COOK INLET
MARINE FIREFIGHTING

Significant content revision was not intended during the August 2019 administrative update to the Cook Inlet MFF Plan. The 2019 update includes updated footers, page numbering, and removal of references to the superceded Cook Inlet Subarea Contingency Plan.

Contents

PART ONE Introduction

A. Purpose and Objective

This plan is based on the assumption that a major marine fire, particularly a vessel fire, may require resources beyond those locally available and that effective response will require coordination of resource deployment from a number of organizations. Contingency planning identifies the means and methods necessary to make resources available from federal, state, and local agencies.

Contingency planning is essential for marine fires *in general* because:

- Marine fires pose unique logistical obstacles,
- Marine fires are rare occurrences and few firefighters have experience responding to them,
- With training mandates for shore-based firefighters up, and training budgets down, few fire departments can afford to train personnel for rare events, such as a marine fire,
- Roles and capabilities among landside firefighters are usually not clearly defined,
- Different communication frequencies are used by different response organizations.

Marine firefighting contingency planning *specifically* for Cook Inlet is essential because of:

- Distances between areas of risk,
- Tides, currents, ice that frustrate response,
- Jurisdictional responsibilities overlap and can be confusing,
- Landside access to vessels, with the possible exception of Port of Anchorage and Homer, is difficult,
- Concern over liability,
- Networks and mutual aid protocols are not fully established or practiced,
- Lack of accessible resources including qualified marine firefighters.

This document provides for a coordinated response by the U.S. Coast Guard and other federal, state, local, and civilian forces to fires on board vessels or at waterfront facilities. It provides policies, responsibilities, and procedures for coordination of on-scene forces. Response forces for the purposes of this plan include:

- Public Safety Agencies, including land-based fire departments
- Waterfront Facility Owners and Operators
- Vessel Owners and Operators
- United States Coast Guard
- Other Military Departments or Agencies
- Private Companies and Individuals

B. Scope

This plan applies to the navigable waters and adjacent waterfront facilities of Cook Inlet.

C. Development of Plan and Policy –The Work Group

The policies and plans within this section were developed and recommended by a working group that met between August 2003 and April 2004. Representatives from the following organizations participated:

Agrium Kenai Nitrogen Operations

CIRCAC

Alaska Chadux

Alaska Maritime Agencies

Anchorage Fire Department

Central Emergency Services, Kenai Peninsula

ChevronTexaco

Cook Inlet Spill Prevention and Response

Conoco Phillips LNG

Cook Inlet Pipeline

Cook Inlet Tug & Barge

Homer Fire Department

Kenai Fire Department

Kenai Peninsula Borough Office of Emergency Management

Kenai Pipe Line Company

Nikiski Fire Dept

OSK Dock

Petro Marine

PRISM

Seldovia Volunteer Fire Department

South West Alaska Pilots

Tesoro Alaska Company

TOTE

Unocal

USCG-MSO Anchorage

PART TWO Policy and Responsibility

A. Federal Policy

The Coast Guard exercises primary federal responsibility for the safety and security of the ports and waterways of the United States. The role of the US Coast Guard Captain of the Port (COTP) in a marine fire event is to ensure firefighting efforts are carried out in a manner that does not threaten the safety of life, the environment, or property.

The Coast Guard will render assistance as available, commensurate with each unit's level of training and the adequacy of equipment. The Commandant of the Coast Guard intends to maintain this traditional "assistance as available" posture **without conveying the impression that the Coast Guard is prepared to relieve local fire departments or vessel owners of their responsibilities**. Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly vessel operators or owners, local fire departments and port authorities.

Request for Federal Resources All requests for federal resources or equipment should be made to the Coast Guard COTP Western Alaska through the Unified Command. Significant non-Coast Guard federal resources include U.S. Navy fire tugs, US Navy Supervisor of Salvage (SupSalv), and Military Sealift Command firefighting experts.

COTP Responsibility

The COTP exercises primary federal responsibility for the safety and security of the port. This responsibility is discharged by enforcing dangerous cargo regulations, marine terminal safety regulations, port security, and pollution prevention regulations. In emergencies, the COTP may control the movement of ships and boats, establish safety zones, and provide on scene personnel for situation assessment. Responsibilities of the COTP in a major fire aboard a vessel or waterfront facility may include:

- Conduct notifications.
- Assume IC for burning vessel underway or at anchor when:
    - The responsible party does not take appropriate action,
    - The fire department with jurisdiction is unable to respond, and/or
    - No fire department has jurisdiction
- Participate in the Unified Command.
- Assume operational control of all Coast Guard resources on-scene.
- Coordinate information flow or processing of technical data from the vessel for the benefit of the local responders.
- Establish safety or security zones, as necessary.
- Provide information on involved waterfront facilities.

