluate the extent of cleanup necessary to restore the environmental quality. NY DEC also provides New York State's member to the Region II Regional Response Team.

Contact with the Department during business hours is made by calling the appropriate Regional Office and asking for emergency response. After hour calls should be made by calling 800/457-7362 and asking to speak with the Department's on-call supervisor.

<table>
<thead>
<tr>
<th>REGION/PHONE NUMBER</th>
<th>COASTAL COUNTIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region 9 Buffalo</td>
<td>Chautauqua, Erie and Niagara</td>
</tr>
<tr>
<td>(716) 851-7220</td>
<td></td>
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<tr>
<td>Region 8 Avon</td>
<td>Orleans, Monroe and Wayne</td>
</tr>
</tbody>
</table>
(716) 226-2466
Region 7 Syracuse
(315) 426-7519
Cayuga and Oswego
Region 6 Watertown
(315) 793-2555
Jefferson and St. Lawrence
Each of the below counties have Fire Departments and HAZMAT Response Teams, some of which are volunteer depts or teams. Activation of the Fire Depts or HAZMAT Teams should be coordinated through the County Emergency Response Director during normal business hours at the number listed. After hours activation should be coordinated through the 24 hour number listed, which in many cases in the County Sheriff's Department. The Sheriff's Dept will notify the County Emergency Response Director who will then direct activation of the appropriate Fire Department and/or HAZMAT Team.

<table>
<thead>
<tr>
<th>COUNTY AGENCY</th>
<th>PHONE NUMBER</th>
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<tr>
<td>Emergency Management Office</td>
<td>(315)785-3185</td>
<td>(315)788-1441</td>
</tr>
</tbody>
</table>
1. LAKE ERIE SUBAREA

a. ERIE COUNTY, PENNSYLVANIA

Erie County Emergency Services 814-870-1911
* 911 dispatch control center *

Fairview Fire Department 814-474-5131

Millcreek Fire Dept/Hazmat Team 814-838-7771*
* Call for any Hazmat incidents in Erie County, Pa.

City of Erie Fire Department 814-456-8585

Lawrence Park/ Harborcreek Fire Department 814-898-3333

Northeast Fire Department 814-725-4551

b. CHAUTAUQUA COUNTY, NEW YORK

Ripley Fire 716-736-2541
(24 hrs)

Town of Dunkirk
Switchboard 716-366-3967

Silver Creek
24-hr. Dispatcher 716-934-2112 or
3558

Sheridan
Fire Chief 716-679-1212

Hanover
24-hour Dispatcher 716-934-2112

2. BUFFALO AND NIAGARA RIVER SUBAREA

a. Erie County, New York

Helmuth
Dispatcher 716-532-5070

Evans
Fire & Emergency 716-549-1111

Hamburg
Police and Fire 716-648-5111
Lackawanna
    Fire Commissioner  716-827-6437

Buffalo
    Fire Commissioner  716-851-5510

Grand Island
    Fire Chief  716-773-7508
b. Niagra County, New York

City of North Tonawanda
Fire (Fire only)  716-693-2222
Fire Department  716-693-2201

Niagara Falls
Fire  716-286-4725

Town of Porter
Police/Fire  716-439-9393

Town of Wheatfield
Fire  716-439-9393

Town of Lewiston
Switchboard  716-754-8219/8213

Village of Lewiston
(Emergency)  716-754-8721

Youngstown
Fire  716-433-4482

Hamlet of Olcott
Police/Fire (NCS)  716-433-4482

Village of Wilson
Police/Fire  716-439-9393

Town of Wilson
Police/Fire (NCS)  716-751-6497

3. ROCHESTER/OSWEGO SUBAREA

a. Orleans County, New York

Albion
Health Department  716-589-5505
Fire Department  716-589-5933

b. Monroe County, New York
Town of Greece
Any Emergency 716-232-2121

Town of Irondequoit
Police/Fire 716-342-4930 or 232-2121
County of Monroe Offices
   Police (Sheriff's Dept)(Emergency)  716-428-5780
   (24 hrs)

City of Rochester
   Fire Department (emergency)  716-232-2121
   Fire  716-428-7200

Town of Webster
   Police/Fire  716-872-1212
* Fire Emergency anyplace in County and outside City of Rochester, call  716-232-2121

Kodak Park HAZMAT Team
   Requesting personnel and resources  716 722 2121

**C. Wayne County, New York**

Wayne County Office
   Sheriff/Fire  315-946-9711

**D. Cayuga County, New York**

Sodus Point Village
   Police/Fire (Wayne County Sheriff)  315-483-9265

**E. Oswego County, New York**

Oswego County Fire Coordinator
   315-343-8571
   (24 hrs)

   Oswego, Fire Department:  315-343-1313

**4. ST. LAWRENCE RIVER SUBAREA**

**a. Jefferson County, New York**

Jefferson Co.
   Fire Control  315-788-1441

**b. St. Lawrence County, New York**

St. Lawrence County Fire Rescue Coordinator
   315-386-4591
   315-265-3689
   (Home)
<table>
<thead>
<tr>
<th>Port Authority</th>
<th>Address/Location</th>
<th>Phone</th>
<th>FAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Erie-Western Pennsylvania Port Authority</td>
<td>17 W. Dobbins Landing, Erie, PA 16507-1424</td>
<td>(814)455-7557</td>
<td>455-8070</td>
</tr>
<tr>
<td>2. Gateway Metroport</td>
<td>Gateway Trade Center, Inc., P.O. Box 880, Buffalo, NY 14224</td>
<td>(716)826-2890</td>
<td>826-1342</td>
</tr>
<tr>
<td>3. Port of Oswego Authority</td>
<td>Oswego, NY</td>
<td>(315)343-4503</td>
<td>343-5498</td>
</tr>
<tr>
<td>4. Port of Ogdensburg</td>
<td>Bridge Plaza, Ogdensburg, NY 13669</td>
<td>(315)393-4080</td>
<td>393-7068</td>
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</tbody>
</table>
TAB F - MARINE PILOTS ASSOCIATIONS

Great Lakes Pilots Association
Dispatcher

U.S. Pilots

District 1
Cornwall

Cape Vincent (Snell to Welland)

Capt Hansell
VOLUME 6
MARINE FIREFIGHTING CONTINGENCY PLAN
APPENDIX V - LOGISTICS

TAB G - TOWING COMPANIES

DAWES MARINE TOWING
Tom Dawes
1375 Sweeney St.
N Tonawanda, NY 14120
(716) 694-0606

ARMY CORPS OF ENGINEERS
Buffalo District
(716) 879-4284 (Days)
(716) 876-5455 (After Hours)

McKEIL MARINE LIMITED
208 Hillyard St.
Hamilton, Ontario L8L 6B6
(416) 528-4780/849

CAPT David Jensen/CAPT Tom Kowal
1423 Highland Ave.
Rochester, NY 14607
(716) 422-4131 (24hr)
1. U.S. Navy Supervisor of Salvage

   The U.S. Navy (USN) is the Federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The USN has an extensive array of specialized equipment and personnel available for use in these areas as well as specialized containment, collection, and removal equipment specifically designed for salvage related and water pollution incidents.

