

Northeast and Eastern Central Florida Area Contingency Plan

Annex 8000: Marine Fire Fighting



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8000 MARINE FIRE FIGHTING

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8100 Abbreviations

- USACE: Army Corps of Engineers
- ACP: Area Contingency Plan
- CFR: Code of Federal Regulations
- COTP: Captain of the Port
- CPA: Canaveral Port Authority
- DEM: Florida Department of Emergency Management
- FOSC: Federal On-Scene Coordinator
- IC: Incident Commander

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ICS: Incident Command System
 ICP: Incident Command Post
 JPA: Jacksonville Port Authority
 MPS: Maritime Pre-positioned Ships
 MSO: Marine Safety Office
 NFPA: National Fire Protection Association
 NPFC: National Pollution Funds Center
 OPLAN: Operations plan
 OCS: On-Scene Coordinator
 SAR: Search and Rescue
 SOP: Standard Operating Procedures
 SOSOC: State On-Scene Coordinator
 UC: Unified Command
 UMIB: Urgent Marine Information Broadcast

8200 Policy and Responsibility

This Annex to the Area Contingency Plan has been developed for the purposes of protecting lives, property, and the marine environment from damage as a result of marine fires ensuring a return to maritime commerce as soon as possible after an incident. This Annex will establish and facilitate a unified response between commercial entities and federal, state and local responders.

8210 Federal Policy

The Coast Guard, under the provisions of the Port and Waterways Safety Act, has broad authority to prevent damage to, or the destruction/loss of, any vessel, bridge or any other structure on or in the navigable waters of the United States. This includes land structures and shore areas immediately adjacent to those waters. This statute, along with the provision of 14 USC 88(b), provides authority for such assistance against fires as the Coast Guard may afford with its available resources. This authority is exercised so as not to preempt other jurisdiction or agency fire fighting responsibilities.

This plan is written in accordance with the Coast Guard Marine Safety Manual, (COMDTINST M16000.11) which requires Captains of the Port (COTP) to develop current and effective contingency plans, supported by the port community, providing adequate response by the available federal, state, municipal and commercial resources to fires and other port emergencies.

The Federal Fire Prevention and Control Act of 1974 (PL93-498) declared that fire fighting is and should remain a state and local function. Generally, boundaries extend 3 NM from shore along the ocean. State and local fire fighting jurisdiction extend to these boundaries.

The Oil Pollution Act of 1990 (OPA 90) mandated that owners and operators of vessels and Marine Transportation Related (MTR) facilities must identify response resources with fire fighting capability. 33 CFR Part 154 requires MTR facilities that do not have adequate fire fighting resources located at the facility or which cannot rely on sufficient local fire fighting resources must identify and insure the availability of adequate resources within twenty-four (24) hours. 33 CFR Part 155 requires that vessel owners and operators must identify commercial resources capable of deploying to the port within twenty-four (24) hours.

The U.S. Coast Guard has a clear interest in fires involving vessels and waterfront facilities. Although the Coast Guard is routinely called upon to provide assistance at these fires, it is the responsibility of local authorities to provide and maintain the necessary fire fighting capabilities within U.S. ports and harbors. Additionally, vessel and

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facility owners or operators are ultimately responsible for the safety of the vessel or facility under their control, which includes providing adequate fire fighting protection. Federal policy dictates that Coast Guard personnel shall not directly engage in fire fighting activities on other than Coast Guard units except when necessary to save a life, or when possible to avert a significant threat, with minimal risk to Coast Guard personnel.

The U.S. Navy and other military units provide in-house fire fighting resources to protect U.S. property within their own facilities. They may enter into reciprocal or interagency agreements with local fire fighting agencies to provide mutual aid; however, this does not relieve local authorities of the responsibility to provide and maintain the primary fire fighting capabilities of the port.

The U.S. Army Corps of Engineers (USACE) is charged with maintaining project depths and dimensions for area navigational channels, which includes keeping channels clear for vessel transit. Should a vessel or facility fire lead to blockage of a navigational channel, the USACE will take appropriate actions to clear the channel. Also, if a vessel fire necessitates the movement or removal of the vessel from the facility, the USACE would contribute to the decision making process on where to move the vessel.

8220 State Policy

Chapter 252 of the Florida Statutes (State Emergency Management Act, as amended) directs the establishment of county emergency management agencies in each county of the State of Florida and authorizes such agencies in the cities of the state. The Act provides for the rendering of mutual aid among political subdivisions, authority for the formation of local disaster preparedness plans, and for authority to utilize the resources necessary to cope with a disaster emergency. The State expects local and city authorities to initially respond to a marine fire casualty, while keeping the Florida Division of Emergency Management (DEM) informed of the situation. When local resources are inadequate to cope with a marine fire, the DEM or Governor may be called upon to coordinate State and/or Federal assistance. The State of Georgia policy for marine fire emergencies is to defer to the expertise of local municipal agencies.

8230 Local Policy

Local jurisdictions in the Jacksonville Area of Responsibility have adopted NFPA 1405 and NFPA 1500 for guidance in response to marine related fires.