- Provide information on the location of hazardous materials on the vessel, or at the facility, if available.
- Provide technical data on ship's construction, stability, and marine firefighting techniques.
- Respond to oil or hazardous materials discharges.
- Obtain tugs to assist in relocating moored or anchored vessels.
- Alert owners/operators of terminal or vessel at risk.
- Notify and consult with appropriate natural resource trustees when the incident results in a pollution threat or may otherwise affect resources under their respective management authority.

B. State Policy

The Alaska Department of Military and Veterans Affairs, Division of Homeland Security and Emergency Management (DHS&EM) operates the State Emergency Coordination Center (SECC) and helps coordinate and provide logistic support for the response of state agencies to emergencies and disasters. In addition, DHS&EM, through the State Emergency Coordination Center, will coordinate with Federal Government agencies to request assets that are not available from local and State resources, such as; Disaster Mortuary Operational Response Team (DMORT), Disaster Medical Assistance Team (DMAT), and DOD MEDEVAC resources.

With regard to potential situations associated with marine fires, four general criteria will dictate a response by the State. These are listed below in priority order from a response standpoint:

- Search and rescue, evacuation
- Investigation or response to possible criminal activity
- Firefighting operations
- Local Emergency Declaration
- Oil or hazardous substance release

In situations where there may be concurrent emergency issues, (e.g., a cruise ship requires firefighting assistance, SAR support, as well as spill response coordination) life saving efforts will take precedence over all other emergency operations. In this situation, the Departments of Public Safety through the State troopers office for SAR operations will serve as the SOSC.

Request for State Resources State Resources can be requested from the Alaska Department of Public Safety through the Alaska State Trooper's 24-hour dispatcher at (907) 428-7200.

The Alaska State Troopers will be involved when there is the possibility that the cause of the casualty was due to criminal activity. They will assist the FBI. They may also provide persons for the Coast Guard Away Team.

The Alaska Department of Environmental Conservation is the lead State agency with jurisdiction for responding to releases of **hazardous material and oil spills**. During a ship fire the State On Scene Coordinator (SOSC) will direct and coordinate the State's response to an actual or potential spill. The Coast Guard will coordinate with DEC whenever a vessel is in distress and a threat of oil or hazardous materials release exists. ADEC State On-Scene Coordinators can be notified through the Alaska Department of Public Safety through the Alaska State Trooper's 24-hour dispatcher at 800-478-9300.

State Responsibility

- Participate in the Unified Command.
- Provide portable communications equipment to response personnel, as needed.
- Assume operational control of all State resources on-scene.
- Respond to oil or hazardous materials discharges. Actual removal may be delayed until the firefighting operations are terminated.

C. Local Response Agency Policy and Responsibility

Land fire departments are responsible for fire protection within their jurisdictions. Local fire departments will respond to ship board fires within the limits of their capabilities. Local fire departments will generally not be able to provide on board ship fire suppression or interior entry. Typical responsibilities of the city fire departments may include:

- Participate in the Unified Command.
- Establish and staff a Command Post.
- Provide water, air supply and foam for on board firefighting
- Determine the need for, and request mutual aid.
- Make all requests for Coast Guard/Federal personnel, equipment, and waterside security through the COTP.
- Establish liaison with police department and emergency medical services for land-side traffic and crowd control, scene security, treatment and transport of the injured, and evacuation.

D. Coordination and Agreements between the Coast Guard and Local Land-Based Fire Departments and Response Agencies

It is the goal of local fire departments, port facilities and the Coast Guard to develop and maintain a comprehensive system, which ensures fast, well-coordinated, and effective land-based response to vessel fires in Cook Inlet. Organizational policy and assumed responsibilities for both the Coast Guard and local response agencies and organizations have been described in paragraphs A and C of this Part. These *general* policies, responsibilities and capabilities are important for planning. It is essential, however, that each organization agrees in advance to a minimal level of coordination and mutual aid. *Therefore, in the event of a marine fire the Coast Guard Captain of the Port, the local fire department covering the area in which the marine fire occurs, and the effected industrial port facility agree to*:

- Within one hour after initial notification, establish initial contact and consultation with each other, and begin to establish, direct, and manage a Unified Command System;
- Within four hours, establish an incident command post for Unified Command that includes as a minimum the Federal Incident Commander (COTP or representative), Local Incident Commander (Local Fire Chief or representative) and the Responsible Party Incident Commander if available;
- Use VHF radios to communicate inter-organizationally; (see Part Four, B.1)
- Ensure that all marine firefighting resource providers are integrated into Unified Command;
- Coordinate and request all additional resources through Unified Command, including requests for military (Navy SupSalv, etc) and federal equipment.

