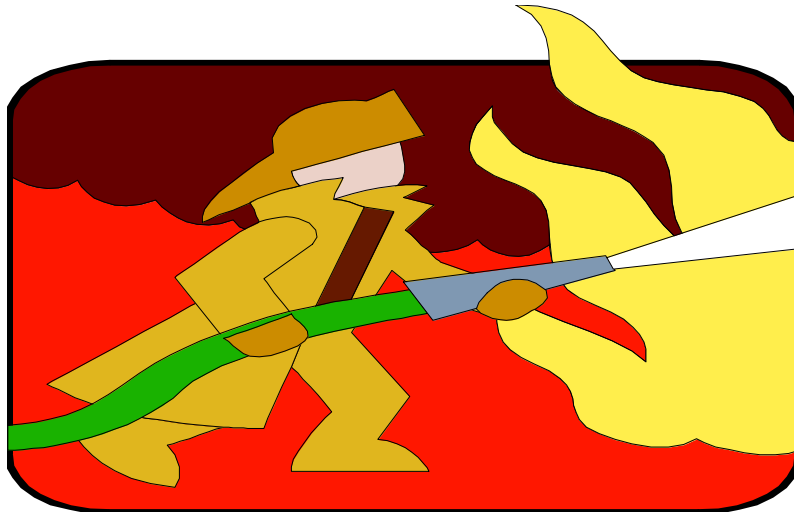


Lower Mississippi River Marine Fire Fighting Plan



Lower Mississippi River
Marine Fire Fighting Committee

DRAFT COPY
26 October 2002 (revised 1 June 2003)

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LMRMFFC Marine Fire Fighting Guideline and Contingency Plan

100 INTRODUCTION

This plan outlines Marine Safety Office New Orleans' (USCG) and local authorities responsibilities; also it provides response guidelines for marine fire fighting in the Lower Mississippi River. The Captain of the Port's (COTP) primary concern in responding to vessel or facility fires is to ensure safety of life. Secondary concerns include maintaining vessel traffic, preserving property, and protection of the environment. To accomplish this, the COTP and the Lower Mississippi River Marine Fire Fighting Committee (LMRMFFC) have created this fire-fighting plan for responding to vessel and waterfront casualties. The guiding policy for this plan is COMDTINST M16000.11, Marine Safety Manual, Volume VI, Chapter 8.

This plan was jointly developed by the Lower Mississippi River Marine Fire Fighting Committee's Working Group. The working group was made up of the following people and organizations:

Urban Treuil (Plaquemines Port Authority)
Capt. Jake Stahl (Harvey Gulf Intl Marine Inc/MVTTC)
Allen Hunsberger (BRAMAS)
Gary Hickman (Port of South Louisiana)
Capt. Claude Klein (Port of New Orleans)
Cynthia Swain (Port of New Orleans)
Chief Stone (St. Bernard Parish)
Bob Darcey (Jefferson Parish)
Roy Robichaux (Belle Chasse Fire Dept)
Andy Hake (Keystone Shipping)
Edwin Holmes (New Orleans Fire Dept)
Charley Havnen (Havnen Group)
Marine Fire Fighting Planner (USCG-Planning Dept)

100.1 MISSION STATEMENT

The mission of the Lower Mississippi River Marine Fire Fighting Committee is to develop and maintain an ongoing working relationship which will provide a cohesive environment between Federal, Port, Local and Industrial officials for the sharing of resources and training in response to and in the prevention of marine fires in and along the Lower Mississippi River.

100.2 COAST GUARD POLICY

The Coast Guard's firefighting assistance policy is set forth in the Marine Safety Manual Vol VI, Chapter 8. This policy states: "The Coast Guard has traditionally provided fire fighting equipment and training to protect its vessels and property. Commanding Officers of Coast Guard units (Captain of the Ports, Groups, Cutters, Stations) are routinely called upon to provide assistance at fires on board vessels and at waterfront facilities. Although the Coast Guard clearly has an interest in fires involving vessels or

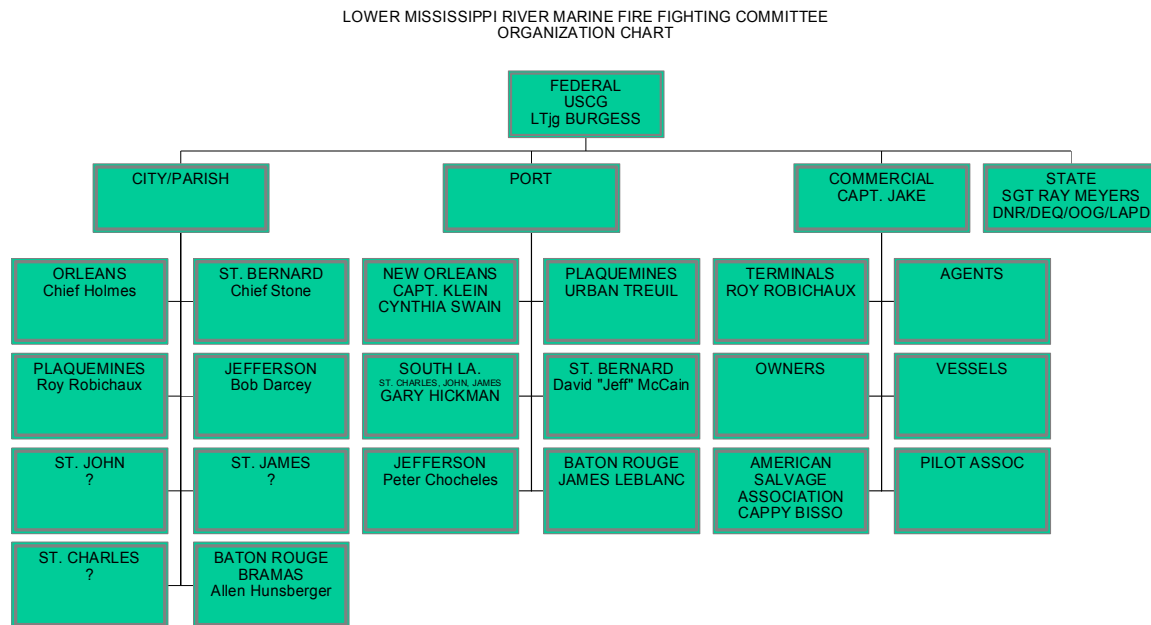
waterfront facilities, local authorities are principally responsible for maintaining the necessary fire fighting capabilities within U.S. ports and harbors. Additionally, a vessel/facility's owner and/or operator is ultimately responsible for the overall safety of vessels/facilities under their control, including ensuring adequate fire fighting protection.

