Section 8000

Coastal Georgia
Marine Fire Fighting Contingency Plan
March 2011
# Table of Contents

8000 Introduction ............................................................................................................. 1
8100 Historical ................................................................................................................ 1
8110 Authority .................................................................................................................. 1
  8110.1 Federal / Coast Guard Authorities ..................................................................... 1
  8110.2 State Authorities ............................................................................................ 2
  8110.3 Local Authorities ............................................................................................ 2
8120 Plan Purpose and Objective .................................................................................... 2
8130 Recognition of a Coordinated Effort ....................................................................... 2
8140 Scope ...................................................................................................................... 3
8150 Abbreviations ......................................................................................................... 3
8160 Definitions .............................................................................................................. 3

## 8200 Policy and Responsibility

### 8210 Federal Policy

  8210.1 Coast Guard Policy .......................................................................................... 4
  8210.2 MSU Savannah Captain of the Port Policy ....................................................... 4

### 8220 State Policy ....................................................................................................... 6

### 8230 Local Policy ...................................................................................................... 6
  8230.1 County Emergency Management Agencies .................................................. 6
  8230.2 Municipal Fire Departments ......................................................................... 7

### 8240 Responsible Party (RP) Responsibilities .......................................................... 8

### 8250 General Regulatory Responsibilities for Vessels and Facilities ...................... 9
  8250.1 Foreign Flagged Vessels ............................................................................... 9
  8250.2 U.S. Flagged Vessels ................................................................................... 10
  8250.3 Commercial Fishing and Recreational Vessels ......................................... 10
  8250.4 Waterfront Facilities .................................................................................... 10
  8250.5 Waterfront Facilities Handling Liquefied Natural Gas (LNG) and Liquefied Hazardous Gas (LHG) ............................................................... 10
  8250.6 Vessel Response Plans and Shipboard Oil Pollution Emergency Plans .......... 10
  8250.7 Salvage and Marine Fire Fighting ................................................................. 10

### 8260 Joint Responsibilities

  8260.1 Marine Fire Fighting Voting Committee Members ........................................ 11

### 8300 Planning and Response Considerations .......................................................... 12

#### 8310 Planning Considerations

  8310.1 Communications Interoperability ................................................................. 13
  8310.2 Presence of Hazardous Materials and Other Cargo .................................... 13
  8310.3 Evacuations .................................................................................................. 13
  8310.4 Emergency Medical Services ....................................................................... 13
  8310.5 Vessel Access ............................................................................................... 13
  8310.6 Rapid Intervention Team ............................................................................. 14
  8310.7 Vessel Stability, Water Discipline and Dewatering ...................................... 14
  8310.8 Air Supply and Fire Fighter Fatigue .............................................................. 15
  8310.9 Shipboard Fire Fighting Systems ................................................................. 15
  8310.10 Externally Procured Extinguishing Agents ................................................. 16

#### 8320 Response Considerations

  8320.1 Vessel Fire at Pier ......................................................................................... 17
  8320.2 Permitting Burning Vessel Movement within Port or Entry into Port ......................................................................................................................... 19
  8320.3 Denial of Burning Vessel Movement within Port or Entry into Port' .......... 20
  8320.4 Mooring, Anchorage, Grounding and Scuttling ........................................ 20
  8320.5 Possible Fire Fighting Wharves or Piers ..................................................... 21
  8320.6 Intentional Sinking of Vessels ................................................................. 21
  8320.7 Vessel Fire Underway or at Anchor ............................................................ 21
COASTAL GEORGIA MARINE FIRE FIGHTING CONTINGENCY PLAN

8000 Introduction

This section provides guidance for responding to marine fires occurring at any location within the area of responsibility of the United States Coast Guard (USCG) Marine Safety Unit (MSU) Savannah Captain of the Port (COTP) and Federal On-Scene Coordinator (FOSC). The incident may involve one or more vessels of commercial, pleasure or passenger type, any number of lives and cargoes in an almost infinite combination of circumstances. If the fire is not adequately managed, it could result in a disruption of the maritime transportation system, the release of pollutants into waterways, or in a catastrophic loss of life. Paramount to preparing for marine fires is the need to integrate regional response planning and training efforts, particularly among Federal, state, and local fire departments, vessel operators and port facilities. MSU Savannah shall provide appropriate assistance to local fire departments, vessel and facility owners and operators during planning, training and response operations as they pertain to marine fires.

8100 Historical

December 12, 2002, 10:15 in the morning...fire breaks out on board the M/V TORM AFRICA while it was moored to Ocean Terminal, Savannah River, Georgia. The vessel, built in 1985, is 475 feet long with a welded steel hull and displaces over 13,500 tons. The fire was deeply seated in the engine room of the vessel and presented a challenge for both vessel personnel and shore based fire fighters to extinguish. The fire was extinguished in two hours by members of the Savannah Fire Department. Damage to the vessel was estimated to be well over $100,000 and repairs took nearly a month to complete.