8230.1 City Of Jacksonville/Duval County

In accordance with Chapter 674 of the City Ordinance Code, Jacksonville will handle most emergencies and bear the initial responsibility for disaster response and relief. The City will keep the Florida Division of Emergency Management (DEM) informed; and, when local resources are clearly inadequate to handle a disaster situation, the City will request assistance from higher levels of government, both State and Local. A [draft City of Jacksonville Marine Fire Fighting Plan](#) geared specifically toward passenger ship fires drafted by Jacksonville Fire and Rescue Department is in review.

8230.2 U.S. Naval Installations

Naval Air Station Jacksonville and Naval Station Mayport both have fire departments that are responsible for any incident occurring on the individual bases.

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8230.3 U.S. Marine Corps / Army Installation

Jacksonville Fire Rescue Fire Station 48 is currently responsible and has the quickest response for any incident occurring on the portions of Blount Island that are USMC and Army Installations.

8230.4 Fernandina Beach/Nassau County

The City of Fernandina and Nassau County are in the process of formalizing a policy for fires involving marine facilities or vessels. The organization utilized is the Incident Command System and includes mutual aid agreements with surrounding county fire response organizations for support as needed.

[Draft of Fernandina/Nassau County Marine Firefighting Plan.](#) [Port of Fernandina Map](#)

8230.5 Naval Submarine Base Kings Bay/Camden County, GA

Naval Submarine Base Kings Bay, Georgia has its own fire fighting department which is available to assist as necessary in the neighboring city of St. Marys, GA.

8230.6 Port Canaveral

Port Canaveral (Brevard County) has a written plan that defines responsibilities with regard to marine firefighting. The organization utilized is the Incident Command System and includes mutual aid agreements with surrounding county fire response organizations for support as needed. The Port Canaveral Plan is intended **For Official Use Only**.

[Port Canaveral Marine Firefighting Plan.](#) [Port Canaveral Harbor Map](#)

8240 Administrative Management of Plan

This plan will be updated and maintained annually or as often as required by new information or substantial changes. An annual meeting will be held between the agencies and organizations to discuss changes to the plan. Suggestions for changes to this plan should be forwarded to the Coast Guard Captain of the Port in Jacksonville. An interagency marine firefighting task force will meet periodically to make updates to the plan.

8250 Exercises

A tabletop or full-scale exercise will be conducted using different marine firefighting scenarios once every three years. The interagency marine firefighting task force will make arrangements for this event. A monthly walk through will occur in each port of visiting cruise ships in order to keep the firefighters familiar with policies and layouts of each vessel.

8300 Unified Command

8310 U.S. Coast Guard

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The Coast Guard Captain of the Port (COTP) is responsible for the safety of waterfront facilities, vessels, cargo, and associated personnel within their area of responsibility. The COTP is also responsible for protecting the navigable waters of the U.S. from discharges of oil and hazardous substances.

To carry about this responsibility, the COTP may restrict access, control marine traffic, and conduct emergent SAR activities in the affected area. The COTP may be responsible for notifying concerned parties and coordinating with local emergency services, evaluating the possible threats to public health and the environment and determining if the response actions of responsible parties are adequate.

All Coast Guard fire fighting forces, vessels, and equipment within the COTP's area of responsibility shall be under the control of the COTP. The COTP will act as liaison between the Coast Guard and other response organizations, and will evaluate all orders from the incident commander for Coast Guard responders. Only those orders that will not create unwarranted risk for Coast Guard personnel and equipment will be executed. The COTP shall not assume control of fire fighting efforts when the appropriate, qualified fire officers are present and available to take control.

The COTP has the authority to take appropriate action to respond to threatened or actual pollution incidents. All fires create a secondary risk of marine pollution, so the COTP will coordinate and direct all public and private efforts necessary to remove or eliminate the threat. In this case, the COTP will act as the FOSC and initiate the Incident Command System and Area Contingency Plan.

Coast Guard Sector Jacksonville retains copies of Facility Contingency Plans for all of the major facilities located within its area of responsibility. These plans are maintained and updated by the facilities involved, who are responsible for their accuracy. All large vessels that call upon the port facilities maintain Fire Safety Plans that are usually located near the quarterdeck (or normal place of embarkation) in a fire-proof container. These vessels are similarly responsible for the plan's accuracy and availability.

8320 Florida Department of Environmental Protection

The Department of Environmental Protection (DEP) was formed by merging the Departments of Natural Resources and Environmental Regulation. The merger brought most of the state's environmental protection and natural resource management duties under one agency. Within the DEP, the Bureau of Emergency Response was formed by combining the staff from the Department of Natural Resources, Office of Coastal Protection, and the Department of Environmental Regulation, Emergency Response Section.

The mission of the Bureau of Emergency Response (BER) is to respond to any incident or situation that represents an imminent hazard, or threat of a hazard, to the public health, welfare and safety, or the environment, and to protect the public safety and the environment through planning and organization of resources.