   The Supervisor of Salvage (SUPSALV) can provide salvage expertise and maintains a warehouse on each coast stockpiled with salvage and response gear. (See NSFCC Spill Response Resource Inventory <SRRI> for a listing of SUPSALV equipment.)

   Individual Navy Facilities also locally stockpile some response equipment, which is also listed in the SRRI.

   PHNR. (804) 887-7402     EMER PHNR. (703) 607-2758

2. ERIE COUNTY PA.

   Erie County Sheriff's Department Scuba Team

   Contact the following personnel for divers:

   Sam Leo (Captain)                        814-825-7000
   4203 Alvin St.
   Erie, PA 16504

   Norma Carex (Co-Captain)                      814-454-4043
   Mike Sinnott                        814-825-6422
   2529 E. 43rd St.
   Erie, PA 16510

   In the event the above individuals cannot be reached, contact via pager 814-453-9082 (20 second message).

3. BUFFALO/NIAGARA

   Allen Marine Services Inc.        716-662-9229
   3623 Eggert Rd, Orchard Park

   Allen Marine Salvage Service        716-692-8010
   137 Brookside Terrace West
   Tonawanda, NY 14150

   Capabilities: Extensive marine salvage, repair, and contracting. Has done buoy search for USCG and propeller replacement for USCG.
2 barges (one with crane, one which a large crane they own can be placed aboard).
1 work boat - lake work
1 work boat - river work
Hard hat, scuba, deep scuba divers and support personnel
AJ Brothers Construction Co 716-832-3221
70 Buckeye Rd Amherst

Buffalo Industrial Diving Company, Inc. 716-822-2289
53 Hopkins St FAX 822-2856
Buffalo, NY 14222-2130

Manson Construction Company 716-693-9226
Webster Street 716-773-2162
North Tonawanda, NY 14120
Contact: Norman Manson

Capabilities: Extensive marine contracting and salvage work, pile-driving, installation of ice boom in Niagara River, dredging, etc.

Two Tugs
Four barges (3 with cranes)
Hard hat, scuba, deep scuba, divers & support personnel.

Oceaneering International, Inc., Americas Region
11390 Transit Rd.
East Amherst, NY 14051
Contact Mike Ritenour, Manager, Inland Operations
(716) 689-4866
FAX (716) 689-5816

Capabilities: Offers comprehensive range of diving services. Inventory includes diving bells, bounce & saturation diving systems for depths to 1,000 feet and surface oriented air/mixed gas systems for depths to 300 feet and a wide variety of vessels. Services include: atmospheric diving systems, remotely operated vehicles, telerobotic tooling and hardware, surveying, engineering and nondestructive testing.

Seascan International
(716) 778-7004
POC: Mike Reient

Lakehead pipe Line Company, Inc.
4700 River Road
Tonawanda, NY 14150

4. ROCHESTER/OSWEGO

Martin & Graf
414 River Street
P.O. Box 4713
Rochester, NY 716-621-2021 (24 hours)
Contact: Dale Martin
Alternate: Dick Lisen, Richard Graf

Capabilities: Inspection and on contract with various other companies for repair and salvage work.

- Hard hat outfits
- Scuba equipment
- Divers and support personnel
Oswego County Fire Coordinator
112 East Bridge Street
Oswego, NY  13126
Contact:  Bill Dencry               315-343-8571 (24 hours)

Provides coordination for response of divers in the following cities:

Mexico, New York - 3 divers
Sandy Creek, New York - 3 divers
Phoenix, New York - 9 divers
Volney, New York - 4 divers
Hastings, New York - 1 diver
Oswego, New York - 2 divers

5. ST. LAWRENCE RIVER

J & W Diving Service (Dave Jacqlin)
2 - Main St.
Massena, NY
Dive Shop  315-769-6720
Home       315-769-1234

6. OTHER COMPANIES WITH CAPABILITY TO RESPOND TO VESSEL FIRES IN MSO BUFFALO ZONE:

Smit International (Americas) Inc.  (201) 939 2749
301 Route 17 North, Suite 800
Rutherford, NJ 07070

McAllister Towing and Salvage, Inc.  (514) 849 2221
P.O. Box 818
Place of Armes Station
Montreal, Quebec  H2Y 3J2

McKeil Marine Limited  (905) 528 4780
208 Hillyard Street  (905) 528 6144  FAX
Hamilton, Ontario  L8L 6B6

Great Lakes International Towing and Salvage, Inc.  (905) 333 1600
3425 Harvester Road #216
Burlington, Ontario L7N 3N1

The Great Lakes Towing Company  (216) 621 4854
1800 Terminal Tower  (800) 321 3663
50 Public Square  (216) 621 7616  FAX
Cleveland, OH  44113-2274

Titan Maritime Industries, Inc.  (954) 929 5200
P.O. Box 350465  (954) 929 0102  FAX
Fort Lauderdale, FL  33335

Donjon Marine
1250 Liberty Ave
Hillside, NJ 07205
(908) 964 8812

Marine Pollution Control Inc.
8631 West Jefferson
Detroit, MI 48209
(313) 849 2333
(313) 849 1623 FAX
The Coast Guard's Marine Safety Center (MSC) can provide technical assistance during a pollution response incident. MSC can evaluate stability, structural strength, salvage proposals and may be able to estimate quantities of oil spilled based on tankage, if sufficient data is provided. MSC personnel may be available to go on-scene with lap top computers linked to MSC computers and software, if requested. MSC may have or could obtain U.S. flag vessel plans. MSC may be able to provide advice on typical questions such as whether to pull a vessel off a reef and how much horsepower would be required, the best way to unload without incurring further damage and whether pressurization of tanks is reasonable to obtain more buoyancy.