The Coast Guard COTP will ensure Unified Command functions efficiently. When response agencies and the responsible party are unable to agree and implement response actions, the COTP will direct the response.

The COTP will also ensure that potentially affected natural resource trustees are consulted when the incident results in a pollution threat or may otherwise affect resources under their respective management authority.

E. Responsible Party

E.1 Vessel

The vessel master is responsible for planning and directing firefighting efforts aboard the vessel as well as for the safety of the vessel and crew. **The presence of local firefighters and/or the Coast Guard does not relieve the master of command of or transfer the master's responsibility for overall safety on the vessel. However, the master should not normally countermand any orders given by the local fire fighters in the performance of fire fighting activities on board the vessel, unless the action taken on clearly endangers the safety of the vessel or crew. Actions by the Coast Guard or other response agencies**

do not relieve the vessel owner, operator, or master of liability. The master should work closely with the on scene commander to coordinate firefighting efforts. This will include providing information regarding actions taken by the crew, the vessel's layout, firefighting capabilities and the location and types of cargo aboard.

If the crew cannot control the fire, the local fire chief or designee should take tactical control of the firefighting operations. The master should assist the fire chief in the performance of firefighting operations. However, it should not be assumed that local fire departments are capable of providing on board suppression and internal entry even if they assume tactical control.

The Master should immediately bring to the attention of the Fire Chief and the UC any action taken or planned that threatens the safety of the vessel, or crew.

E.2 Owners/Operators of Waterfront Facilities

Most waterfront facilities in the Cook Inlet have limited firefighting resources and rely on local fire departments for fire protection. Therefore, in the event of a marine fire, facility operators are responsible for ensuring the safety of facility personnel as well as for providing the incident commander with information regarding the facility's layout and the location of dangerous materials. In the event of a fire onboard a vessel moored to the facility, the facility operator shall assist to the vessel's master, the incident commander, and the COTP to the maximum extent possible.

E. 3 **Fire-wires** or towing-off wires are mooring wires hung over the off-berth side of the ship at both the bow and stern. They enable tugs to pull the ship free from the pier without the assistance of the crew in case of serious fire or explosion. Due to the extreme tidal currents and close proximity of the three primary facilities in Nikiski, these facilities (Agrium, ConocoPhillips and Tesoro) have instituted requirements for the deployment of fire-wires while vessels are moored at their respective terminals. Specifications and procedures for deployment of the fire-wires are in accordance with section 3.11 of the Oil Companies International Marine Forum (OCIMF) Mooring Equipment Guidelines.

E.4 Fires on unmanned, moored vessels where the owner, operator or crew are not available.

In this case, the facility owner and the local fire chief should work together in mitigation efforts. The local fire chief or designee should take tactical control of the firefighting operations. However, it should not be assumed that local fire departments are capable of providing on board suppression and internal entry even if they assume tactical control.

F. Other Potential Participants

For vessel or facility fires in Cook Inlet, the following organizations have firefighting resources that may be available to respond with equipment and personnel.

- Navy Supervisor of Salvage
- US Air Force (Elmendorf)
- US Army (Fort Richardson)
- Alaska Department of Natural Resources, Forestry Division
- Private Contractors from outside the area (see **Resource Guide**)

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PART THREE Planning

A. Community Profiles and Capabilities

Refer to the Alaska Community Database on the Area Contingency Plan Resources and Tools page for information on key facilities and services.

B. Response Resources

A major marine fire, particularly a vessel fire, may require resources beyond those locally available and that effective response will require coordination of resource deployment from a number of organizations.

The following categories of response resources were likely to be limited during a major marine fire in Cook Inlet:

- Portable fire monitors,
- Vessels with fire monitors,
- Tugs,
- Onboard fire suppression teams,
- Firefighting foam,
- De-watering pumping equipment,
- Landing craft and
- Marine firefighting consultants/advisors.

Appendix 2, the Resource Guide, provides information, including emergency contacts and response time, for possible sources and suppliers for each of these needs.