8110 Authority

To provide a coordinated and effective multi-agency response to a marine fire, it is critical that involved agencies and jurisdictions understand limits of authority and geographic boundaries.

8110.1 Federal / Coast Guard Authorities

33 U.S.C. 1221 et seq. - Ports and Waterways Safety Act of 1972 (PWSA) - acknowledgment that increased supervision of port operations is necessary to prevent damage to structures in, on, or adjacent to the navigable waters of the U.S., and to reduce the possibility of vessel or cargo loss, or damage to life, property, and the marine environment. This statute, along with the traditional functions and powers of the Coast Guard to render aid and save property as provided by 14 U.S.C. 88(b), is the basis for Coast Guard fire fighting activities.

42 U.S.C. 1856-1856d - provide that an agency charged with providing fire protection for any property of the United States may enter into reciprocal agreements with state and local fire fighting organizations to provide for mutual aid. This statute further provides that emergency assistance may be rendered in the absence of a reciprocal agreement, when it is determined by the head of that agency to be in the best interest of the United States.

33 USC 1251 et. seq. - Clean Water Act (CWA) as amended by the Oil Pollution Act (OPA) of 1990 - whenever a marine casualty in the navigable waters or exclusive economic zone of the U.S. has created a substantial threat of pollution due to discharge or imminent discharge of large quantities of oil or hazardous substance from a vessel, the Coast Guard may coordinate and direct all public and private efforts to remove or eliminate such threat and summarily remove and, if necessary, destroy the vessel. OPA 90 section 4202 mandates that the Coast Guard maintain an Area Contingency Plan for pollution response, to include marine fire fighting, within each port.
33 USC 1471 et. seq - Intervention on the High Seas Act - extends the Coast Guard authority to take preemptive or corrective action upon the high seas, i.e. beyond the three mile territorial seas boundary, to prevent, mitigate or eliminate grave and imminent danger to the coastline from pollution or threat of same by oil following a maritime casualty which may reasonably be expected to result in harmful consequences. This authority rests with the Commandant of the Coast Guard. Any recommendations to take such action should be relayed through the District Commander to the Commandant.

8110.2 State Authorities

The State of Georgia shall act in accordance with the Official Code of Georgia Annotated, Title 25 – Fire Protection and Safety.

8110.3 Local Authorities

Click to view jurisdictional boundaries for the Port of Savannah – Annex G
Click to view an aerial photo of Savannah – Annex F

Click to view jurisdictional boundaries for the Port of Brunswick – Annex G
Click to view an aerial photo of Brunswick – Annex F

8120 Plan Purpose and Objective

The adequate protection of the Ports of Savannah and Brunswick from fire, explosion or other similar incidents is essential to the continued well being of our community. To assure such protection, adequate marine disaster response capability should be available and utilized under well-conceived disaster contingency plans. COTP Savannah has developed this "Coastal Georgia Marine Fire Fighting Contingency Plan" in consultation with other concerned agencies and organizations to encourage coordinated planning, exercising, and fire fighting efforts.

This regional contingency plan has the following major objectives:

- To protect lives and property in the Ports of Savannah and Brunswick and the coastal waters there between, and to ensure the free flow of maritime commerce and military assets.
- To secure a relationship among Federal, state and local governments and agencies, fire fighting jurisdictions and commercial entities, which will ensure that the best available resources will be employed to effect a swift, well-coordinated, and effective response.
- To protect the marine environment and the community from damage or disaster and promote safety for fire fighting personnel.

8130 Recognition of a Coordinated Effort

This plan strives to achieve a coordinated effort amongst Federal, state, and local agencies responsible for handling marine fire emergencies. Combating a major marine disaster may require expertise and specialized knowledge of vessel construction and equipment, stability, shipboard fire fighting techniques, damage control, and hazardous material chemistry. In some cases, the services of a foreign language translator may be required. Specialized equipment may be required, such as boats suitable as fire fighting platforms or for transportation of personnel and equipment, or international shore connections and other fittings compatible with metric or military equipment. Burning vessels may have to be moved across municipal boundaries either to protect port assets or to place the vessel in a better position for
combating the fire. In all of these cases, the coordinated effort and cooperation of government agencies, fire departments and the vessel’s crew or facility personnel will be necessary.

8140 Scope

This plan recognizes the responsibility of the Coast Guard for assuring port and environmental safety and of the local municipalities for fire fighting. It also recognizes that the best combination of proper resources and expertise come from multiple fire departments, from other agencies and organizations, and through mutual cooperation across political and jurisdictional boundaries. It is not intended for existing mutual aid agreements to be superseded by this plan. Additionally, as each fire fighting evolution has unique characteristics, scenarios provided herein are only to stimulate thoughts on possible response actions; not to dictate actions. Furthermore, generalized Standard Operating Procedures included are designed for larger commercial vessels, towing vessels, barges, pleasure yachts, marinas and waterfront facilities.