The group at MSC performing this function has been formally designated as the MSC salvage team. To contact the Salvage Team during office hours (Monday through Friday 0700 - 1530 Eastern Time), call CO/XO at (202) 366-6481. After, hours call Flag Plot.
1. State Emergency Operations Centers

**Pennsylvania Emergency Management Agency (PEMA)** maintains four mobile communication vans, which may be used as mobile command posts. The communication vans have the following capabilities- PA VHF Emergency frequency, PA State Police,- UHF-amateur, HF range/amateur/MARS/DOD, cellular phone and portable radios.

Request to activate the EOC should be directed to (412) 357-2990.

Pennsylvania Department of Environmental Protection (PADEP) maintains an emergency response van that may serve as a small command post. The van has lights, heat, electricity (generator or outside source). PADEP also has a completely self-contained mobile home, including kitchenette, berthing and toilet facilities that may be moved to a spill site.

Request to activate the EOC should be directed to (814) 332-6942.

**New York State Emergency Management Organization (SEMO)** has several Emergency Operation Centers (EOC) located in the Eastern Great Lakes area. This EOCs are removed from the lakes and rivers; however, they have telephone capabilities and may be used to establish a temporary command post until a more suitable location is identified. Requests to activate a SEMO EOC should be directed to the appropriate Regional Director. The SEMO EOCs in this area are located:

SEMO Region III, Emergency Operation Centers (315) 331-4880

- Lake District EOC
  - 144 Route 31 East
  - Newark, NY

SEMO Region II, Emergency Operation Center (518) 793-6646

- Central District EOC, Region II
  - Oneida, NY

New York Office of Fire Prevention and Control

- State Office Number (518) 474 6746

CG Stations located throughout the Area may be considered as potential command sites. See Appendix V Tab A

2. County Emergency Operations Centers (EOC)
Requests to activate the EOC should be directed to the appropriate county Director of Emergency Services at the phone numbers listed below.

<table>
<thead>
<tr>
<th>COUNTY AGENCY</th>
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<tr>
<td>Erie County (PA)</td>
<td>814-451-6778</td>
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<tr>
<td>Emergency Management Agency</td>
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<tr>
<td>1714 French St.</td>
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<tr>
<td>Erie, PA 16501</td>
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</tbody>
</table>

Number of persons EOC can accommodate: 20
Private meeting area for senior officials: NO
Parking available: Limited
EOC access limited or controlled by: If needed
Number of installed phone lines: 10
Number of dedicated FAX lines: 1
Radio communications/capabilities: Local Govt.
Food preparation facilities: On site
Hotels/lodging in vicinity: Within 5 Blocks

Direction to EOC: I-90, Exit 7 (Rt. 97/505), 505 north to State St. north to East 17 St., one block to French St., south on French St. 1/2 block. Park on east side parking lot.

<table>
<thead>
<tr>
<th>Chautauqua County (NY)</th>
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<tr>
<td>Office of Emergency Management</td>
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<tr>
<td>P.O. 128 E. Chautauqua St.</td>
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<tr>
<td>Mayville, NY 14757</td>
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</tbody>
</table>

Number of persons EOC can accommodate: 50
Private meeting area for senior officials: Yes
Parking available: Limited, additional avail in emergency
EOC access limited or controlled by: If needed
Number of installed phone lines: 6 expandable to 10
Number of dedicated FAX lines: 1
Radio communications/capabilities: Fire & Police Depts Local Govt, DPW
Food preparation facilities: Limited on site
Hotels/lodging in vicinity: Motels in vicinity Limited O/S

Direction to EOC: I-90, to Westfield, turn left, go 7-8 miles to Mayville. EOC is located in Sub-basement of Gerace Bldg. Parking available in any County parking lot.

<table>
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<tr>
<th>Erie County (NY)</th>
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</tr>
<tr>
<td>95 Franklin St. Rm. 1351</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Number of persons EOC can accommodate: 15
Private meeting area for senior officials: Yes
Parking available: Limited, additional avail in emergency
EOC access limited or controlled by: Security Guards
Number of installed phone lines: 5
Number of dedicated FAX lines: 2
Radio communications/capabilities: Local Govt, SEMO Fire & Police Depts Cafeteria in bldg.
Food preparation facilities:
Hotels/lodging in vicinity: Hotels in vicinity

Direction to EOC: Erie County's Emergency Operations Center is located in the Rath building, on Franklin and Pearl Streets, downtown Buffalo.
Niagara County (NY)  716-439-7310  716-439-7310
Office of Emergency Services
139 Niagara St.
Lockport, NY 14094

Number of persons EOC can accommodate:  25
Private meeting area for senior officials:  2 rooms
Parking available:  Yes
EOC access limited or controlled by:  If needed
Number of installed phone lines:  2
Number of dedicated FAX lines:  remote
Radio communications/capabilities:  Local Govt, SEMO, Fire & Police Depts, County Sheriff

Food preparation facilities:  Kitchen on site
Hotels/lodging in vicinity:  Hotels in vicinity

Direction to EOC:  EOC is located in the basement of the County Office Building, on Niagara Street, Lockport, one block north of route 31 and two blocks west of route 278.

Orleans County (NY)  716-589-4414  716-589-5527
Civil Defense Director
26 Platt St.
Albion, NY 14411

Number of persons EOC can accommodate:  60
Private meeting area for senior officials:  Yes
Parking available:  Yes
EOC access limited or controlled by:  If needed
Number of installed phone lines:  4
Number of dedicated FAX lines:  1
Radio communications/capabilities:  Local Govt, SEMO, Fire & Police Depts, County Sheriff

Food preparation facilities:  Kitchen on site
Hotels/lodging in vicinity:  Hotels in vicinity

Direction to EOC:  Batavia/Route 98 N. exit off I-90, follow 98 north to Albion past route 31A, turn left onto West County Road, follow for about 1 mile, look for two towers. EOC is in a bunker by the towers. Office Building, on Niagara Street, Lockport, one block north of route 31 and two blocks west of route 278.