A BER representative will respond to any incident in order to protect the public health, welfare and safety, or the environment. The goal of the response is to eliminate the emergency situation which includes containment, site stabilization, source removal, technical assistance, assess damages, sampling, analysis, waste disposal and cost recovery. Most actions will be taken by the responsible party, with BER providing technical assistance as necessary. When the responsible party is unknown, refuses to cooperate, or the cleanup is inadequate, the BER will take over the cleanup using contracted resources.

Ultimately, the goal of the cleanup is to protect the public's health and the environment, while balancing the cost to the public. Frequently, the quickest, most efficient and cost effective method is to work with the responsible party. In other cases, immediate actions by the BER or local public safety officials may be necessary to ensure that the public safety or environmental concerns will be properly and quickly addressed. [Reference Appendix 9200.](#)

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8330- Local Fire Organizations

The local city and county fire departments are responsible for initial response and coordinating all efforts to fight a marine facility or vessel fire within their jurisdiction. They are also responsible for preparing plans and providing resources to fight fires that are likely to occur in their area.

Waterfront facility operators and vessel masters are responsible for the safety of their property, which includes providing and maintaining fire fighting equipment and initial response capability appropriate for the perceived threat. The facility managers and vessel masters are also responsible for developing adequate fire prevention and safety programs and see that they properly implement them. In the event of a marine fire, the facility manager or vessel master will be expected to provide prompt notification, as well as detailed information on the layout of their facility or vessel, to emergency response personnel.

In the case of a vessel fire, **the presence of local fire fighters 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 local fire fighters in the performance of fire fighting activities on board the vessel, unless the action taken or planned clearly endangers the safety of the vessel or crew.**

8400 Planning

8410- Local Fire Response Organization

The Consolidated City of Jacksonville/Duval County is protected by full-time, professional fire suppression and emergency medical services. Any incident reaching the disaster level, including a marine fire, is covered by the Standard Operating Procedures of the Jacksonville Fire and Rescue Department. These Standard Operating Procedures are frequently updated by the Fire Training Division of that Department. If a situation is so severe that it exceeds the Jacksonville Fire and Rescue Department's ability to respond, other agencies will be requested to provide assistance, such as the State Division of Forestry, local Navy Fire Departments, County Municipal Fire Departments, nearby city departments, and others.

The Fire Suppression Plan for the City of Jacksonville will be coordinated by the Fire and Rescue Department, under the direction of the Mayor and the Director/Fire Chief. Those persons charged with the various tasks to fight a fire will coordinate their efforts, reporting directly to the Director/Fire Chief with a top priority of saving lives and secondly saving property.

The City of Fernandina and Nassau County are in the process of developing written plans for responding to marine fires. Port Canaveral has had a comprehensive plan for many years. [Port Canaveral Marine Firefighting Plan](#). Both municipalities have verbally indicated their intentions to respond to such incidents. The King's Bay Naval Base fire department is also in the process of developing a written marine firefighting policy for response to U.S. naval vessel fires, and to provide assistance to commercial vessels as requested.

8420 Firefighting Docks/Areas

The Jacksonville Fire and Rescue Department uses an Incident Command System (ICS) to control resources at incidents both effectively and efficiently. ICS is designed to reduce life and property loss through effective organizational control, and it does so by assigning specific duties to specific positions and allowing flexibility for organizational growth if the fire incident escalates. A detailed description of the Incident Command System is contained in S.O.P. #219, which is listed in Appendix 1, Annex E of the Consolidated City of Jacksonville's Comprehensive Emergency Management Plan.

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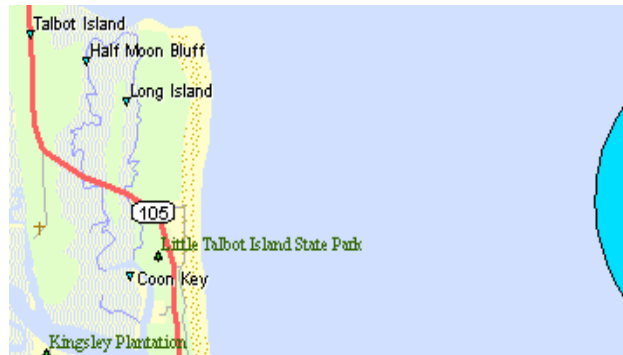
In a marine fire incident, the Coast Guard COTP will act as the FOSC. The COTP will be specifically responsible for the following:

- Immediately notifying the appropriate fire department when notified by outside sources of a fire.
- Implementing the Sector Jacksonville Emergency Response Bill to the extent deemed necessary.
- Dispatching an OSC with communications gear to the shore command center to coordinate Coast Guard actions on-scene.
- Establishing a waterway safety zone and controlling vessel traffic around the incident area.
- Coordinating the use of Coast Guard fire fighting/SAR assets if requested by the local Incident Commander.
- Monitoring the effectiveness of local fire fighting efforts by maintaining continuous liaison with the local fire departments.
- Monitoring the marine fire incident for secondary pollution or other hazardous material spillage.