The Coast Guard traditionally renders assistance as available, commensurate with each unit's level of training and the adequacy of equipment. The Commandant intends to maintain this traditional "assistance as available" posture without conveying the impression that the Coast Guard is prepared to relieve local fire departments of their responsibilities. 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 local fire departments and port authorities, COTP's shall work closely with other Coast Guard units, municipal fire departments, vessel and facility owners and operators, mutual aid groups, and other interested organizations to ensure planning in each port's Area Contingency Plan (ACP) for the COTP zone in accordance with federal law and Coast Guard regulations.

100.3 THE FOLLOWING APPLIES TO MSO NEW ORLEANS FIRE FIGHTING POSTURE:

Although the MSO is not equipped to fight fires, the COTP is mandated with protecting and mitigating damage to the vessels, ports and waterways within the AOR. MSO New Orleans will coordinate marine fire fighting activities between unit personnel, other Coast Guard units and local authorities.

100.4 STRUCTURE OF THE MARINE FIRE FIGHTING COMMITTEE



Top Level would be the USCG Planning Department
Ltjg Channing Burgess

Second Level would be the Parish Fire Chiefs
St. Bernard= Chief Tom Stone

New Orleans= Chief Edwin Holmes

Jefferson = Bob Darcey

Plaquemines = Roy Robichaux

St. John=

St. James=

St. Charles=

Baton Rouge= BRAMAS= Allen Hunsberger

Third Level would be the Port Authority
St. Bernard= David "Jeff" McClain

New Orleans= Captain Klein & Cynthia Swain

Jefferson= Peter Chocheles

Plaquemines= Urban Treuil

Port of South Louisiana= Gary Hickman

Baton Rouge= James LeBlanc & Richard Savoy

Fourth Level would be the Commercial Groups assisted by
Captain Jake Stahl

100.5 COTP AUTHORITY

To carry out his responsibilities, the Captain of the Port has the authority, under 14 USC 88 (b), to render aid and save life and property in the event of a marine related emergency (including fire), within the capability of available Coast Guard resources.

In addition, the COTP has the power under the Ports and Waterways Act (33 USC 1223-1225) to direct the anchoring, mooring, or movement of a vessel; to specify times of vessel entry, movement, or departure to, from, or through ports, harbors, or other waters; to restrict vessels operation in hazardous conditions to vessels which have particular operating characteristics or capabilities or to direct the handling, loading, discharge, storage and movement including, emergency removal, control and disposition of explosives or other dangerous cargo or substances, on any bridge or other structure on or in the navigable-waters of the United States or any land immediately adjacent to those waters.

Also, under the Clean Water Act (1251-1376, et. Seq. [d] [1]), the United States has deemed large quantities of oil or hazardous substances discharging from a vessel to be a substantial threat. The Coast Guard COTP acting under the authority delegated to him as the pre-designated On Scene Coordinator for pollution discharge response and removal, may, whenever a marine disaster happens in or upon the navigable waterway, coordinate and direct all public and private efforts directed towards the removal and elimination of all such threats.

100.6 COTP RESPONSIBILITIES

The Coast Guard has been traditionally responsible for the saving of life and property upon the waters of the United States. In addition, the local Coast Guard Captain of The Port (COTP) is charged by the Ports and Waterways Safety Act (33 USC 1221, et seq.), with the responsibility for safe navigation and protection of waterfront facilities, and protection of the marine environment within his area of jurisdiction. This responsibility extends not only to ships, their cargo, and crew, but structures in, on, or immediately adjacent to the navigable waters of the United States, and the resources within such waters. The Federal Clean Water Act (33 USC 1251-1376, et seq.) Also charges the Captain of the Port with specific responsibility to protect the navigable waters of the United States from discharges of oil or hazardous substances.

The Captain of the Port is faced with many varied responsibilities and attendant decisions when a shipboard fire occurs within or near his zone of responsibility. Navy ships, National Security, Port Security, human lives, multimillion-dollar properties, and the free flow of waterborne commerce will be affected by the decisions he makes. This plan is designed to improve his response concepts, procedures and check lists that he may use in managing the incident.

The importance of preplanning cannot be over emphasized; the prudent COTP will both formally and informally rehearse possible burning ship scenarios with his staff and think through possible responses to evaluate their merits or deficiencies.

Also paramount is the need to integrate Coast Guard planning and training efforts with other agencies that may become involved in such an incident, particularly local fire departments. By exchanging information, Coast Guard units, government agencies and industry can become familiar with resources that may be needed should the burning ship incident present itself.

100.7 VESSEL MASTER RESPONSIBILITIES

The presence of local fire fighters does not relieve the master of command, 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 on board the vessel. Unless the action taken, or planned clearly endangers the safety of the vessel or crew.

100.8 AREA/PORTS OF THE LOWER MISSISSIPPI RIVER

Area Authorities

The senior fire service officer with jurisdiction over the location in which the shipboard fire occurs will serve as the Incident Commander (IC). For other fires, the master of the affected vessel or another designated representative of the owner/operator will serve as the IC. The USCG shall not assume overall control of fire fighting efforts when appropriate qualified fire service officers are present and able to assume command.