Monroe County (NY)  716-473-0710  716-428-7200
Office of Emergency Preparedness
111 Westfall Rd Rm. 11
Rochester, NY 14620

Number of persons EOC can accommodate:  50 - 75
Private meeting area for senior officials: 2 rooms
Parking available: Limited, additional avail in emergency
EOC access limited or controlled by: Security Guards
Number of installed phone lines: 70 Telecommunication for deaf
Number of dedicated FAX lines: 4 Local City/Cnty Govt
Radio communications/capabilities: Fire & Police Depts
NYDEC, SEMO & Police, County Sheriff
Food preparation facilities: Caterer on contract
Hotels/lodging in vicinity: Hotels in vicinity
Direction to EOC: EOC is located in the basement of the County Office Building, off the Exit 14 (Henerietta Rd/Rt. 15A) from I390 in Rochester.

**Wayne County (NY)**
315-946-5663 315-946-5304
Emergency Management Office
7336 RT. 31
Lyons, NY 14489

Number of persons EOC can accommodate: 80
Private meeting area for senior officials: Yes
Parking available: Yes
EOC access limited or controlled by: If needed
Number of installed phone lines: 70
Number of dedicated FAX lines: 2
Radio communications/capabilities: Local City/Cnty Govt
Fire & Police Depts
NYDEC, SEMO & Police, County Sheriff

County maintains a mobile communications van with programmable radios capable of expanding communications to the needs of the particular incident and agencies involved.
Food preparation facilities: Caterer on contract
Hotels/lodging in vicinity: Hotels w/in 5 miles

Direction to EOC: EOC is located in the west end of the Wayne County Sheriff Dept Building. Take route 14 exit off I-90, turn left, follow route 14 & 31 about 2 miles Sheriff Dept Bldg. on left.

**Cayuga County (NY)**
315-255-1161 315-252-7241/7242
Emergency Management Office
160 Genessee
Auburn, NY 13021
<table>
<thead>
<tr>
<th>County</th>
<th>Phone Numbers</th>
<th>City/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oswego County (NY)</td>
<td>315-598-1191, 315-343-6555</td>
<td>200 N. 2ND ST., Fulton, NY 13069</td>
</tr>
<tr>
<td>Jefferson County (NY)</td>
<td>315-785-3185, 315-782-1441</td>
<td>City Center Dr. West, Watertown, NY 13601</td>
</tr>
</tbody>
</table>

**Number of persons EOC can accommodate:**
- **40 - 45**
- **30**

**Private meeting area for senior officials:**
- **Yes**
- **2 rooms**

**Parking available:**
- **10 vehicles**
- **Limited, additional avail in emergency**

**EOC access limited or controlled by:**
- **If needed**
- **If needed**

**Number of installed phone lines:**
- **70**
- **20**

**Number of dedicated FAX lines:**
- **2**
- **1**

**Radio communications/capabilities:**
- **Local City/Cnty Gvt, Fire & Police Depts, NYDEC, SEMO & Police, County Sheriff**
- **Local Govt, SEMO, Fire & Police Depts, DEC, County Sheriff**

**Food preparation facilities:**
- **Restaurants**
- **Sm kitchen in bldg.**

**Hotels/lodging in vicinity:**
- **Hotels w/in 5 miles**
- **Hotels in vicinity**

**Direction to EOC:**
- Take exit 40 off I-90, go south on route 34, to Auburn, turn right onto Genessee St., EOC is located in the 6 story bldg. on left.
- I-90 east to 34 A, north on Rt. 481 to Fulton St. EOC is located in the Fulton Bldg.
Number of dedicated FAX lines: 1
Radio communications/capabilities: Local Govt, SEMO, Fire & Police Depts, DEC, County Sheriff

Food preparation facilities: Kitchen in bldg.
Hotels/lodging in vicinity: Hotels in vicinity

Direction to EOC: Take I-81 north to exit 45, right on Arsenal St. EOC is located in the basement of County Bldg. on Arsenal St.

St. Lawrence County (NY) 315-379-2240 315-386-4591
Emergency Management Office
48 COURT ST.
Canton, NY 13617

Number of persons EOC can accommodate: 20
Private meeting area for senior officials: Yes
Parking available: Very limited
EOC access limited or controlled by: If needed
Number of installed phone lines: 20
Number of dedicated FAX lines: 1
Radio communications/capabilities: Local Govt, SEMO, Fire & Police Depts, DEC, County Sheriff

Food preparation facilities: Restaurants
Hotels/lodging in vicinity: Hotels in vicinity

Direction to EOC: Take the Fort Drum/Route 11 N Exit off I-81, follow route 11 north to Canton, turn left on Court St. EOC is located in the Public Bldg. on left.

3. Additional Command Centers

Erie County Fire Training Academy
3359 Broadway Robert Schultz 716-681-7111
Cheektowaga, NY 14227 716-898-3696

Number of persons EOC can accommodate: 100
Private meeting area for senior officials: Yes
Parking available: 100 vehicles
EOC access limited or controlled by: If needed
Number of installed phone lines: 6
Number of dedicated FAX lines: 1
Radio communications/capabilities: Local Govt, all County Fire freqs

Food preparation facilities: Kitchen on site
Hotels/lodging in vicinity: Hotels in vicinity
Direction to EOC:  Adjacent to Cheetowaga Town Hall at the corner of Broadway and Union Roads in the Town of Cheetowaga.

Sheridan Parkside Community Center
169 Sheridan Parkside
Town of Tonawanda, NY 14150

Director, Town of Tonawanda Parks & Recreation  716-875-8721

The Community Center is a large converted public school building, with sufficient independent rooms for establishing Unified Command sections. Communication capabilities on site are very limited. NYNEX can install up to 30 telephone lines within 12 hours. There is a large parking lot behind the center that may be used for staging a mobile communication van.

Number of persons Center can accommodate:  100
Parking available:  100 vehicles
EOC access limited or controlled by:  If needed
Number of installed phone lines:  Very limited
Food preparation facilities:  Kitchen on site
Hotels/lodging in vicinity:  Hotels in vicinity

Direction to EOC:  Take the Sheridan/Kenmore exit of I-90, turn right onto Sheridan Dr. Turn left on Sheridan Parkside Dr., (approx. 1 mi.). The Community Center is on the right hand about 1/2 from Sheridan Dr.
4. Mobile Command Centers/Communication Vans

**Erie County (NY)**  
716-858-8477  
716-858-6578

Erie County, NY Hazardous Materials Response Team has a mobile command post with radio and cellular telephone capabilities.  
Radio communications/capabilities:  
Local Govt (MERS), HAZMAT (MERS F2)  
Medical Emergency

**Erie (NY) County Sheriff**  
716-662-5554 or 911

Erie County, Sheriff’s Dept has a mobile command post with radio and cellular telephone capabilities. Available radio frequencies are extensive and include all frequencies used by local and state agencies in the area. Primary frequencies will vary depending on the location of the incident and the agencies involved.