C. Firefighting Areas

C.1 Potential Harbors of Refuge

A ship on fire may present immediate risks to adjacent life or property, the environment, and/or substantial logistical firefighting problems. The Unified Command will review the facts of each event and determine if a ship should be moved, and if so, where the ship should best be situated, either to fight the fire or to minimize associated impacts. Ships may be moved to or from piers, to anchor, or possibly in extreme cases to grounding or sinking sites. Possible places of refuge (PPOR) or harbors for anchoring or mooring damaged vessels are identified via the Area Contingency Plan References and Tools page. Potential sites include:

Anchorage	Drift River	Kachemak Bay
Koyuktolik (Dog Fish Bay)	Nikiski	Port Graham
Port Chatham	Seldovia	

Within each PPOR there are potential firefighting piers, anchorages and grounding sites. *Unified Command must consider a number of factors before directly or towing a ship to a specific location. Some of the considerations are listed below.*

C.2 Potential Firefighting Piers

Although piers are not the only sites that can, or should be considered for locating a burning ship, they may offer the greatest potential to maximize the use of shore-based firefighting resources. The following factors should be considered when selecting a pier:

- The severity of the fire
- The proximity of the pier to populated areas
- Environmentally sensitive areas
- Availability of the pier for an extended period
- Availability of water and electricity
- Construction of the pier
- Prevailing winds
- Availability of firefighting staging areas
- Presence of hazardous materials at the pier and on the vessel
- Availability of special equipment.

The selection of a pier or facility does not mean that the Coast Guard or any other agency will unilaterally direct a burning vessel to that facility. At a minimum, a decision of this nature must be discussed with representatives of:

- The vessel
- The facility
- The appropriate port authority
- The appropriate Fire Department
- The Coast Guard
- The South West Alaska Pilots Association (SWAPA)
- Appropriate natural resource trustees (if the incident poses a threat to resources under their respective management authority)
- Other agencies, depending on the particular situation.

C.3 Potential Anchorages

If a fire is deemed to pose a significant threat to a facility, pier, or the port, or the smoke poses a threat to nearby communities, a decision may be made to move the vessel to a temporary anchorage.

Firefighting Anchorages: For planning purposes the following criteria must be considered when selecting potential anchorages within Cook Inlet:

- Shelter from wind
- Type of bottom
- Depth of Water at mean low tide
- Adequate swing room for the largest vessels
- Facilities for passengers and crew
- Proximity to staging areas
- Whether the site can be boomed off to limit environmental impact in the event of a spill.

The Unified Command will have to consider seasonal sensitivities per site prior to making their decision.

C.4 Potential Grounding Sites

At some point, it may become necessary to ground a vessel. Grounding should only be considered if it is determined the vessel may sink, or in other ways become derelict.

In choosing grounding sites, several factors must be considered:

- Bottom Material: Soft enough that the ship's hull will not rupture.
- Water depth: Shallow enough that the vessel will not sink below the main deck, yet deep enough that fire boats, salvage barges and tugs can approach.
- Weather: Areas not known to have strong winds or currents which could hamper firefighting or salvage efforts.

Firefighting Grounding Sites. For planning purposes the following criteria were considered when selecting potential grounding sites within Cook Inlet:

- Shelter from wind
- Type of bottom
- Depth of water
- Proximity to staging areas
- Whether the site can be boomed off to limit environmental impact in the event of a spill.

The Unified Command will have to consider seasonal sensitivities per site prior to making their decision.

C.5 Offshore Locations for Intentionally Sinking Vessels

When a vessel and cargo are deemed a total constructive loss and intentional sinking of the vessel is being considered, the COTP will consult with the potentially-affected natural resource trustees, the Environmental Protection Agency, and other appropriate stakeholders (e.g., tribal and state government and U.S. Army Corps of Engineers representatives) and will also obtain necessary permits. This consultation could be accomplished through an incident-specific activation of the Alaska Regional Response Team.

D. Control Over Waterfront Areas

The COTP may find it helpful to control or restrict traffic in an affected area to provide safety for the waterfront facilities or vessels. **33 CFR 165** sets forth procedures for establishing safety zones for the protection of vessels and shore areas. The COTP has sole authority to establish a safety zone. Implementation and enforcement of the safety zone is a joint effort of MSO Anchorage and any Coast Guard cutter involved in the enforcement of the zone.

PART FOUR Operational Response Actions

A. Command and Control

A major waterfront or shipboard fire in Cook Inlet will involve response teams from Federal, State, and Local agencies. The nature and location of the fire will be the deciding element in determining which agency assumes overall command or lead agency in a unified command. Overall command or lead agency must be determined early in the incident to ensure the effective use of personnel and equipment.

A.1 Overall Command and Control

The goal is to quickly establish a unified command of the COTP, local fire department incident commander, vessel owner/operator, affected facility operator and the State on-scene coordinator. The Coast Guard COTP will ensure that an adequate response is undertaken.