The Lower Mississippi River ports and waterways facilities cover many miles of waterways, transiting numerous local, parish, and state jurisdictional boundaries. A unified command (UC) structure for incidents in these areas shall be used when practical. The COTP should be consulted relative to action that may affect the navigational channel or create a pollution hazard.

Port of East Baton Rouge to the mouth of the Mississippi River and the jurisdiction of the port authorities of this area.

1. The Ports of the Lower Mississippi River in Southern Louisiana is located East Baton Rouge to the mouth of the Mississippi River and the jurisdiction of the port authorities of this area.
2. The Ports in the Lower Mississippi River (LMR) handles bulk, break bulk, liquid, hazardous and non-hazardous cargo as well as passengers. The LMR is arguably the busiest maritime waterway in the US.
3. These vessels are required to have a manifest, which gives storage locations and quantities of all its cargo. The manifest and MSDS for hazardous commodities should be made available to emergency response personnel upon request. Due to the large volume

of marine traffic and hazardous cargoes the Lower Mississippi River has the potential if a major incident occurs, to be hampered with a large loss of life and/or property. The areas municipal, state, and federal agencies all share this protection responsibility.

4. Each Port Authority should develop pre-designated sites taking into consideration a most suitable location for fighting ship fires. This site ideally a pier should be noncombustible and provide a safe access for emergency response personnel. It also should have an adequate water supply and no exposure hazards.

100.9 LOWER MISSISSIPPI RIVER MARINE FIRE FIGHTING COMMITTEE RESPONSIBILITY

Industry should develop plans to:

- *To assist in the prevention of damage or destruction by minimizing the probability that an event will occur;
- *To assist in minimizing the damage or destruction through prompt detection, immediate response, and implementation of corrective action;
- *To assist and support the decision making process of the On Scene Commander/Coordinator;
- *To assist and provide training to those personnel participating in the response, mitigation, and coordination phases of an event;
- *To assist and maintain liaison with appropriate federal state and local agencies.

Industry member contingency plans objectives should be:

- * To plan to prevent loss of life or personal injury, the damage and destruction of vessels cargoes and facilities in U. S. ports and waterways
- *To plan to provide for a rapid and effective response which will serve to minimize the loss of life or personal injury, the damage and destruction of vessels, cargoes, structures and facilities in U. S. Ports and waterways, and damage to marine environment by reason of accidental or intentional means or natural phenomena;
- *To plan to provide for safe orderly and secure continuation of marine traffic and the acceleration of such traffic, if so required by national interests, in the face of accidental, intentional or natural disasters;
- *To plan to provide for adequate training through planning prior to an incident;

*To plan to provide continuing contact with local agencies having interest or responsibilities for a specific event, and maintain a check on their capabilities and limitations;

*To plan to outline unit capabilities and limitations with respect to available resources through all phases of the event.

200 PLANNING

NEED FOR CONTINGENCY PLANS

Current policies within the Coast Guard advocate the extensive use of contingency plans as a tool to assist local commanders in accomplishing their many tasks. The BURNING SHIP CONTINGENCY PLAN is one of many contingency plans maintained by the U. S. Coast Guard Captain of the Port and is accessible by their website. Some of the aims of contingency planning are detailed in the Marine Safety Manual, COMDTINST 16000.11.

A. Scheduling

1. Training

B. Resource/Logistics

200.1 RESOURCES

****Fire Fighting and support resources index & annexes will be accessible here through links with the Port of New Orleans & MSO NO**

Samples links

[INTRODUCTION](#)

[COAST GUARD](#)

[LOCAL FIRE DEPARTMENTS](#)

[EMERGENCY SERVICES AGENCIES](#)

[LAW ENFORCEMENT AGENCIES](#)

[LOCAL FIREFIGHTING RESOURCES](#)

[TUG COMPANIES](#)

[BARGE AND CRANE COMPANIES](#)

[SALVAGE RESOURCES](#)

[MARINE CHEMISTS / CHEMICAL HAZARDS ASSESSMENT](#)

[ENVIRONMENTAL CLEANUP CONTRACTORS](#)

[MEDICAL ASSISTANCE](#)

[PORT AUTHORITIES](#)

[SHIPPING AGENTS](#)

[PILOTS ASSOCIATIONS](#)

[MARITIME LABOR ORGANIZATIONS](#)

[CONSULATES](#)

[TRANSLATORS](#)

[MEDIA CONTACT LIST](#)

[COMMUNICATIONS PLAN](#)

Many of the COTP's tactical decisions must be based on the availability of local resources. Therefore, a thorough identification and evaluation of available resources should be accomplished to facilitate response-related decisions.

200.2 COAST GUARD FIREFIGHTING RESOURCES

Coast Guard personnel training levels and available equipment capabilities should be evaluated prior to dedicating them for response to shipboard fires.

In preparation for a shipboard fire the Coast Guard has developed a unique position called the Marine Firefighting Coordinator (MFFC). The MFFC is a senior marine inspector who possesses technical knowledge of naval architecture, vessel construction and marine firefighting. The MFFC has usually received extensive training in shipboard firefighting tactics and strategy and is familiar with all local firefighting resources and marine facilities. The MFFC along with other representatives of the COTP will normally be an advisor to the IC in the Command Post and act as a liaison between the CG; Ship's Officers, Local Fire Agencies, and other responsible organizations.

200.3 LOCAL FIRE DEPARTMENTS

Municipal/Public fire departments will respond to fires within their area of jurisdiction. Most fire departments are limited to response by land vehicles and, as such, may have limited value in fighting fires aboard ships that are not moored. (Equipment information will be listed and updated for the Lower Mississippi River fire departments in forthcoming annexes). In all cases the fire departments should always be contacted when a ship fire occurs within their area of jurisdiction. Their expertise and resources will always prove invaluable; fire and rescue are their specialty and responsibility.