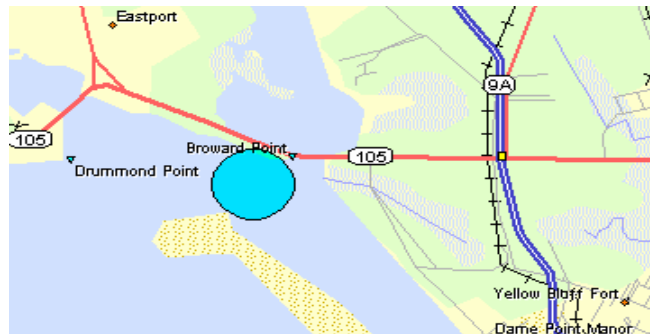
Should a marine fire incident create the threat of or actual spillage of marine pollutants or hazardous materials, the COTP will implement the Incident Command System and the Oil Spill Contingency Plan.

8420.1 Potential Anchorage/Grounding Sites

<u>PORT</u>	<u>LOCATION</u>	<u>DEPTH</u>	<u>TYPE</u>
Jacksonville	Northeast of harbor entrance, circular area with 600 yard radius centered at 30-26-55N, 81-20-47W (Anchorage D)	50'	Sand



Jacksonville	South of Broward Pt., @ entrance to Dunn Creek, north of Broward Pt. Turn (channel), at 30-24-40N, 81-35-20W	20 - 40'	Mud
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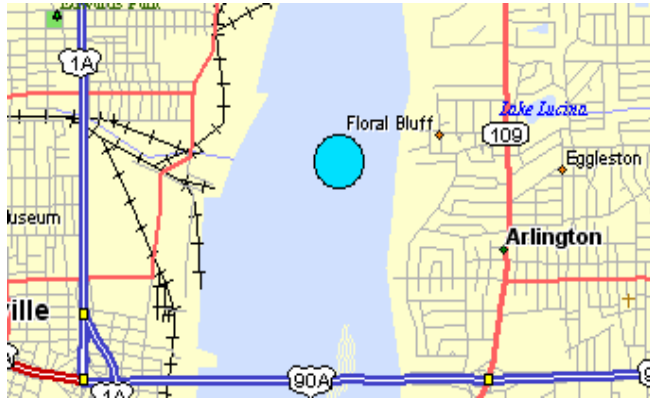
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Jacksonville

East of Terminal Channel at 30-20-48N,
81-36-54W (Anchorage B)

20'

Mud

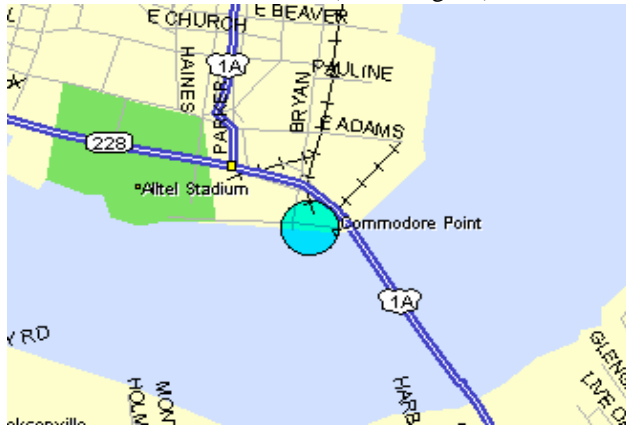


Jacksonville

Southeast of Commodore Pt., at
30-18-52N, 81-37-28W (Anchorage A)

30'

Mud

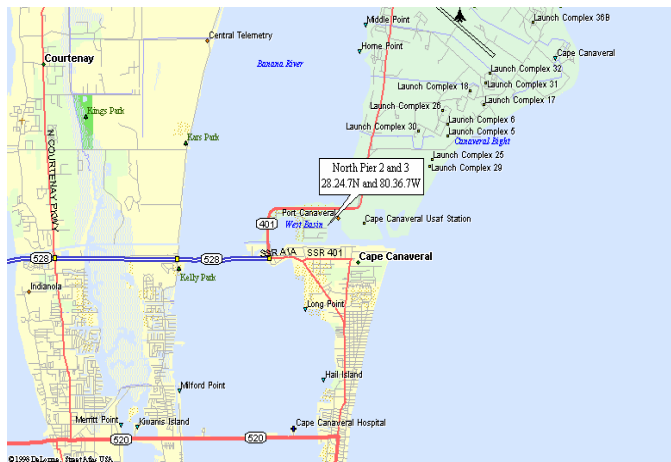


Port Canaveral

Northeast of harbor entrance, bounded by
28-25N, 80-33W; 28-25N, 80-34W;
28-25.5N, 80-33W; and 28-25.5N, 80-34W

31'

Mud



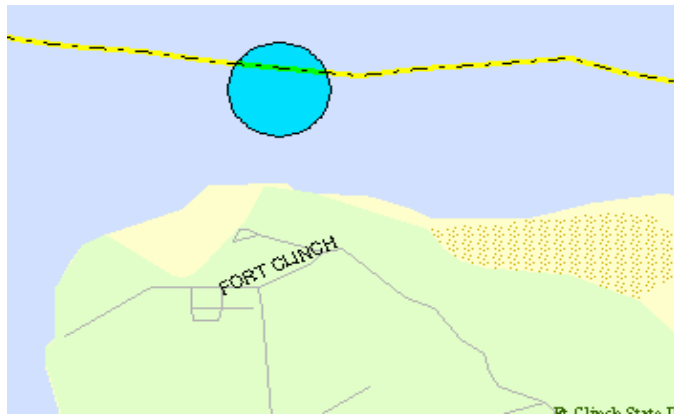
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Fernandina

East of Quarantine Reach; approximately 500 yards north of buoy G "3" at position 30-42.3N, 81-27.7W.