Participation in plan development will assist local communities in understanding their inherent capability to respond to marine fires within their jurisdiction. It will also facilitate agreements between fire departments and agencies. Although this plan is specific to the Ports of Savannah and Brunswick and those marine locations falling between them, it will be shared with mutual aid departments within the State of Georgia as well as neighboring ports located in South Carolina and Florida in the event resources from these areas are needed. The responsible party for distributing this information is Mr. Keith Jones, US Coast Guard Marine Safety Unit Savannah, Planning Branch.

The training standards as developed by the National Fire Protection Association can be found in “NFPA 1005: Standard for Professional Qualifications for Marine Fire Fighting for Land-Based Fire Fighters.” Another resource for land-based organizations’ training and preparing for marine fires is “NFPA 1405: Land-Based Fire Fighters Who Respond to Marine Vessel Fires.” This fire fighting plan draws from these publications and from the Coast Guard Marine Safety Manual, Volume VI, Chapter 8, for all aspects of preparation, response, and mitigation.

8150 Abbreviations

Abbreviations used throughout this plan are located in Annex A.

8160 Definitions

Definitions used throughout this plan are located in Annex B.
8200 Policy and Responsibility

8210 Federal Policy

Federal policy is established in the Federal Fire Prevention and Control Act of 1974 (PL 93-498). It states that fire prevention and control is, and should remain, a state and local responsibility, although the federal government must help to reduce fire loss. The ultimate responsibility is always with the vessel or facility owner and operator.

8210.1 Coast Guard Policy

The Coast Guard marine fire fighting policy is established in the Coast Guard Marine Safety Manual Volume VI, Chapter 8. It states that, where an organized fire department exists, the local Fire Chief is in charge of the fire fighting operations on vessels and at facilities. The Coast Guard will render assistance as available. This is not intended to convey the impression that the Coast Guard is prepared to relieve local fire departments of fire fighting responsibilities.

It is the Commandant's policy that Coast Guard personnel shall not actively engage in fire fighting. The exceptions to this policy include the following:

- Individuals whose primary duty is fire fighting;
- Isolated units located where there are no municipal fire agencies and the commanding officer determines a fire brigade is necessary to carry out the mission of that unit;
- In order to save a life; and
- In the early stages of a fire that can be extinguished using a portable fire extinguisher

8210.2 MSU Savannah Captain of the Port Policy

The Coast Guard policy on marine fire fighting does not relieve the COTP of the responsibility for overall safety of the port. The COTP will provide on-scene fire department personnel with representatives that are familiar with shipboard construction, layout, common fire fighting systems and vessel stability. COTP authority can be exercised as necessary to maintain safety of the port, associated waterways and maritime related facilities. The degree to which that authority will be exercised will depend on a number of factors, but will generally be based on the nature of the incident, the degree of danger posed to the port and the information provided through the establishment of a Unified Command.

MSU Savannah's Marine Firefighting Coordinator (MFC) – senior marine inspector who has had extensive training in shipboard firefighting tactics and strategy and is familiar with all local firefighting resources and marine facilities. The MFC along with other reps of the COPT 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. MSU Savannah’s Marine Firefighting Coordinator is Chief Warrant Officer Russell McIntyre, (912) 652-4353 Ext. 243.
The Commanding Officer, MSU Savannah will work in coordination with the Commander, Coast Guard Sector Charleston, to obtain authorization for the use of Coast Guard resources to respond to a marine fire. The Commanding Officer of MSU Savannah is the designated COTP for the Ports of Savannah and Brunswick, Georgia. The COTP, or a representative, will direct the efforts of all Coast Guard personnel involved in an incident to best support the overall effort. The COTP has the authority to regulate and control the movement of vessels and persons within the zone of responsibility in order to protect life, property and the environment. This includes the authority to deny vessels entry into port, order the movement of vessels within the port, prohibit departure, place specific operating requirements upon vessels, control the use of anchorages and establish restricted access areas. The COTP has Federal jurisdiction on all navigable waters of the State of Georgia out to the territorial limit of the United States (12 miles offshore). The COTP authority extends over the land-side areas of all waterfront facilities such as shipyards, terminals, piers and wharves.