200.4 EMERGENCY SERVICES ORGANIZATIONS

Emergency Organizations- [Annex 03](#) contains agencies that provide manpower and resources for emergencies and disasters. Effective incident management at a shipboard fire requires proper use of appropriate manpower and resources from the community.

200.5 LAW ENFORCEMENT AGENCIES

There is a definite need for law enforcement officials on scene to assist in crowd control, limiting access to the fire area and providing security for the staging areas. In addition, law enforcement may be needed to provide escorts for vehicles or trucks bringing additional resources and people to the scene. Local Police, Harbor Police, State Police, and Sheriffs will respond as requested. **A listing of local law enforcement agencies and their telephone numbers are found in [Annex 04](#).**

200.6 EQUIPMENT SUPPLIERS

A list of commercial supply and equipment companies, Coast Guard units and other agencies that can supply firefighting equipment is contained in [Annex-05](#).

200.7 TUG COMPANIES

In nearly all-burning ship situations, tug companies should be contacted in the planning phase to evaluate their capability and willingness to provide towing services to burning ships. The amount of onboard firefighting resources should also be determined. **A list of Tug Companies, arranged by location, is included in [Annex-06](#).**

200.8 BARGE AND CRANE COMPANIES

Barges of varying types may be required in fighting a shipboard fire. Barges may be required to offload a vessels cargo or fuel, or to provide a platform for response efforts if the pier area is not adequate or if the vessel is not moored to a facility. Special barges or Ferries may be used to transport fire apparatus or CO2 trucks to a vessel. Cranes, both aerial lift and floating may be required to remove containers or other cargo from a vessel. **A listing of Crane and Barge companies is listed in [Annex-07](#).**

200.9 SALVAGE RESOURCES

During and following a vessel casualty, salvage of both the vessel and its cargo is an integral part of the response effort. A large number of factors must be considered when evaluating salvage operations. Included are the location and availability of salvage equipment, potential for pollution discharges, type of response effort (private or federal) and locations of safe havens where vessels could be towed if necessary. **A further discussion of Private, Coast Guard and Navy salvage capabilities is found in [Annex-08](#).**

200.10 MARINE CHEMISTS / CHEMICAL HAZARDS ASSESSMENT

Marine Chemists are essential to onboard monitoring efforts during a shipboard fire. They have the equipment and expertise to obtain temperature readings, check for the presence and concentrations of gases and, in some instances, provide needed advice to the firefighting forces concerning the nature of chemical related hazards encountered.

The information obtained from Marine Chemists concerning chemical hazard assessment can be supplemented by contacting CHEMTREC, the chemical industry's response and information center, or the Coast Guard's National Response Center (NRC). **Further information and phone numbers for Marine Chemists CHEMTREC and NRC are contained in [Annex-09](#).**

200.11 OIL AND HAZARDOUS SUBSTANCES CLEANUP COMPANIES

Burning vessels are very likely to be sources of oil or hazardous substances discharges and preemptive action, such as enclosing the ship in a containment boom, should be considered. It should be recognized, however, that a trade off exists between the need to mitigate environmental harm and the danger of containing flammable or combustible products near a burning vessel.

The COTP may find that local pollution clean up companies are not equipped or developed to handle clean up activities where fires are involved. Such development should be encouraged since the uncontrolled spread of flammable liquids may also result in the spread of the fire.

The Regional Response Team (RRT) should always be alerted to any fires, which may result in pollution onto the waters of the United States. **A list of oil and hazardous substances clean up companies is contained in [Annex 10](#).**

200.12 MEDICAL ASSISTANCE

In any type of firefighting effort, there is a potential for a medical emergency. In the firefighting effort, the possibility of burns ranging from minor to major, heart attacks, smoke inhalation, broken bones, lacerations and other types of injuries exists. All jurisdictions have an EMS system that utilizes both advanced and basic life support ambulances that will be used in the event of a marine fire or any other type of port disaster. Local emergency medical service agencies have developed plans for any level of medical emergency in the there areas. EMS agencies are prepared to handle large numbers of casualties at major disasters. **For additional information regarding medical assistance see [Annex-12](#).**

200.13 PORT AUTHORITY

The Port Authorities have a vested interest in fires aboard vessels located in their jurisdictions. Any decision regarding movement of a burning vessel should be made with the cooperation and consent of the local port authority's officials. Their assistance can be

invaluable in coordinating a response effort of local agencies. **Port Authorities can be contacted for additional information regarding medical assistance. See [Annex-13](#).**

200.14 SHIPPING AGENTS

Shipping agents can provide useful information on the ships that they represent. They maintain documentation on the ship; it's crew and cargo.

The Quick Call Directory [Annex-20](#) contains a list of agents for PORTS OF THE LOWER MISSISSIPPI RIVER.

200.15 PILOT'S ASSOCIATION

The Ports of the Lower Mississippi River are serviced by four pilot groups. There contacts numbers are listed in [Annex 15](#).

200.16 MARITIME LABOR ORGANIZATIONS

Either line handlers or cargo handlers may be required on an emergency basis to assist in moving vessels or removing threatened cargo. **A list of Longshoremen's Unions, by location, are contained in [Annex-14](#).**

200.17 CONSULATES

Consulates may need to be contacted if a fire involves a ship either owned or operated by people from a foreign country. A consulate should know which translators will be available and can provide assistance to the ship's agent in contacting the owners, if needed. [See Annex 16](#) for a listing of foreign consulates.

200.18 TRANSLATORS

Translators could be invaluable in an emergency by eliminating a language barrier and facilitating communications between a ship's crew and response personnel. They can also be used to translate documents, piping diagrams and other shop's papers, which are frequently written in the language of the crew. A good translator can save many frustrating hours and free emergency response personnel to more efficiently perform their duties. [See Annex-17](#) for names and phone numbers of translators.

200.19 MEDIA CONTACTS

Proper use of the media can be of great assistance in an emergency. The media can also be a thorn if improperly managed. Keeping the media informed is very important. They aid the Response Agency by keeping the public informed and away from the emergency scene.