40'

Mud



8420.2 Potential Mooring Sites

PORT

Jacksonville

LOCATION

[JPA Blount Island Terminal](#)

Extreme East End (Berth 6)

at 30-23.3N, 81-32.2W

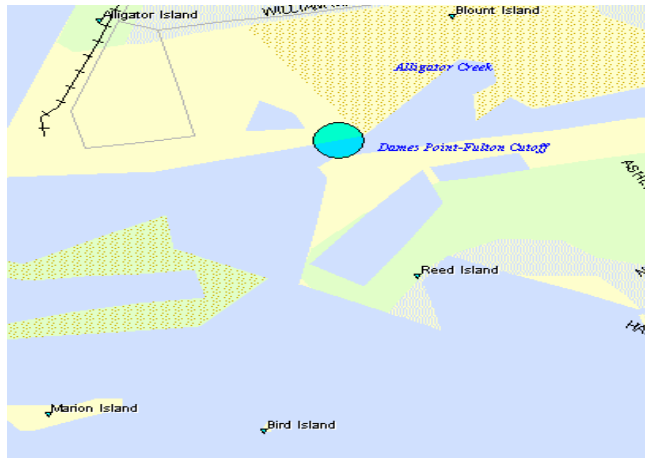
CONSTRUCTION

Concrete/Steel

DEPTH

38'

Mud/Sand



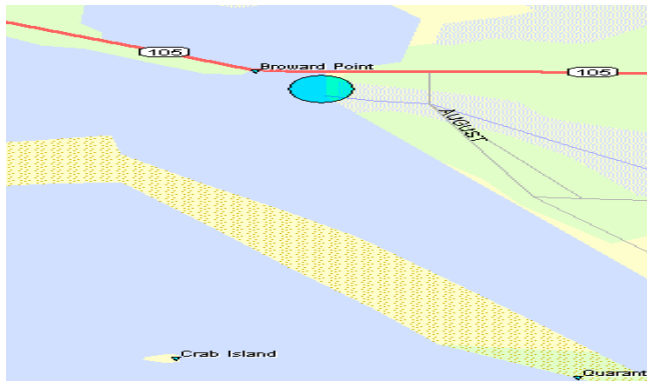
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Jacksonville