A.2 Unified Command.

In instances when several jurisdictions are involved or several agencies have a significant management interest or responsibility, a unified command (UC) with a lead agency designation may be more appropriate for an incident than a single command response organization. Generally, a unified command structure is called for when:

- The incident occurs within one jurisdiction but involves several agencies due to the nature of the incident or the resources needed to respond. Such circumstances would pertain for almost any fire at a facility or a vessel at pier side or anchorage located in Cook Inlet.
- The incident is multi-jurisdictional in nature because it affects, or has the potential to affect several jurisdictions. This circumstance could occur in Cook Inlet if a burning vessel was moved from one jurisdiction to another to better effect response operations. Towing a burning vessel from off Nikiski to Kachemak Bay is an example of this circumstance.

The Coast Guard COTP will ensure Unified Command functions efficiently. When response agencies and the responsible party are unable to agree and implement response actions, the COTP will direct the response.

The Coast Guard COTP will consult with appropriate natural resource trustees when the incident is a pollution threat or may otherwise affect resources under their respective management authority. The Coast Guard COTP will also consult with other stakeholders (e.g., tribal representatives) as appropriate.

B. Communications (Cook Inlet)

An effective, well-coordinated communications plan must cover the areas of designated frequency, usage, responder compatibilities, outside communications support and logistics. When dealing with multiple agencies at a marine incident, such factors must be addressed.

B.1 Response Communications

It is vital that all responders be able to communicate directly. A shipboard fire incident or emergency creates several unusual communications problems. Because most commercial vessels are constructed of steel, fire service radios are unlikely to work well within a vessel. In addition, both the vessel crew and Coast Guard will typically utilize very high frequency (VHF) radio systems, whereas many municipal fire departments operate on 800-megahertz trunked systems. Although fire departments in Cook Inlet have varying communications systems, most do have some VHF capability. Thus, a primary communications frequency will be established on-scene by the incident command based on the capabilities of all the involved parties. Most foreign ships will also have limited VHF radio frequencies. As such, a common channel should be utilized during the initial hours of the response. See (Section B.2.) for preferred VHF frequencies for use during the initial stages of a response. Connecting interagency radio frequencies may require an exchange of radio equipment. If the on-scene fire department does not have VHF radio capability, handheld VHF radios shall be provided to the fire department. Additional handheld VHF radios can be obtained from the Coast Guard, vessel, facility, vessel agent, harbormaster or commercial contractor. The initial communications frequencies will quickly become saturated and thus the Incident Command should move towards establishing a comprehensive communications plan and designating additional working frequencies.

A considerable communications capability is also available through various State agencies. DNR Forestry and DES are both equipped with impressive communications assets. DEC also maintains an extensive arsenal of communications equipment. A communication plan should be coordinated with an incident-specific Logistic Section.

B.2 Primary Emergency Radio Frequencies

COAST GUARD RADIO FREQUENCIES

- Marine Band Channel 81A operates at 157.075 MHz and is the primary Marine Safety operating frequency. Channel 81A is also the national marine pollution response coordination channel. 81A is the primary means of radio communication between marine safety field teams and contractor teams during emergency responses. Channel 81A is the preferred channel to establish initial radio communications between vessel crew, shore responders and Coast Guard personnel.

- Marine Band Channel 83A operates at 157.175 MHz and is the USCG Auxiliary primary operating channel. The COTP may preempt the use of this channel in emergencies. 83A is used as an overflow channel for 81A during emergency case prosecution.

- Marine Band Channel 22A operates at 157.100 MHz and is the primary USCG-public liaison channel. Urgent marine broadcasts are announced on 16 and are broadcast on 22A. During emergency responses, 22A may be used by USCG to inform mariners of hazardous conditions or restrictions on the use of waterways.

- Marine Band Channel 16 operates at 156.800 MHZ and is the international hailing and distress frequency. In an emergency, channel 16 may be used by to alert mariners of urgent COTP information broadcast on 22A. **FCC regulations prohibit the use of Channel 16 by land mobile stations and non-SAR land fixed stations.**

FIRE MUTUAL AID RADIO SYSTEM

The FCC has designated three frequencies, 154.126, 154.260, and 154.290 Mhz, as the Fire Mutual Aid Radio System (FMARS) to provide for common communications between fire fighting units from different agencies operating at a common incident. These frequencies should be utilized when establishing a long-term communications plan for an incident response.

B.3 Landline and Cellular Communications. Cellular communications may be a means of communication between Coast Guard and fire department personnel on scene.

B.4 SSB/Satellite. Single Side Band radios and the global satellite network are available for short and long-range communications.