Both local agency and MSO Public Affairs Officer may be used as a liaison with the media. The Eighth Coast Guard District also has public affairs specialists who may be called upon if the situation requires additional resources. (Continued)

Media phone numbers can be found in [Annex-18](#).

200.20 COMMUNICATIONS PLAN

In any Incident Command Post the most important tool that an incident commander can have is an accurate communications plan. It has been noted and documented that in most incidents as well as simulated incidents (exercises), the single most important failure is the communications plan. Communications in any incident is critical but in no arena is communications more important than during shipboard firefighting. Not only is the platform unusual and hard to understand for the typical firefighter but it can be deadly as well. Good communication links are vital to ensure the safety of the firefighting personnel. Another extreme problem for the communications aboard ship is the fact that once a firefighter goes below deck, the steel structure effectively blocks all radio communications from the ship to the command post. A good communications plan will address this particular problem and have alternatives, i.e. cell phones, sound powered phones, human runner's etc. [Annex 21](#) covers the communications plan for the Ports of the Lower Mississippi River Fire Departments and Marine Safety Office New Orleans (USCG).

200.21 COMMUNICATIONS

NOTIFICATION AND COORDINATION: (MSO NO STANDING ORDER NO. 13)

Initial notification and coordination of fire fighting assets is critical to the success of this type of response. Upon receiving a report of a vessel or structure fire, collect as much information as possible using the Fire Addendum and take the following actions;

- a. Notify the appropriate Port Authority and/or Parish Fire Department and the USCG;
 1. Port of New Orleans
M/V General Kelly, MM 99.5, LMR
 2. Plaquemines Parish Port Authority
M/V Authority I and M/V Louisiana, MM 78, LMR
M/V Authority II, Venice, LA
Two 20' boats, MM 40, LMR
 3. Port of South Louisiana
M/V John James Charles and M/V Rescue Runner,
MM 137, LMR (Response from MM 115 to MM 168, LMR)
 4. Offshore (At the LOOP)
M/V LOOP Responder
 5. BRAHMAS

- b. Notify Group New Orleans or Group Lower Mississippi River. Advise them if there is a potential for SAR activity. Group New Orleans can also provide small boat support for vessel traffic management or enforcement of a safety zone, if established.
- c. Notify the unit Marine Fire Fighting Coordinators(s) (MFC). Brief them on the current situation, vessel particulars, and response actions taken. The MVC will normally make the decision as to whether or not to respond, however, for fires that require fire boat/department assistance or extensive efforts by the vessel/structure crew, or in cases of high media interest, the MFC should be dispatched to the Command Post Immediately.
- d. Issue an Urgent Marine Information Broadcast. Consider establishing a safety zone around the vessel/structure if the fire poses a threat to mariners. If the fire warrants closing a portion of the waterway, immediate notification to the CO is required. If the waterway is to be closed in excess of four hours, D8 must also be notified.
- e. Notify the VTC. They may be able to see the incident through the closed circuit television system. They may also be able to provide assistance with waterways or traffic management issues.
- f. Dispatch a Pollution Investigation team to the Command Post. Use of the IR Camera may assist in the fire fighting efforts and should be brought by the team.
- g. Notify the Duty Investigating Officer and Duty Marine Inspector. In the event that you cannot reach a MFC, the DMI can usually provide input to the local authorities layout and stability concerns.
- h. Notify the Assistant Chief and Chief, Port Operations.
- i. Notify the Commanding Officer.
- j. Notify the D8 Command Center via fax. As time permits, follow up with a phone call to the Command Center and M Duty Officer.
- k. Notify LA Office of Emergency Preparedness via fax and phone.

COMMUNICATIONS:(MSO NOLA STANDING ORDER NO. 13 cont.)

Effective communications is critical for all response operations. The MSO is equipped with Motorola 800 MHZ radios that provide excellent coverage through most of the AOR. Every effort must be made to ensure that the MFC and response teams are

dispatched with a radio. In the event that the MFC responds directly to the scene, have the PI team check out an extra radio when they report to the unit to pick up the IR camera.

SECONDARY ACTIONS:(MSO NOLA STANDING ORDER NO. 13 cont.)

Once the initial actions have been completed, additional actions are necessary to assist with the fire fighting efforts:

- a. Assess the need to establish the Crisis Action Center. If activated, require copies of the vessel's cargo, capacity, and general arrangement plans. These plans will be needed for any salvage efforts as well as the marine casualty investigation.
- b. Ensure the vessel's agent or owner has been notified. Notify nearby vessels or facilities through the agent or owner.
- c. For vessels carrying bulk oil as cargo, ensure that the Qualified Individual (QI) has been contacted. The QI should report either to the command post or the Crisis Action Center, if activated.
- d. For bulk liquid transfer facilities, retrieve the Facility Response Plan (FRP) from the file room. Ensure that their emergency response personnel have been contacted as per the FRP.
- e. Consider directing other vessels in the area to move. This can be accomplished through the use of a COTP Order, if necessary.
- f. Gather information on the cargo that the vessel is carrying or that the facility handles. Advise the MFC and other dispatch teams of any hazardous materials and the efforts that either fire or water has on them.
- g. If hazardous materials are involved with the fire, notify the Louisiana State Police (LSP) and unit Safety and Occupational Health Coordinator (SOHC). If oil or hazardous materials enter or threaten or enter a waterway, notify the Louisiana Department of Environmental Quality and Louisiana Oil Spill Coordinator's Office (LOSCO). If the incident occurs in the New Orleans Area, Notify the City of New Orleans Office of Emergency Preparedness (OEP) and the Greater New Orleans Barge Fleeting Association (GNOBFA).
- h. If a navigation hazard exists, notify the pilot association, American Waterways Operators, Mississippi River Maritime Association, Steamship Association of Louisiana and the U.S. Army Corps of Engineers.