Dunn Creek Terminal
at 30-24.5N, 81-34.9W

Concrete/Steel

37'
Mud/Sand

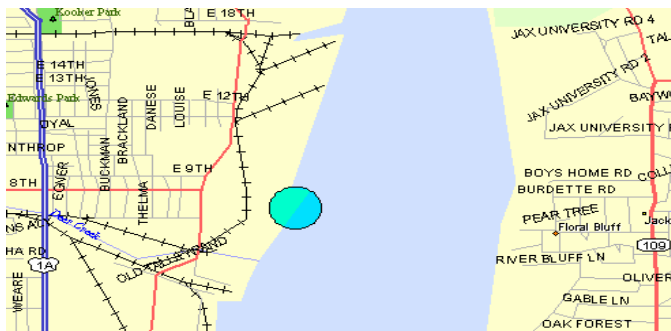


Jacksonville

[JPA Talleyrand Terminal](#)
Extreme South End
at 30-20.8N, 81-37.3E

Concrete/Steel

31'
Mud/Sand

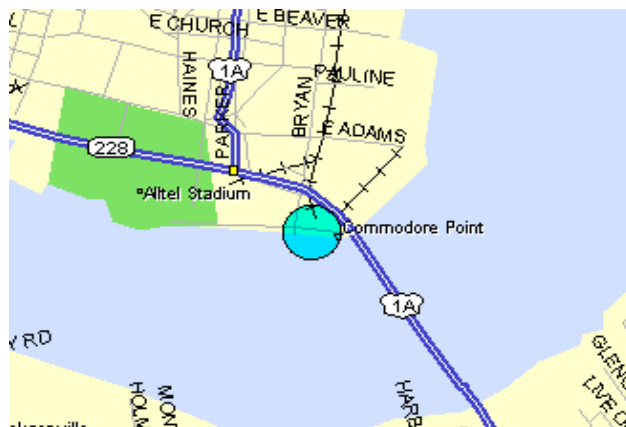


Jacksonville

Commodore's Point
Extreme South End
30-18-52N, 81-37-28W

Concrete/Steel

27'
Mud/Sand

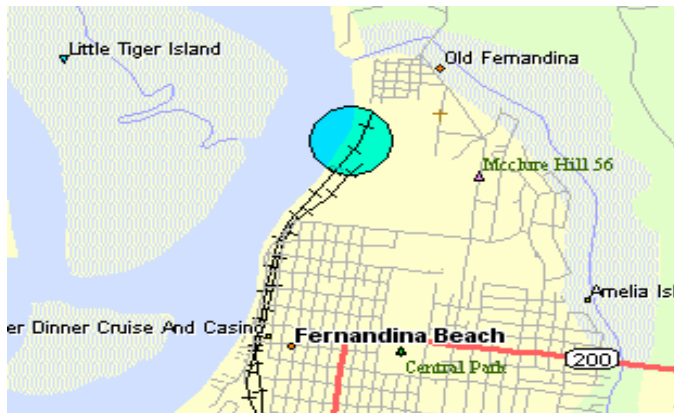


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Port Canaveral	North Cargo Pier #3 Lat/long: 28-24-67N/ 80-36-70W Location: South of 400 Dolphin Rd.	Concrete/Steel Hydrants every 300'	36' Mud/Sand
Port Canaveral	North Cargo Pier #2 Lat/Long: 28-24-65N / 80-36-93W Location: South of Rinker Materials	Concrete/Steel Hydrants every 300'	34' Mud/Sand



Fernandina	Nassau Terminals	Concrete/Steel	36'
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8430 Response Management System

For a marine fire incident, the COTP will implement the Sector Jacksonville Emergency Response Bill to initially confront the problem.

Response to a marine fire will require the integration of the involved parties into a Unified Command. In that the Jacksonville Area Committee has adopted the ICS/UC structure for response, the establishment and accomplishment of common goals should be more efficient. A diagram of the Response Organization is shown at the beginning of this Annex.

As the usual first response agency on scene, the fire department will establish a command post and assume command of the situation. The four organizational divisions of the Unified Command Structure will be under the supervision of the Incident Commander, and be responsible for the following general tasks:

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Operations: Determines the location and state of the fire, evaluating exposures, evaluating access and egress routes, laying supply hose lines to the vessel or facility, and accounting for response members. The Operations Section supervises the actual control of the fire.

Planning: Collects, evaluates and disseminates information about the incident, as well as resources used or needed at the scene.

Logistics: Maintains the staging area, develops an equipment pool, facilitates equipment re-supply and coordinates with relief agencies as necessary to operate rest and refreshment services for response personnel.

Finance: Manages and tracks all incident costs and evaluates the financial aspects of the incident.

8440 Movement Of A Burning Vessel

Under the authority of Executive order 10173, the Coast Guard may supervise or control the movement of any vessel within the territorial waters of the United States when such action is necessary to secure a vessel from damage or injury, or to prevent damage to a waterfront facility. The Commandant has delegated this authority to the COTP (per 33 CFR 6), who may promulgate orders to move vessels for preventive or reactive reasons. Such orders, if issued, would have to be coordinated with all involved parties, including industry leaders, the Incident commander, the Army Corps of Engineers, and other response agencies. A vessel should not be moved if the risk to personnel, property, and safety of the port would be considered too high or unacceptable. A burning vessel may be moved, however, if a serious risk to people, property, and commerce exists, and it appears that moving the vessel would minimize or eliminate the risk.

Prior to moving a burning vessel in port, the following factors should be considered:

- Hazards posed to people, property, and commerce at the vessel's present site, versus those at a proposed location.
- Class and nature of the cargo.
- Possibility of Explosion.
- Possibility of the vessel sinking, capsizing, or blocking a channel or berth.
- Location and extent of the fire.
- Route over which the vessel must travel.
- Availability of an alternate site.
- Maneuverability of the vessel.
- Effect on bridges to be transited.
- Weather, present and forecasted.
- Risk of pollution
- Advantages gained by moving the vessel.
- Agreement with response agencies and involved parties.
- Legal considerations (See below).

The Federal Tort Claims Act (28 USC 2671, et seq.) exempts the U.S. government from liability where the loss or damage results from the exercise of a discretionary government function. For example, if a fire causes the government to move a vessel from one location to another, the loss of time or the damage caused by the operation in obedience to the movement order cannot be made the basis of a successful claim against the government. However, if the owner or master of the vessel refuses to comply with the order, and the COTP directs the movement of the vessel to a new location, and the vessel is damaged through negligence in the towing operation, there would be a basis for claim against the Government (See Dalehite et al. v. United States, 346 U.S. 15 (1953)).

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Within the Jacksonville COTP area of responsibility, there are some pre-designated sites for mooring, anchoring, or grounding a burning vessel. These sites are not all-inclusive, and actual locations would have to be decided upon based on the factors affecting a specific vessel fire. When selecting a location to place a burning vessel, the following criteria should be considered, as a minimum:

- Water depths should be shallow enough that a vessel would not sink below the main deck level, but deep enough to allow fire boats and salvage units alongside.
- The site should be located outside of the main channels so that navigation would not be impeded.
- The site bottom should be soft and reasonably level.
- The site should be as far away as feasible from vulnerable facilities or vessels, yet close enough so as to minimize the distance that the vessel would have to be moved.
- The site should be such that pollution mitigation or recovery efforts would be possible, if not enhanced. The ability to rig a fire boom around the vessel should also be considered.
- Availability of adequate water supply and other firefighting resources.
- See MFF Plan 8420.1 and 8420.2.