**Monroe County (NY)**  
716-473-0710  
716-428-7200

Monroe County maintains a mobile communications van with programmable radios capable of expanding communications to the needs of the particular incident and agencies involved. The van also has a bank of 20 portable radios available.
1. PROCEDURES:

Communications is the key to the success of any response effort. However, response agencies employ a wide variety of communications networks and capabilities, in particular a wide variety of radio frequencies. Each of these networks has proven successful within the responder's own organization. For this reason, it is unrealistic to expect responders to adopt a new communications system in an emergency, such as a unified response to an oil spill or hazardous substance release. Therefore, the following procedures are intended to employ existing communications capabilities, ensure responders meet on scene to share intelligence and communicate with the Unified Command.

a. Check-in:

(1) Upon arrival, contact the on scene incident commander (OSC) and provide the following:
   (a) Name or agency & call sign, location, and reason for being there (e.g. responding to spill),
   (b) Communication capabilities, i.e. cellular phone or pager number, radio frequency, etc. for future contact.

(2) Request information (i.e. location, comms info, etc.), on other response agencies/organizations on scene. If none, continue investigation/damage assessment. Remain available for later arriving responders.

(3) Maintain contact with the OSC. The OSC will serve as the point of contact for subsequent responders, and provide them with information on how to make contact with those responders already on scene. Response personnel must make every effort to meet as soon as possible to share information and develop initial response plans.

b. Establishing Incident Command Post (ICP):

(1) As additional responders arrive on scene, meet to establish an incident command post (ICP). The initial ICP may be any location capable of providing a communication link to a central dispatcher, e.g. sheriff's or fire chief's command vehicle, Coast Guard Station, etc. The ICP provides focused direction to on scene personnel for handling spills requiring little more than first aid response. For spills involving more complex issues, establishment of an Unified Command may be appropriate, see paragraph 1.c. below.

(2) Determine incident commander.
(3) Share intelligence regarding spill size/volume, area affected, areas potentially affected, source, sensitive areas involved, etc.,

(4) Share information about other responders on scene/en route, discuss what resources are needed,

(5) Establish common goals, discuss action plan to achieve goals.

(6) Maintain contact with respective agency chain-of-command.
c. Implementing Unified Command and Establishing a Unified Command Post:

(1) As the incident progresses or the scope of the spill increases, it may be appropriate to implement Unified Command and establish a Unified Command Post. Potential locations include county emergency operations centers, etc. These are identified in Tab K to this appendix. A representative from each of the primary responders will be present at the UCP with the necessary equipment to communicate with their field officers, to facilitate cross agency communications and coordinate resource allocation and utilization. It is imperative that the UCP be established in such a way as to be functional within the boundaries of existing or readily available communication.

(2) Manning and operation of the UCP will depend upon the size and scope of the response and the hazards associated with incident. General information on the Unified Command organization, positions and functions are addressed in Volume V, Annex B, Appendix II. Examples of Unified Command manning are provided in Annex A of sections 3-7 of volume V.

2. MOBILE COMMAND POSTS:

a. National Strike Force

The Atlantic Strike Team maintains a portable field command post that is equipped with AST communications equipment, portable computers, printers and a weather station. It is capable of handling 6 to 8 phone lines. The command post has heating, air conditioning, dry erase boards, a chart table, desk and file cabinets and other office equipment. Communication equipment includes:

- 30 Motorola Saber 3000, VHF, 72 channels
- 8 Motorola Saber 3000, standard, UHF
- 10 Cellular phones
- 4 Base stations
- 3 Portable fax machines
- 1 Satellite phone
- 1 Portable secure cellular phone
- 1 Cellular fax

b. Pennsylvania Emergency Management Agency (PEMA)

PEMA maintains the following mobile communication vans: Communications Van with following capabilities:

- 158.835 MHz - VHF Emergency freq.
- 420-450 MHz - UHF-amateur
- 0-30 MHz - HF range/amateur/MARS/DOD

Cellular Phone: (412) 298-3564

Area Director's Van with following capabilities:

- 144-148 MHz - PA State Police
- 420-450 MHz - UHF-amateur
- UHF & VHF PEMARS
PEMA also maintains three other vans with UHF radio (420-450 MHz) capabilities.

4 hand held portable radios (420-450 MHz)
1 hand held portable radio (144-148 MHz)

c. Pennsylvania Department of Environmental PROTECTION (PADEP)

PADEP maintains an emergency response van that may serve as a small command post. The van has lights, heat, electricity (generator or outside source). PADEP also has a completely self-contained mobile home, including kitchenette, berthing and toilet facilities that may be moved to a spill site.

d. Erie County, NY

Erie County, NY Hazardous Materials Response Team has a mobile command post with radio and cellular telephone capabilities. Available radio frequencies include:

- 155.76 MHz County Local Govt. Radio System (MERS)
- 154.34 MHz So. Towns HAZMAT Mat Radio System (MERS F2)
- 155.325 MHz Medical Emergency System (MERS F2)

Erie County, NY Sheriff's Department has a mobile command post with radio and cellular telephone capabilities. Available radio frequencies are extensive and include all frequencies used by local and state agencies in the area. Primary frequencies will vary depending on the location of the incident and the agencies involved.

e. Monroe County, NY

Monroe County, NY Public Safety Communications trailer is fully equipped with all county UHF and VHF radio frequencies for fire, police and emergency management services, in addition to the following radio frequencies:

- 153.920 MHz County Local Govt.
- 155.340 MHz NYS EMS-Hospital

Monroe County's Hazardous Materials Response Team has a mobile command post with radio and cellular telephone capabilities. Available radio frequencies include all frequencies used by local and state agencies in the area. Primary frequencies will vary depending on the location of the incident and the agencies involved.

4. NETWORKS:

Advanced Local Emergency Rescue Teams, (ALERT). The ALERT system is a network of federal, state and local agencies, businesses, and volunteers who have agreed to assist primarily in marine search and rescue and FIREFIGHTING operations in the Erie, Niagara, and Chautauqua counties. Members include police and sheriff's Department's,
fire Department's, dive teams, U.S. and Canadian Coast Guards, emergency service agencies, and the Army National Guard.