- i. Obtain the current weather conditions and forecasted conditions. This information may be useful to those fighting the fire.
- j. When the unified Command System (UCS) is activated, make immediate arrangements for an adequate on scene command post.

COAST GUARD NOTIFICATION

1. National Response Center (24 hrs) 800-424-8802
2. Gulf Strike Team (24 hrs) 334-441-6601/421-9554
3. D8 Operations Center (24 hrs) 504-589-6225
4. MSO New Orleans Operations Center (24 hrs) 504-589-6261
5. Public Affairs Office 504-589-6198
6. District Eight Legal Office 504-589-6188

See [Annex- 01](#) to this plan for phone numbers of additional Coast Guard Units .

200.22 QUICK CALL LIST

The Quick Call List is a list of phone numbers of all the resources, equipment and personnel listed in the Contingency Plan. See [Annex-20](#) for this list .

NOTIFICATION CHECKLIST

PERSONNEL

FIRE CHIEF

U.S.C.G. CAPTAIN OF THE PORT

CHIEF ENGINEER

MASTER

MARINE CHEMIST

PORT AUTHORITY REPRESENTATIVE

SHIPS OWNER

SHIPS AGENT

E.P.A.

POLICE

300 TRAINING

TRAINING INTRO

Part of every effective contingency plan is the design and implementation of a training program. Coast Guard personnel fortunately, rarely encounter actual live fire-fighting experience and land based fire-fighters rarely fight marine fires. Therefore to overcome apprehensions and establish confidence a systemic training program is essential.

300.1 INTERAGENCY TRAINING

Coordination between agencies requires knowledge of the capabilities of each participating agency. Those personnel who are expected to be involved in a response effort should devote time to understanding the response organization and methods utilized by other agencies. The importance of cross training between Coast Guard units, local fire departments, and industry cannot be overemphasized; personnel become familiar with each others key players as well as each others equipment, methods, and operations which will facilitate rapid response action and communication during actual fires. Through the LMRMFFC the COTP's personnel will have access to the local fire dept marine fire fighting schools which will help create an integrated fire fighting system ensuring the best possible protection for his port area.

A goal of the Captain of the Port is to coordinate an interagency drill and workshop on an annual basis. The purpose of this drill is to test and refine the burning ship contingency plan and to provide an opportunity for emergency response agencies to work together at a simulated shipboard fire. The workshop facilitates introductions, training in shipboard fire fighting subjects and coordination for the drill. A critique following the drill provides valuable lessons learned and an opportunity to resolve problem areas. Participation in this exercise has been very good. Every participating agency has agreed that it has enhanced their ability to handle a shipboard fire

300.2 LOCAL FIRE DEPARTMENT TRAINING

All local fire departments conduct continuous training programs for their personnel. This training will often cover all phases of fire fighting from prevention to overhaul and investigation methods. Considerable attention should also focus on dewatering operations. Vessel familiarization tours should be conducted when ever possible.

300.3 DELGADO COMMUNITY COLLEGE FIRE SCHOOL

Located in New Orleans, Louisiana. This school offers several different fire fighting courses that may be useful to the COTP personnel. In particular the Marine Fire fighting and Emergency Training Course offers a 51 hour one week program aimed at providing personnel in the Marine, Oil and Transportation industry with expertise in various phases of shipboard/facility fire fighting and emergency procedures. Basic areas of emphasis

include fire prevention, fire chemistry, fire behavior, fire suppression, rescue and hazard materials. A schedule of classes may be obtained from the college:

[Maritime, Fire & Industrial Training Facility](#)

13200 Old Gentilly Road

New Orleans, LA 70129

Attn; Rick Schwab

504-483-4038

877-371-8206

300.4 COAST GUARD GROUP TRAINING

Individual units should maintain in-house training programs to improve personal skills and familiarize personnel with Coast Guard equipment. Training in firefighting water and foam application and use of pumps and dewatering equipment; fire detection and personal protective equipment, particularly breathing apparatus, should be included.

300.5 BUDGET

The LMRMFFC is a non-funded voluntary organization. Grants and funding may be pursued in the future.

400 MEMORANDUM OF UNDERSTANDING (MOU'S)

MOU should be used between agencies whose responsibilities are not otherwise defined in regulation or law. Mutual aid agreements fall into this category. These documents define the expected actions of the agencies involved and stipulate the desired level of agency interaction during marine fires.

400.1 AGREEMENTS

MOU's/Agreements can be between the USCG, port authorities, fire fighting jurisdictions, state, parish and city governments, as well as, commercial entities.

400.2 COORDINATED MARINE FIREFIGHTING CONSIDERATIONS

In any fire the quickness and effectiveness of the initial response is the key to fire suppression. If the fire is not quickly controlled, the likelihood of a larger, more involved response increases. Today's fires may be very complex as they increasingly involve a number of hazardous materials ranging from bulk liquids to toxic solids.

The increase in the volume of hazardous materials transported and stored along the waterways makes response to a fire in the marine environment more unpredictable and more dangerous than in previous years. The dangers faced by response personnel from hazardous substances have tremendously increased in the past decade.

A closely coordinated effort is an essential factor in an effective marine fire fighting response. The response organization will vary depending on the location of the fire and its severity. The level of Coast Guard involvement will range from On Scene Commander to a coordinator/advisor level. The possibility of a spill of some type of pollutant always exists due to fire fighting water runoff. The COTP, in his capacity as On Scene Coordinator, will invariably be involved should this occur.

500 JURISDICTION

Responsibility for fire protection will depend largely on the location of the fire. For this reason, a discussion of the various areas of jurisdiction is required.

Co 500.1 COAST GUARD JURISDICTION

The COTP New Orleans, Louisiana zone starts at 28° 10' N latitude; thence northwesterly to the Mississippi coast at 89° 10' West; thence northerly along the western county boundaries of Stone, Forrest, Jones, Jasper, Newton, Neshoba, Winston, Choctaw, and Webster counties; thence west to the Texas-Louisiana border to the northern and eastern parish boundaries of Desoto, Sabine, Vernon, and Allen Parishes; thence east along the northern parish boundaries of Acadia, Lafayette, St. Martin, Iberia, Assumption, and Lafourche parishes to 29° 18' N., 90° 00' W; thence southeast to 28° 50' N., 89° 27' 06" W., thence east to 88° W longitude. ICW MM 20 W and MM 70E of Harvey locks.