8450 Environmental Evaluation of Strategies

Potential impacts to natural resource systems such as wetlands, rivers, beaches, wildlife habitat, living marine resources, potable water supplies, historical resources, and parks as a result of movement of a burning vessel will be evaluated on an individual basis.

8500 Operations

8510 Waterfront Facilities, Marinas And Docks

There are numerous waterfront facilities within the Jacksonville COTP zone of responsibility, and each presents its own fire hazards depending on the commodities handled. Of particular concern are the facilities that handle petroleum products, explosives, or other hazardous materials, as these have the greatest potential for creating disastrous fires.

Marine facility fires will be handled by the assigned local fire department. The COTP will be primarily concerned with establishing a waterside security zone around the facility and keeping vessel traffic clear of the area. The COTP will assign local Coast Guard assets to assist with fighting the fire, should the Incident Commander request Coast Guard Assistance.

It is likely that a marine facility fire could cause a pollution incident, depending on the commodity involved and the scope of the fire. The COTP must be aware of this potential and monitor the scene for development. Should a pollution incident occur during a marine facility fire, the COTP will initiate the pollution control plan and establish the Unified Command System.

[Reference Hazardous Waterfront Facilities, Marinas and Docks Listing](#) [Reference Marina Fire ICS 201.](#)

8520 Tank Vessel, Barge and Tank Farms

Due to the large quantity and highly flammable nature of the cargo, fires aboard tank vessels present the greatest fire hazard to the COTP. Under the worst conditions, an oil cargo fire will grow rapidly and intensely, causing considerable structural damage to the vessel and surrounding areas. This damage could lead to a catastrophic oil

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spill, which creates both a pollution hazard and a means for spreading the fire to previously non-affected areas. The intense heat generated by the fire would inhibit fire fighting efforts, as it would be difficult for both land and marine based individuals and equipment to approach the fire's source. This heat also creates the threat of spreading the fire to other vessels and facilities, especially under high wind conditions.

Speed of reaction to this type of fire is critical. The local assigned fire department would have primary responsibility for combating the fire, but it is likely that they would request all help that is available through their mutual aid agreements. The COTP would have the responsibility of establishing a safety zone to control traffic near the vessel or facility, and should consider utilizing Coast Guard vessels and other resources to assist with fire fighting efforts. In anticipation of the oil pollution that is likely to result from this type of fire, the COTP should establish the Unified Command System and activate the pollution contingency plan without hesitation.

In most cases, it is desirable to keep the vessel at its berth so that access to the fire by land based assets is maintained. However, in circumstances where the fire creates an unacceptable danger to its surroundings, the vessel may have to be moved or relocated. The decision to move a burning vessel is a complicated one, involving many factors discussed earlier in this Annex. Additionally, it is doubtful that towing vessels would be able to make a tow fast to an intensely burning vessel. In all cases, the decision would require input from the Incident Commander, COTP, the Army Corps of Engineers, and other concerned parties

[Reference Tank Farm Fire ICS 201.](#)

8530 Cruise/Cargo/Recreational Vessel Underway

In vessels other than those that carry petroleum products in bulk, the primary fire hazard would be the main engine spaces. While this threat poses great risk to the vessel itself, the overall hazard to its surroundings is considerably less than with tank vessels. Most vessels are fitted with equipment that would help inhibit or extinguish engine space fires, and the availability of shore based fire fighters to augment the shipboard personnel in a direct attack would usually limit the extent of the fire to the vessel itself.

A cargo fire aboard a freight vessel would depend on the nature and composition of the cargo, which varies with the type of vessel involved. A vessel that carries gravel, for example, would pose a lesser cargo fire hazard than a RO-RO vessel carrying vehicles. Some vessels, such as modern container ships, carry wide variety of products in close proximity to each other, including hazardous materials. If a freight vessel fire involves cargo, it is important to determine the composition of the cargo so that a proper fire threat assessment can be made.

Initial response to any vessel fire in port will be made by the local, responsible fire department. The COTP will be responsible for establishing a waterfront security zone, controlling vessel traffic, and making Coast Guard responders available, if needed. Should a hazardous materials or pollution incident develop as a result of the fire, the COTP will implement the Unified Command System and response plans.

[Reference Cruise Ship/Cargo Vessel Fire Underway ICS 201.](#)

8540 Cruise/Cargo/Recreational Vessel Docked

Passenger and casino gaming vessels regularly call upon ports within the Jacksonville COTP area of responsibility. Historically, fires have taken place all too frequently on passenger vessels, due to a wide variety of causes. Regardless of cause, the primary focus of fire fighting efforts would be isolation of the fire and the rescue of passengers and crew.