ALERT Resources:

35 hand held radios with chargers. General working frequencies include:
- 156.8 MHz Marine Band Ch 16
- 157.1 MHz Marine Band Ch 22A
- 157.15 MHz Marine Band Ch 23A
- 155.340 MHz Medical Emergency Radio System (MERS)
- 155.325 MHz Medical Emergency Radio System (MERS)
- 155.760 MHz Erie County Local Govt.
- 45.88 MHz County to County Fire Frequency
- 46.22 MHz Statewide Fireground Frequency

15 mobile units
15 cellular phones
2, possibly 3, mobile command posts (RV's)

5. CELLULAR PHONES:

Cellular One has a bank of cellular phones available for loan to emergency responders (state and local agencies, Red Cross, etc.) in the event of a crisis. Cellular One can supply up to 30 cellular phones during an emergency. Availability of phones depends on the number of phones available at the time of the crisis and the number of agencies requesting use of the phones.

If more phones are needed, Cellular One will supply additional phones as they become available. In general, they prefer to limit the number of phones loaned to any one agency to six because of potential requests by other response agencies. To avoid multiple requests and delays in obtaining phones during an incident involving establishment of a Unified Command System, one agency will coordinate the request for phones on behalf of the Unified Command.

6. ADDITIONAL PHONE LINES (Landlines):

NYNEX can provide (30 additional lines) emergency installation of additional phone lines at a Unified Command Post as needed. To establish the necessary landlines, contact:

- Mr. Robin Floweres 212-513-9171(WK)
- Leonard Snell 212-390-9305(WK)
- Matt Morczkowski 201-584-1196(HM)
- NY State Telephone Service of Syracuse 518-472-7543(WK)
- (Bill Ewaniczak) 315-488-2061(WK)
- NY STATE REP 914-761-0588(HM)

100 Church St.
New York, NY. 10007

* Temporary point of contact, will be updated at later date *
GTE ERIE, PA. can provide emergency installation of additional phone lines at a Unified Command Post as needed. To establish the necessary landlines, contact:

Mr. Rick Kovack
PA STATE REP
150 East 10th St.
Erie, Penna. 16502
814-456-3470(WK)
814-833-7582(HM)

NOTE: LOGISTICAL SUPPORT SECTION OF THE ICS WILL OBTAIN PHONE BANKS

7. Radio/Phone Patch

Coast Guard Group Buffalo has radio phone patching capabilities, i.e. the ability to link a VHF FM radio frequency to a telephone line. Radio/phone patches may be initiated from a marine radio by contacting Coast Guard Group Buffalo via VHF FM channel 16 (156.8 MHz). To initiate the radio/phone patch from a telephone line, contact Coast Guard Group Communications by calling (716) 843-9527.
VOLUME 6
MARINE FIREFIGHTING CONTINGENCY PLAN
APPENDIX V - LOGISTICS

**TAB L - HOSPITALS**

**1. LAKE ERIE SUBAREA**

**a. Erie County, Pennsylvania**

- Corry Memorial, Corry, PA 814-664-4641
- Hamot Medical Center, Erie, PA 877-6000
- Metro Health, Erie, PA 870-3400
- Millcreek Community, Erie, PA 868-8395
- Saint Vincent, Erie, PA 452-5986
- Union City Memorial, Union City, PA 438-1000
- Veterans Affair, Erie, PA 868-8661

**b. Chautauqua County, New York**

- W.C.A, Jamestown, NY 716-487-0141
- Brooks Memorial, Dunkirk, NY 366-1111
- Westfield, Westfield, NY 326-4921
- Lake Shore, Irving, NY 934-2654

**2. BUFFALO/NIAGARA RIVER SUBAREA**

**a. Erie County, New York**

- Buffalo General 716-845-5600
- Children's, Buffalo, NY 878-7000
- Erie Co. Medical Center (ECMC), Buffalo, NY 898-3000
- Kenmore Mercy, Kenmore, NY 879-6100
- Mercy, Buffalo, NY 826-7000
- Millard Fillmore, Buffalo, NY 887-4600
- Millard Fillmore (Suburban), Williamsville, NY 688-3100
- Our Lady of Victory, Lackawanna, NY 825-8000
- Roswell Park, Buffalo, NY 845-2300
- St. Joseph, Cheektowaga, NY 837-4200
- Sheehan Memorial, Buffalo, NY 842-2200
- Sisters of Charity, Buffalo, NY 862-2000
- Veterans, Buffalo, NY 834-9200

**b. Niagara County, New York**

- DeGraff, North Tonawanda, NY 716-694-4500
- Lockport Memorial, Lockport, NY 433-9525
- Mount St. Mary's, Lewiston, NY 297-4800
- Niagara Falls Memorial, Niagara Falls, NY 278-4000
- Newfane Inter-Community Memorial, Newfane, NY 778-5111
3. ROCHESTER/OSWEGO SUBAREA

a. Orleans County, New York

    Median Memorial  716-798-2000

b. Monroe County, New York

    Brylin, Rochester, NY  716-886-8200
    Rochester General  338-4000
    Strong Memorial, Rochester, NY  275-2121
    Park Ridge, Rochester  723-7000
    The Genesee, Rochester  263-6000
    Lakeside, Brockport, NY  637-3131
    St. Mary's, Rochester  464-3000
    Highland, Rochester  473-2200
    Clifton Springs, Clifton Springs, NY  315-462-9561

c. Wayne County, New York

    Newark-Wayne, Newark, NY  315-332-2267
    Myers,  483-6939

d. Cayuga County, New York

    Auburn Memorial  315-255-7011

e. Oswego County, New York

    Benjamin Rush Center  315-476-2161
    Oswego Hospital  349-5511

4. ST. LAWRENCE RIVER SUBAREA

a. Jefferson County, New York

    Carthage  315-493-1000
    Clifton Fing  848-3351
    Edward John Noble, Gouverneur, NY  482-2511
    House of Good Samaritan  785-4000
    Mercy Hospital of Watertown  782-7480

b. St. Lawrence County, New York

    Alice Hyde, Malone, NY  518-483-3000
    A Basrton Hepburn, Ogdensburg, NY  315-393-3600
    Canton Potsdam, Potsdam, NY  265-3300
    Massena Memorial  764-1711
VOLUME 6
MARINE FIREFIGHTING CONTINGENCY PLAN
APPENDIX V - LOGISTICS