B.5 Circuit Discipline. The following guidelines must be adhered to during a major crisis to keep communications problems to a minimum.

- Do not deviate from assigned working frequencies unless it is for the purpose of re-establishing communications.
- Limit radio traffic to essential communications only.
- Limit length of transmissions in keeping the frequency clear for emergency traffic only. Information containing lengthy operational details should be passed by alternate means whenever possible.

B.6 Communications Security. Secure communications systems available to Marine Safety Office Anchorage and other Coast Guard units include STE (Secure Telephone Equipment), and data encrypted security (DES) VHF-FM radios. Use of these systems to communicate information will be at the discretion of the COTP.

B.7. Lessons Learned. Effective communications are always difficult to achieve during mutli-agency response efforts. As such, communications procedures should be rehearsed during all marine firefighting drills. Lessons learned from these exercises and actual events should always be utilized to incorporate positive changes to this plan.

C. Initial Response Actions

C.1 Priorities

It is difficult to anticipate every task or activity required to effectively respond when dealing with a major marine fire. There are, however, several basic priorities that must be addressed, particularly in the case of a vessel/facility fire. Figure 1 provides an overview and basic checklist for mounting an adequate initial response. This checklist was modified from a graphic prepared during the 2004 Alaska Cruise Ship Exercise in Juneau.

C.2 Checklists

The response checklist in Appendix 1 was prepared by the work group to aid the local incident commander.

PART FIVE Exercises & Training

A. Exercises

Joint exercises and training, which include local fire departments, vessels, facilities, and government agencies, will enhance working relationships and contribute to a more effective response as well as demonstrate the capabilities of the various organizations involved. These exercises also point out possible conflicts or weaknesses in the plan.

Periodic exercises with selected fire departments, port facilities and government agencies will be conducted. Each fire department or response organization should coordinate with port facilities and marine users in their respective jurisdictions to establish a training and exercise schedule. The Work Group that developed this plan understood that the USCG COTP should take the lead in promoting and organizing area-wide exercises.

All interested parties and stakeholders should be encouraged to participate or observe the exercises.

The USCG and ADEC should grant appropriate oil spill PREP credit when marine fire response exercises promote and practice inter-agency response tactics, strategies, communications, and organization.

B. Training

Training is the cornerstone of effective response. Local fire departments, port facilities, and government agencies will establish their own training programs. The contents of this plan, the resources available, the firefighting systems installed on the various vessels, and basic vessel construction should be incorporated into training programs. Training programs may be divided into the (1) awareness level, (2) operations level, and (3) technician level. The training qualifications in the State of Washington Standard are appropriate guidelines for developing program performance standards.[1]

The training outline in the International Fire Service Training Association, *Marine Fire Fighting for Land-Based Firefighters*, (Chapter 11 and Appendix I) provides one appropriate model-training plan.

[1] Washington Highway Patrol, FIRE PROTECTION BUREAU, *Standard for Marine Firefighting for Land-Based Firefighters*, November 2000 http://www.wsp.wa.gov/fire/marine.doc

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APPENDIX 1, CI MFF Incident Commander's Checklist

INITIAL RESPONSE

Size-up and Incident Information

Time of Incident: _____ Location: _____
Vessel name: _____ Registry: _____
Contact: _____ Rank: _____

Vessel type:
☐Passenger ship ☐Ferry ☐Fishing Vessel ☐Military ☐Recreational
☐Processor (ammonia tanks?) ☐Y ☐N ☐Container ☐Tug
☐Tanker (cargo): _____ ☐Barge (cargo): _____ ☐other:

_____

Number of crew and passengers _____ Are they all accounted for? ☐Y ☐N

Are there any injuries? Y ☐N
If injured, how many and to what extent? _____

Vessel is: ☐Anchored ☐Moored ☐Underway Maneuverability impaired? ☐Y ☐N
Stability Compromised? ☐Y ☐N

Fuel onboard: _____
(Type and amount, tank capacities and locations.)

HAZMAT's onboard: _____
(Type, amount, and locations.)

Incident type:
☐Fire (location): _____ ☐Explosion (location): _____

☐Collision ☐Grounding ☐Spill / Hazmat ☐Other: _____

Weather conditions: Temp:_____Winds:_____Wave height:_____Tides: _____

What is currently being done by the ship's crew to mitigate the incident? What is their plan?