As is the case with all in-port emergencies, the local fire department would initially respond to a passenger ship fire. In addition to establishing a safety zone and controlling traffic, the COTP should mobilize as many water assets as are available to the scene as there would likely be many SAR cases from people jumping overboard. There would

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likely be many casualties involved, so both the Incident Commander and the COTP should see to it that medical response personnel are mobilized to the scene.

If the burning passenger vessel is offshore, the COTP would be in charge of directing the SAR efforts of all available assets, with the focus on saving lives first and property second. If the vessel is unable to maneuver, efforts would be made to tow the vessel closer to shore to facilitate fire fighting or salvage operations.

[Reference Cruise Terminals listing](#)

[Cruise Ship/Cargo Vessel Fire Docked ICS 201](#)

[Ed Austin/Dames Point Cruise Terminal Map](#)

[Port Canaveral Harbor Map](#)

8550 Naval Vessel/Submarine

U.S. Naval vessels have large numbers of personnel assigned to perform firefighting duties in the event of a shipboard fire. These fire parties would be augmented by personnel from other naval vessels, base shore responders, and local fire departments in port.

If a naval vessel were to catch fire in port, the COTP would establish a safety zone around the area and offer assistance, if requested. Because of the possibility of explosion, the COTP may be called upon to direct the waterfront evacuation of threatened areas. Also, if a naval vessel fire creates a pollution incident, the COTP should initiate the area contingency plan for pollution.

Nuclear-powered submarines pose a particular hazard when involved with a fire. For this reason, only trained members of the King's Bay Naval Base Fire Department will be responding to fires of that nature. Other agency response will be limited to providing assistance as requested (e.g. establishing and enforcing a Safety Zone).

8560 MARAD/MSC Ships with Military Cargo

Vessels in the Maritime Pre-positioned Ship (MPS) program regularly dock at the Blount Island Marine Corps Terminal to discharge and load military equipment and ammunition. In addition to the normal fire hazards associated with large ships, the MPS vessels have the additional risk of cargo explosion, with an assumed explosive arc (ESQD) of 4,400 feet. To prepare for this contingency, the MPS vessels have their own specific fire and safety plan for the Port of Jacksonville, a copy of which is kept at Coast Guard Sector Jacksonville (Tab A to Appendix 5 to Annex K of the Jacksonville MSO OPLAN 1-91 is the MPS in-port fire fighting plan). An integral part of the plan calls for having tugboats standing by to tow the vessel away in an emergency (the current agreement at Blount Island requires Navy tugs to stand by during loading or offloading of explosives).

If a fire were to occur on an MPS vessel, speed of response would be paramount. The Blount Island Terminal Fire Department would be the initial responder to assist with shipboard fire fighting efforts. The stand-by Navy tugs have high-capacity fire monitors, which would be available to spray large amounts of water on a fire well in advance a fire boat's arrival. The COTP would establish a security and/or safety zone around the Blount Island area and issue an Urgent Safety Broadcast declaring the river closed. The COTP should also request Coast Guard boats from Sector Jacksonville to assist with fire fighting efforts.

Although tugs would be available to tow the MPS vessel away from the dock, the preferred method of attacking the fire would be to keep the vessel pier side. This method allows responders easy access to the vessel and its spaces, whereas towing the vessel would remove it from shoreside support. If the vessel were to be towed, present plans indicate that it would preferably be taken to sea and anchored in the vicinity of anchorage D (See DMA chart 11490). The decision to move the vessel would have to take into account the ten mile transit through populated areas of the St. Johns river. If that option presents an unacceptable risk, the COTP may be involved in efforts to

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evacuate the areas surrounding the Blount Island terminal. However, if a fire were to break out on the Blount Island facility itself, the stand-by tugs would be used to remove the MPS vessel.

[Reference MARAD/MSC Ship Fire ICS 201](#)

[Blount Island Marine Terminal Map.](#)

8600 Logistics

The local fire departments within the COTP's area of responsibility maintain extensive lists of providers and suppliers of fire fighting equipment, both locally and outside of city, county, or state limits. As an example, a tank farm fire occurred in the Port of Jacksonville in January 1993. The fire lasted over a week, and during that time period fire fighting supplies and equipment were delivered from as far as Tennessee to the Port. The local Incident Command System provides for a Logistics Officer, whose primary duty is to procure and stage equipment for the incident. Should a marine fire grow in size and scope, the Incident Commander would direct the Logistics Officer to gather and stage more equipment or resources. Most of the response would be provided through pre-arranged mutual aid agreements or a pre-identified list of suppliers. In Jacksonville, this list is updated and maintained by the fire department.

The quickest and most effective way to mobilize responders to the scene of a marine fire is to use the 911 system. Local Standard Operating Procedures already specify who and what equipment should respond to an incident, dependent on the nature of the emergency. The 911 system is computerized; when an emergency is called in, the computer will immediately and automatically dispatch the pre-designated responders via computer. **It is for this reason that the 911 phone number is preferred over calling the responders individually.**

Once the Incident Commander is on scene and able to evaluate the situation, he can mobilize other assets such as Hazardous Material Contractors as needed to meet the requirements of the incident. [Reference 9200 Appendix](#) for phone numbers of non-emergency contacts.

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