TAB M - POLICE DEPARTMENTS/LAW ENFORCEMENT

1. LAKE ERIE SUBAREA

a. Erie County, Pennsylvania

PA State Police
Erie 814-898-1641 (24 hours)
Girard 814-774-9611 (24 hours)

Erie County Sheriff 814-451-6253

City of Erie Police 814-453-4444 (24 hours)
814-870-1100 (24 hours)

Presque Isle Park Police 814-871-4251 (24 hours)

Lake City Police 814-774-2651

Fairview Boro Police 814-474-5176

Lawrence Park Police 814-898-1634

Northeast Boro Police 814-725-4551

b. Chautauqua County, New York

Chautauqua County Sheriff 716-753-2131 (24 hours)

Ripley, Westfield, Portland covered by sheriff

Town of Dunkirk Police 716-366-2266 (24 hours)
716-366-2477 (24 hours)

Town of Pomfret
Chautauqua County Sheriff 716-753-2131 (24 hours)

NY State Police, Fredonia 716-679-1521
2. BUFFALO/NIAGARA RIVER SUBAREA

a. Erie County, New York

Town of Brant
   Police 716-549-4040
   (after 4 p.m. answering machine)
   Dispatcher 716-549-3600
   (24 hours)

Town of Evans
   Police 716-549-3600
   (24 hours)

Hamburg
   Police 716-648-5111 (24 hours)

Lackawanna
   Police Commissioner 716-822-6498
   (daytime only)
   Police Chief 716-822-4900
   (24 hours)

Buffalo
   Police Commissioner 716-855-4444
   (daytime only)
   Police 716-851-4444
   (24 hours)

Grand Island
   NY State Police 716-297-0755
   (24 hours)
   Niagara County Sheriff 716-662-6150
   (24 hours)
   716-662-5554
   (Emergency #)

City of Tonawanda
   Police 716-692-2121
   (24 hours)
Town of Tonawanda
Police 716-876-5300
(24 hours)

b. Niagara County, New York

City of North Tonawanda
Police 716-692-4111
(24 hours)

Niagara Falls
Supt. of Police 716-286-4545
(daytime only)
Police 716-286-4547
(24 hours)
Town of Porter  
Niagara County Sheriff 716-439-9393  
(24 hours)

Town of Wheatfield  
Niagara County Sheriff 716-439-9393  
(24 hours)  
NY State Police 716-297-0755

Town of Lewiston  
Switchboard 716-754-8219/8213  
State Park Police 716-278-1777/1778

Village of Lewiston  
Police Department 716-297-0755  
NY State Police 716-297-0755  
716-754-8721  
(Emergency #)

Youngstown  
Niagara County Sheriff 716-439-9393  
(24 hours)

Hamlet of Olcott  
Niagara County Sheriff 716-433-4482  
NY State Police 716-434-5588

Village of Wilson  
Niagara County Sheriff 716-439-9393  
(24 hours)

Town of Wilson  
Niagara County Sheriff 716-751-6497  
716-439-9393  
(24 hours)

3. ROCHESTER/OSWEGO SUBAREA

a. Orleans County, New York

Albion  
Sheriff's Department 716-589-5527  
Police Department 716-589-5626

b. Monroe County, New York

Town of Greece  
Police/Fire 716-225-2525 or 865-2887  
716 633-1111  
Any Emergency 716-232-2121
Town of Irondequoit
Police/Fire 716-342-4930 or 232-2121

Monroe County Office
Sheriff's Department 716-428-5780
(24 hours)
Police (Sheriff) 716-428-5432
City of Rochester
Police Department 716-428-6666
(24 hours)

Town of Webster
Police/Fire 716-872-1212
*NY State Police 716-244-2410
(Sub-Station) *1-800-462-6950

Town of Sodus
Wayne County Sheriff 315-946-9711
(24 hours)

c. Wayne County, New York

Wayne County Office
Sheriff/Fire 315-946-9711
(24 hours)

Town of Sodus
Wayne County Sheriff 315-946-9711
(24 hours)

Cayuga County, New York

Sodus Point Village
Sheriff 315-483-9265
(24 hours)

Sodus Point Village
Sheriff 315-483-9265
(24 hours)

e. Oswego County, New York
Police Department 315-343-1212
Sheriff 315-343-5490
(24 hours)

4. ST. LAWRENCE RIVER SUBAREA

a. Jefferson County, New York

Jefferson County
NY State Police 315-782-2112
(24 hours)
Sheriff (Watertown) 315-788-1441

b. St. Lawrence County, New York
St. Lawrence County
NY State Police
315-265-4222
(24 hours)
Sheriff
315-379-2222
(24 hours)
NOAA National Weather Service
Forecast Office
587 Aero Drive
Buffalo, NY 14225
(716) 565-0204
## TAB O - SHIPPING AGENTS

### - U.S. Agents -

<table>
<thead>
<tr>
<th>Company</th>
<th>Phone</th>
<th>Contact Name</th>
<th>Phone</th>
<th>Contact Name</th>
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</thead>
<tbody>
<tr>
<td>Cleveland Tankers Inc.</td>
<td>(216) 771-1999 Dave Ritchie</td>
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<tr>
<td></td>
<td>(216) 621-5526 -FAX</td>
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<tr>
<td>Columbus Shipping</td>
<td>(814) 474-5353 Bob Giersahw</td>
<td></td>
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<tr>
<td></td>
<td>(814) 474-5469 -FAX</td>
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<tr>
<td>John V. Carr &amp; Son Corp.</td>
<td>(315) 342-0694 Mike Plunkett</td>
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<tr>
<td></td>
<td>(315) 593-5635 -cell</td>
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<tr>
<td></td>
<td>(315) 343-7241 -fax</td>
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<tr>
<td>EnerChem</td>
<td>(514)395-4526 Bill Renny or</td>
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<tr>
<td></td>
<td>(514)395-4566 Tony Airey</td>
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<tr>
<td>World Shipping (Cl-land)</td>
<td>(216) 356-7676 Hugh Goldie</td>
<td></td>
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<tr>
<td>(Detroit)</td>
<td>(216) 331-8837 -HM</td>
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<tr>
<td></td>
<td>(313) 421-4500 Robert Audy</td>
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<td></td>
<td>(313) 842-2648 -FAX</td>
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<td></td>
<td>(313) 782-0411 -HM</td>
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</table>