500.2 Lower Mississippi River Marine Fire Fighting Committee Area

The LMRMFFC's area extends from but not limited to the mouth of the river and 3 miles north of the 190 bridge in Baton Rouge and far-east as the LA state line, heading west as far as the westward Jefferson Parish line.

500.3 FIRE DEPARTMENT JURISDICTIONS

Local fire departments will respond to all fires and emergencies in their boundaries and other boundaries if called upon. All area fire departments are participants in the Mutual Aid Agreement.

NOTE: [Annex 02 Fire Departments](#), contains a list of local Fire Departments with phone numbers and addresses.

600 FIRE PROTECTION RESPONSIBILITIES

The Captain of the Port, New Orleans, LA has developed a response plan designated to best accomplish his marine duties while being consistent with current directives and guidelines regarding firefighting. Often times a marine fire incident can generate confusion among the involved agencies, which could well prove disastrous. This can be

overcome by designating plans of action in conjunction with the involved agencies that detail the actions and responsibilities of each of them.

A general discussion of Coast Guard's involvement in firefighting efforts is contained in Section B (Coast Guard Policy). As every major shipboard fire involves danger to lives and or property, the first Coast Guard responder on scene will, in all likelihood, be the pre-designated On Scene Commander. The COTP will have the responsibility of the Federal on Scene Coordinator (FOSC) with respect to the pollution response aspect as well as all issues dealing with the long-term disposition of the vessel.

600.1 Control Over Waterfront Areas

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

[COMDTINST 3170.3](#) describes the characteristics of limited access areas, including safety zones, security zones, restricted areas, and regulated navigation areas.

Authority is granted to the COTP to establish Safety Zones by the Ports and Waterways Safety Act (33 CFR 1221 et seq.). A Safety Zone could be established around a burning vessel to facilitate access for fire or rescue units and to protect uninvolved persons or vessels, or it could be used to ensure the safe transit of a vessel carrying a dangerous cargo. Safety zones are established on a temporary and, usually, emergency basis to deal with a situation beyond the scope of normal and security measures.

700 COMMAND RELATIONSHIPS

The person overall in charge of a firefighting response must be quickly identified. In general the person in charge will be determined based on the jurisdiction in which the fire occurs. Generally, the fire department that has personnel and equipment involved in fighting the fire will initiate the Incident Command System. In the event of a marine fire occurring outside a fire department's jurisdictional area, the Coast Guard's floating asset could become the IC.

A Unified Command Post may be established to coordinate inter-agency responses. The Coast Guard (OSC for pollution) and a vessel representative may be incorporated into the Incident Command System. In order to maintain unity of command, tactical decisions must come from the IC. The relationships may change as the Firefighting effort progresses. Unified Command does not relinquish control or responsibility of fire personnel or their activities from Fire Command and Control.

The INCIDENT COMMAND SYSTEM (ICS) is a nationally recognized Emergency Management System. The National Fire Protection Agency (NFPA) and Federal Emergency Management Agency (FEMA) require the use of an Incident Command System at all types of incidents; Fire, Medical Rescue and Disasters. All of the agencies that provide fire protection and emergency medical care for the state of Louisiana utilize the ICS. **See attached ICS Flow Chart.**

700.1 Command Post

A Command Post will be established by the fire department that has jurisdiction. The Coast Guard OSC or his representative and the Marine Fire Fighter Coordinator (MFFC) should be on hand and have communications with Coast Guard resources involved. Other key personnel that would be on hand at the command post include the vessel's Master, Chief Engineer, and Mate or facility operators, the owner's representative, salvage and cleanup companies, a marine chemist and port officials. These representatives should have the authority to make decisions to facilitate rapid response.

Many factors must be considered in choosing the site for the Command Post. Typically this location will be determined very quickly by the fire department that has jurisdiction.

The Command Post and the Incident Commander should be highly visible. An ideal location would permit a view of two sides of the incident and be at a safe distance away from the noise and confusion. The vessel's bridge is an excellent location for the Command Post because of its access to vessel resources i.e. vessel's plans, communications equipment, fire control and vessel systems. Land line communications, visibility and accessibility are important considerations.

700.2 Coast Guard Command Post

The Command Post at the MSO during response efforts will initially center on the Operations Center at the MSO. Coordination of all activities will be necessary. Coordinators for environmental considerations, public affairs, communications, logistics, and supply related activities should be assigned as well as personnel to act as recorders and draft notifications.

700.3 VESSEL DATA/STATUS

The ships manifest, load plan, and vessel safety drawings showing fire protection equipment and systems should be consulted. A ships officer shall make these available to the IC.

800 BURNING VESSEL MOVEMENT CONSIDERATIONS

A first and often crucial decision that must be made by the COTP is whether or not a burning vessel should be allowed to enter or move within the port. A number of vessel movements are possible or may be required in an emergency including, movement from sea to an anchorage or pier, from an anchorage to a pier, from a pier to an anchorage, grounding a vessel, or scuttling a vessel offshore. The solutions to these situations should be thought out in advance and rehearsed as often as possible to ensure a rapid and considered response in the event of a real incident. [Annex - 11](#) of this plan provides

much of the information needed to determine moorage, grounding or scuttling sites. Chapter 200 provides useful information regarding response efforts.