_____
_____
_____

What immediate assistance does the vessel need?
☐Firefighting resources: ☐Water ☐Foam ☐SCBA Air ☐Firefighters
☐Tug assist. ☐Search and rescue vessels. ☐Other: _____
☐Nothing

Fire Plans? ☐Y ☐N Cargo Manifest? ☐Y ☐N Dangerous Cargo/Goods Manifest? ☐Y ☐N

Incident Command Incident Commander:

☐Establish unified command and command post Time: _____
☐Establish communications with vessel's Master or designee Time: _____

☐Ensure personnel accountability

Cook Inlet Marine Fire Response Plan: Incident Commanders Checklist , Version 2: April 2004

Cook Inlet Marine Fire Response Plan
Incident Commander's Checklist

Initial Notifications

☐Coast Guard, 1-800-478-5555 or Channel 16 VHF Time: _____
☐State of Alaska, Alaska State Trooper Dispatch, 24-hour 1-800-748-9300 Time: _____

Risk assessment

Consider the following:
Location of fire / fire behavior
Condition of the vessel, vessel trim and stability.
Are mooring lines exposed to fire?
Dangerous cargo / HAZMAT nearby?
Available resources.

Firefighting Tactical priorities PROVIDE FOR LIFE SAFETY FIRST!

Rescue – Rescue victims in immediate danger.
☐Primary search.
☐Secondary search.
☐Number and location of victims:
☐Establish secondary means of egress.

Exposures – Protect other vessel areas, other vessels, and any other structures.
☐Pollution prevention / control.
☐On vessel
☐Other Vessels
☐On dock

Confinement – Contain the fire and prevent it from spreading.
☐Secure power
☐Secure fuel
☐Secure ventilation unless personnel are trapped in the space
☐Consider fixed suppression systems
☐Primary boundary Location:
☐Secondary boundary Location:
Monitor all four sides of compartment, above and below

Extinguishment – Control and extinguish the fire.
☐Establish water supply
☐Primary attack team
☐Secondary attack team
☐Ventilation

Overhaul/Salvage/Loss Control – Prevent reignition and minimize damage.
☐Dewatering
☐Check for Fire Extension
☐Ventilation/De-smoking
☐Maintain fire watch

Cook Inlet Marine Fire Response Plan
Incident Commander's Checklist

Incident sketch, Map or Chart
Attach PDF \chart \map\sketch for location of incident if necessary. Incident description: Latitude/Longitude: Nearest port or city: Distance/direction from port:

Current Organization
Unified Incident Command Incident Commanders: FOSC Rep: SOSC Rep: IMT IC: Planning: Operations: Logistics/Finance:

Resources Summary					
Resource Needed	*Time* **Ordered**	**RESOURCE IDENTIFIER**	**ETA**	*On Scene* **X**	*Location / Assignment / Status*

Current Objectives:

Time:	**Current Actions:**

APPENDIX 2, Resource Guide

Marine Firefighting Plan

A major marine fire, particularly a vessel fire, may require resources beyond those locally available and that effective response will require coordination of resource deployment from a number of organizations.

The following categories of response resources were likely to be limited during a major marine fire in Cook Inlet:

- Portable fire monitors,
- Landing craft
- Vessels with fire monitors,
- Tugs,
- Onboard fire suppression teams,
- Firefighting foam,
- De-watering pumping equipment, and
- Marine firefighting consultants/advisors.

Information, including emergency contacts and response time, for possible sources and suppliers for each of these needs is listed below. Note: These resources were gathered from a variety of sources. *Note: The Workgroup that gathered this resource information cannot validate or verify the accuracy of the information, the capability of the equipment, or the skill/experience of personnel listed.*

Marine Firefighting Resource List

Note: This list is a supplement to inventories maintained by Cook Inlet land-based fire departments.

Portable fire monitors

Resource	Capabilities	Quantity	POC	Location	Phone #	Comments
Monitor and Pump Set	3000gpm	1	Navy Supervisor of Salvage	Anchorage	Thru USCG (907) 271-6700	3000 gpm pump set in self-contained firefighting system van Available through USCG Captain of the Port

Landing Craft

The USCG at MSO Anchorage maintains a list of companies capable of providing landing craft.

Vessels with fire monitors

(in addition to tugs that may be available)

Resource	Capabilities	Quantity	POC	Location	Phone #	Comments
M/V Sea Bulk Montana	280 gpm at 65 psi	1	CISPRI	Nikiski	(907) 776-7401	207' OSV
M/V Pioneer Service	700 gpm at 70 psi	1	CISPRI	Nikiski	(907) 776-7401	200' OSV
M/V Monarch		1	CISPRI	Nikiski	(907) 776-7401	160" OSV

Tugs

The USCG at MSO Anchorage maintains a list of companies capable of providing marine towing resources. The following area companies may provide tugs and towing services.