### - Canadian Agents -

<table>
<thead>
<tr>
<th>Company</th>
<th>Phone/Fax</th>
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<tbody>
<tr>
<td>CA Crosbie Shipping Ltd.</td>
<td>(514) 849-6194/-0238</td>
</tr>
<tr>
<td>Colley Motorships Ltd.</td>
<td>(514) 939-2366</td>
</tr>
<tr>
<td>V. Tota</td>
<td>(514) 486-4660/-4232</td>
</tr>
<tr>
<td>Compass Marine</td>
<td>(514) 284-1753/-9135</td>
</tr>
<tr>
<td>Christensen Shipping</td>
<td>K Christ'sen</td>
</tr>
<tr>
<td>Currie Maritime Corp.</td>
<td>(905) 529-5050</td>
</tr>
<tr>
<td>Hamilton</td>
<td>(905) 529-3117 FAX</td>
</tr>
<tr>
<td>M O'Neil</td>
<td>(905) 677-4016</td>
</tr>
<tr>
<td>Currie Maritime Corp.</td>
<td>(905) 677-8821 FAX</td>
</tr>
<tr>
<td>Toronto</td>
<td>(514) 395-4525, FAX-4577</td>
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<tr>
<td>Enerchem Transport Inc.</td>
<td>(514) 878-6650</td>
</tr>
<tr>
<td>Fed Nav Ltd.</td>
<td>(514) 344-5472</td>
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<tr>
<td>Gibson Shipbrokers Ltd.</td>
<td>(514) 842-4051</td>
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<tr>
<td>Gresco Ltd.</td>
<td>845-6055 -fax</td>
</tr>
<tr>
<td>Jonker Navigation Corp.</td>
<td>(514) 288-6034/-6062</td>
</tr>
<tr>
<td>Name</td>
<td>Phone Number</td>
</tr>
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<tr>
<td>V Schiedler</td>
<td>514-939-2366/-2316</td>
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<tr>
<td>Kerr Steamships Ltd.</td>
<td>514-284-9666</td>
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<tr>
<td>Liquitransport Dist Inc.</td>
<td>514-284-9666</td>
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<tr>
<td>A Altahir</td>
<td>514-842-8841/-6737</td>
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<tr>
<td>March Shipping Ltd.</td>
<td>905-834-7220/-7227</td>
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<tr>
<td>Nautilus Marine</td>
<td>905-615-1717</td>
</tr>
<tr>
<td>Capt T. Randhawa</td>
<td>905-615-1718 FAX</td>
</tr>
<tr>
<td>Poros Shipping Agencies</td>
<td>514-866-7438/-4949</td>
</tr>
<tr>
<td>Protos Shipping Ltd.</td>
<td>514-866-7799</td>
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<td></td>
<td>416-361-0811</td>
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<tr>
<td>Redburn Inc.</td>
<td>514-861-0511</td>
</tr>
<tr>
<td>M Ouellette</td>
<td>514-497-3307 -cell</td>
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<tr>
<td>Robert Reford Co</td>
<td>514-845-5201/-6490</td>
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<tr>
<td>Robin Maritime Inc.</td>
<td>514-281-9627/-8068</td>
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<tr>
<td>C Daviau</td>
<td>514-879-9222</td>
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<tr>
<td>D Karageorge</td>
<td>514-879-9260</td>
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<tr>
<td>Scandia Shipping</td>
<td>514-672-4110</td>
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<tr>
<td>SLSA - Montreal</td>
<td>514-932-5170</td>
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<tr>
<td>F Lajarrige</td>
<td>514-284-9535</td>
</tr>
<tr>
<td>Soconav Inc.</td>
<td>514-845-0101/-2560</td>
</tr>
<tr>
<td>Westward Shipping Ltd.</td>
<td>514-284-9535</td>
</tr>
</tbody>
</table>
TAB P - LANGUAGE INTERPRETERS

Commercial Sources

International Institute Of Buffalo (716) 883-1900
(716) 633-4942 (24 hour number)

International Institute of Erie, PA (814) 452-3935

International Institute Of the Capital Region (518) 459-8812
Albany, NY
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TAB H - OSWEGO COUNTY
TAB I - JEFFERSON COUNTY
TAB J - ST. LAWRENCE COUNTY
TAB K - OTHER

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2. Kodak Corporation
TAB A: ERIE COUNTY, PA

TO BE DEVELOPED
TAB F: MONROE COUNTY
TAB H: OSWEGO COUNTY
TAB J: ST. LAWRENCE COUNTY
TAB K: OTHER

1. BUFFALO INTERNATIONAL AIRPORT FIRE RESCUE

Greater Buffalo International Airport
Fire Department
251 Cayuga Drive
Cheektowaga, New York 14225

A. Contacts

1. (716) 632 3115
   (716) 632 3218 (FAX)
   (716) 632 3117 (emergency)

2. Chief Tim Texido (ext. 15)
   a. Pager: 653 2290 (digital pager)
   b. Work Schedule Monday thru Friday 0800 - 1600 hrs (24 hours on-call)

3. Captain Mike Morris (ext. 12)
   a. Pager 642 2877 (digital pager)
   b. Work schedule Monday thru Friday 0900 - 1700 hrs (24 hours on-call)

B. Resources:

1. Vehicles:
   a. F-3: 1987 American Eagle; Rapid Intervention
      1,000 gallons water
      75 gallons AFFF foam
      250 lbs dry chemical (purple - K)
      3,000 gallons water
      410 gallons AFFF foam
   c. L-6: 1986 Emergency One Titan V
      55 ft telescoping boom
      2,500 gallons water
      200 gallons AFFF foam
      1,000 lbs dry chemical (halon 1211)

NOTE: Vehicles receive/transmit on Erie County Radio Frequency 46.22 and 46.38

C. On hand Equipment / Supplies:

1. 1,500 gallons AFFF foam
   Stored in 5 gallons containers and 55 gallon drums
2. 150 full backboards
3. Mass casualty supplies (BLS)
4. Air compressor (stationary) 24 hour availability
5. Resource manuals for commercial/private and military aircraft
2. KODAK CORPORATION, ROCHESTER, NY