800.1 DECISION TO ALLOW BURNING VESSEL TO ENTER OR MOVE WITHIN THE PORT

The COTP should approach a burning ship incident from a systems point of view. Each area of responsibility is virtually a marine system used by various parties for transportation, recreation and commerce. The most important consideration is how the overall system functions and a burning vessel must be considered as only an element within that system. The COTP should not jeopardize the other elements to save a single vessel if the risk proves too great. The possibility of having a ship sink in a key navigation channel, thus blocking it, or spreading the fire to a waterfront facility must be evaluated. Risk evaluations and a cost benefit analysis should be employed to prevent concern for a single vessel from narrowing the COTP's vision.

There are numerous considerations that the COTP should evaluate when faced with the decision of whether or not to allow a burning vessel to enter or move within a port. The following information should be gathered and considered prior to making a decision:

1. Location and extent of the fire.
2. Status of shipboard firefighting equipment.
3. Class and nature of cargo.
4. Possibility of explosion.
5. Possibility of vessel sinking/capsizing.
6. Hazard to crew or other resources where vessel is presently located.
7. Weather and Tides.
8. Maneuverability of the vessel.
9. Effect on bridges that must be transited.
10. Potential of the fire to spread to the pier or pier structures.
11. Firefighting resource availability.
12. Alternatives if vessel is not allowed to move or enter port.
13. Possibility for loss of life in a cruise ship evacuation without terminal facilities.

800.2 The Burning Ship Incident checklist is helpful in organizing the required information.

The above information should be determined by the fire department Chief and the COTP, if possible by examination of the vessel and her cargo manifest before the vessel is allowed to enter or move within the port.

The COTP will make his decision only after consultation with:

1. Fire Department Chief
2. Port Director
3. Vessel's Master or representative
4. The Marine Firefighting Coordinator (WC) or other experts.

800.3 Entry to port or movement may be permitted when:

1. The fire is already contained or under control.
2. There exists little likelihood that the fire would spread.
3. A greater possibility exists that the fire could and would be readily extinguished with available resources in port before encountering any secondary hazards of explosion or spread of fire.

800.4 Entry to port or movement may not be permitted when:

1. There is a possibility the fire could spread to other port facilities or vessels.
2. The likelihood of the vessel sinking or capsizing within the navigation channel, becoming an obstruction exists.
3. The vessel might become a derelict.
4. Unfavorable weather conditions preclude either the safe movement of the vessel under complete control or would hamper firefighting (high winds, tides, currents, and fog).
5. Risk of serious pollution incident by oil or hazardous substances. The COTP in conjunction with Eighth Coast Guard District (m) and the Regional Response Team (RRT) shall assess the pollution risks and determine if a potential polluting vessel is allowed to enter port and which port the vessel is allowed to enter.

800.5 Importance of Vessel Location

The success or failure of shipboard firefighting efforts is a condition of the vessel's location; if the vessel is remotely located or otherwise inaccessible, there may be little opportunity to save it. The COTP should coordinate with fire departments, port officials and other involved agencies to pre-select mooring, anchoring, or grounding sites for burning vessels.

800.6 Considerations for Mooring a Vessel already on Fire

1. The flammability of pier structures and contiguous facilities.
2. Availability of adequate water supply.
3. Access for response boats and vehicles.
4. Minimizing the risk of impeding navigation.
5. Location of low risk to facilities or vessels, consistent with minimizing the distance the vessel must be moved.

800.7 Considerations for Anchoring or Grounding Vessel Already on Fire

1. Bottom material and formation should not pose an undue risk of rupturing the vessel's hull.
2. Water depth should be shallow enough that the vessel will not sink below the main deck level, yet deep enough that fireboats, salvage barges, and tugs can approach.
3. Environmental conditions; strong winds or currents may hamper firefighting, salvage, or other response efforts. Tidal influences and river level fluctuations must also be considered.
4. Steering Casualty.
5. Not appropriate wharf space in vicinity of ship.

800.8 Considerations for Getting a Vessel already on Fire Underway

1. Danger to surrounding neighborhoods or facilities if vessel is not moved.
2. River Stage.
3. Crossing under bridges.
4. Distance to anchorage.
5. Distance to Pier (if at anchor getting underway)
6. Firefighting capabilities once vessel is moved.

800.9 Intentional Sinking of Vessels

As a last resort when a vessel and its cargo are deemed to be a constructive total loss due to a fire, an alternative to firefighting and salvage efforts may be to sink the vessel. Except in extreme emergencies when vessel disposal is contemplated as a viable option, the vessel's flag state, EPA's Regional Response Team (RRT) representative, and other parties known to have interests which may be affected should be consulted.

800.10 Public and Accommodation Spaces

By the nature of their use, the first concern in responding to a fire in accommodation spaces is the rescue of victims. The National Fire Protection Association (NFPA) describes a fire in these spaces as being very similar to shore side structural fires. While this description is accurate, it can also be misleading. The vessel's steel construction, below deck locations, and a high content of synthetic materials will raise heat levels dramatically compared to a shore side structural fire. Fire fighting efforts will likely be additionally complicated by access and egress problems and difficulty in effective utilization of ventilation techniques. Extinguishment and overhaul of accommodation space fires can also be problematic due to the threat of fire extension through cableways, false overheads and other void spaces. The potentially dangerous effects of oxygen starvation and re-flash potential are compounded by vessel construction and ventilation limitations.

800.11 Engine Room and Machinery Spaces

The engine room refers to the space in which the vessel's propulsion engine is located and machinery spaces refer to the location of the auxiliary systems necessary for the vessel to function. This machinery includes systems such as hydraulics, sewage, fuel and lube oil, compressed air, and steam systems, as well as the machinery which provide electricity, and hotel services. A fire in these spaces is easily the most difficult to control and extinguish. Access to an engine room, machinery space fire can be complicated by a maze of catwalks, decks and gratings that may be slick with petroleum products and will hinder hose line advancement. The variety and size of machinery spaces can make rescue operations difficult. While the vessel's fire plan should be consulted, the vessel's engineering department can provide invaluable information. Many vessels are equipped with fixed fire fighting systems, these systems should be considered for primary use in fire fighting prior to manned teams entering the affected space.