Company	Location	Contact Phone Number
Anderson Tug and Barge	Seward	(907) 224-5506
Bering Marine Corporation	Anchorage	(907) 248-7646
Cook Inlet Marine	Homer	(907) 235-8086
Cook Inlet Tug & Barge	Anchorage	(907) 277-7611
Crowley Marine Services	Anchorage	(907) 278-4978

Onboard fire suppression teams

Resource	Capabilities	POC	Location	Phone #	Comments
Marine Hazard Response	Marine firefighting	Scott Vickers	Spring, Texas USA	281.288.5200 Fax: 281.528.6400	The Integrated Response Services of Wild Well Control, Inc. and Williams Fire & Hazard Control, Inc. Can provide foam, naval engineers and architects, and marine firefighters. http://www.marinehazard.com/home.htm
Marine Response Alliance	Marine firefighting, equipment, salvage.	Through Marine Hazard Response		Through Marine Hazard Response	Limited liability company formed by Crowley Marine Services, (CMS), Marine Pollution Control (MPC), Titan Maritime (Titan), and Marine Hazard Response (MHR), a joint venture of Wild Well Control and Williams Fire and Hazard Control. Through MRA, clients have access to high horsepower tugs, lightering barges, portable pumping equipment, marine fenders, salvage gear and expertise, specialized firefighting equipment and trained marine firefighters. http://www.marineresponsealliance.com/
Boots & Coots	Firefighting & Blowout Specialists		Houston, Texas	(713) 931-8884	www.Bncg.com

Firefighting foam

Note: List below is of manufacturers. Manufacturers have a limited amount of foam available for immediate shipment. Various refineries and terminals along the West Coast hold large foam caches.

Supplier	Location	Contact Number	Comments
ANSUL	One Stanton Street Marinette, Wisconsin 54143	(715) 735-7411 or (800) 862-6785 **(Ext 3338 for emergencies)**	May be able to move 20 drums of commercial foam from Milwaukee, Wisconsin to Anchorage within 24 hours by charter aircraft.
National Foam	150 Gordon Dr., Exton, PA 19341	610-363-1400 *Fax:* 610-524-9073	www.nationalfoam.com
Chemguard INC	204 South Sixth Ave Mansfield, TX 76063	1-800-222-3710 1-817-473-0606	http://www.chemguard.com/home/corporate/corporate.html
Angus Fire	Thame Park Rd Thame Oxfordshire UK OX9 3RT	Tel: +011 44 1844 265000 Fax: +011 44 1844 26156	World's largest producer of foam. E-mail: general.enquiries@kiddeuk.co.uk Web: www.angusfire.co.uk

De-watering pumping equipment

Resource	Capabilities	Quantity	POC	Location	Phone #
DOP 250 lightering pumps	590 gpm	10	CISPRI	Nikiski	(907) 776-7401
Godwin centrifugal pumps	900 gpm	4	CISPRI	Nikiski	(907) 776-7401
POL 6" Submersible	1540 gpm	2	Navy Supervisor Salvage	Anchorage	Through USCG MSO
POL 3" Submersible	350 gpm	2	Navy Supervisor Salvage	Anchorage	Through USCG MSO
Various			USCG National Strike Force	California	Through USCG MSO

Marine firefighting consultants/advisors

Name	Location	Contact Information	Comments
Maritime Fire & Safety Association	200 SW Market Street, Suite 190, Portland, Oregon 97201	503-220-2098 · fx 503-295-3660 moreinfo@mfsa.com **http://www.mfsa.com**	One of the most comprehensive training plans for land-based marine firefighters in North America.
Kenai Fire Training Center		prism@alaska.net	Provides marine firefighting training.
Hagevig Regional Fire Training Center	2760 Sherwood Lane Juneau, Alaska 99801	Phone: (907) 465-3117 Fax: (907) 465-4055	Provides marine firefighting training for Coast Guard cutters and large cruise ships.
Marine Firefighting Institute		(845) 735-7046 http://www.marinefirefighting.com/	Provides lectures, seminars, and consulting for Land Based Firefighters (professional or volunteer), with mariners and marina operators.
US Coast Guard Marine Safety Center Salvage Engineering Response Team (SERT)	400 Seventh St. SW Washington, DC 20590 Phone: (202) 366-6480 Fax: (202) 366-3877	(202)327-3985 Watchstander cell phone http://www.uscg.mil/hq/msc/salvage.htm	8-10 staff engineers who are on call **24 hours a day, 7 days a week** to provide immediate salvage engineering support to the Coast Guard Captains of the Port (COTP)