Responsibilities of the COTP include:

- Participate in fire fighting activities under a Unified Command.
- Assume Incident Command for a burning vessel underway or at anchor when:
  - The fire department with jurisdiction is unable to respond.
  - No fire department has jurisdiction.
- Coordinate all Coast Guard forces and equipment responding to the incident.
- Coordinate port safety and vessel traffic management with maritime industry representatives.
- Control vessel traffic as necessary in the incident area to minimize the adverse impact of the fire on marine traffic and to facilitate fire fighting operations.
- Establish safety or security zones as necessary.
- Provide information on the 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 and stability.
- Respond to oil or hazardous materials discharges. Actual removal may be delayed until the fire fighting operations are complete; however containment and protective measures should be implemented immediately.
- Coordinate tugs to assist in relocating moored or anchored vessels.
- Alert owners/operators of terminals or vessels at risk.

COTP MSU Savannah will respond to calls for assistance and also advise local firefighting authorities on stability and salvage. The local community cannot rely on Coast Guard assets as the primary firefighting resource. Through his/her broad federal authorities to assure safety of the port and the environment, the COTP will convene a Unified Command to constantly monitor all activities involved in responding to the marine fire event, support the local fire chief as forward incident commander and develop an integrated response plan. Senior representatives from assisting departments/agencies should comprise the Unified Command for consultation to determine options and methods to conduct a coordinated response. The county emergency operations center (EOC) provides an excellent central location for joint agency responses.
For SAR operations, the largest CG vessel on scene, or as directed by COTP, will assume On-
Scene Commander and will act as the command and control platform. Upon the conclusion of 
rescue operations, an assessment will be made by the Unified Command as to the continued 
need for all units on scene. The operations now shift to firefighting, salvage, and support of the 
safety zone (if established). The Unified Command will then prioritize those and other needed 
functions as needed with the designated fire chief responsible for all firefighting functions. If 
unassigned by the Unified Command, the COTP will act as the liaison between the Coast Guard, 
other response organizations and the media.

8220 State Policy

The State of Georgia shall act in accordance with section 8110.2 of this plan.

8230 Local Policy

Local policies related to county emergency management agencies and municipal fire departments are 
provided in the following sections.

8230.1 County Emergency Management Agencies

For an incident in Chatham County:

In accordance with Chatham County Ordinance Article III, the Chatham Emergency Management Agency 
(CEMA) shall provide for the rendering of mutual aid among the political subdivisions of Chatham County, 
with other counties, and with the State and Federal governments with respect to the carrying out of 
emergency management functions; and authorize the taking of such steps as are necessary and 
appropriate to carry out the requirements of O.C.G.A. §§38-3, Articles 1-3.

CEMA shall assume responsibility for ensuring all emergency management functions of the County are 
coordinated to the maximum extent possible with the comparable functions of the State and Federal 
governments, including their various departments and agencies, of other counties, states, and localities, 
and of private agencies of every type, to the end that the most effective preparation and use may be 
made of the nation's manpower, resources, and facilities for dealing with any emergency or disaster that 
may occur within Chatham County.

Under a declared State of Emergency, through the Chairman of the County Commission, the CEMA 
Director is authorized to:

- Order the mobilization of any appropriate emergency response organization, or any portion 
  thereof, as required to provide for increased readiness in the event of a confirmed or perceived 
  threat;

- Order the activation of the full Chatham County Emergency and Disaster Operations Plan and all 
  emergency response organizations in the event that an emergency has already occurred;

- Develop or cause to be developed into mutual aid arrangements or agreements for reciprocal 
  emergency management aid and assistance in case of emergency or disaster too great to be 
  dealt with unassisted;

- Enter into mutual aid arrangements with emergency management agencies or organizations in 
  other States for reciprocal emergency management aid and assistance in case of emergency or 
  disaster too great to be dealt with unassisted;
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

- Enforce all laws, rules, and regulations relating to emergency management and to assume direct operational control of all civil forces and helpers;

- Seize or take private property for temporary use only if it cannot be acquired, temporarily or permanently, by purchase, donation or lease, and only if there is compelling necessity for the protection of the lives, health, welfare and/or property of citizens;

- Sell, lend, give, or distribute all or any such property among the inhabitants of the County and to account to the proper State or local agency for any funds received for the property;

- Perform and exercise such other functions, powers, and duties as may be deemed necessary to promote and secure the safety and protection of the civilian population of the County;

- Coordinate the exercise of the above emergency powers within the area of Chatham County with the Mayors of the municipalities of Chatham County and other appropriate local, state, and Federal officials through the Chatham Emergency Management Agency;

- Suspend any regulatory statute prescribing the procedures for conduct of County business, or the orders, rules, or regulations of any County agency, if strict compliance with any ordinance, resolution, order, rule, or regulation would in any way prevent, hinder, or delay necessary action in coping with the emergency or disaster;

- Utilize all available resources of the Chatham County government and subordinate agencies over which it has budgetary control as reasonably necessary to cope with the emergency or disaster;

- Transfer the direction, personnel, or functions of any Chatham County departments and agencies or units thereof for the purpose of performing or facilitating emergency services;

- Commandeer or utilize any private property if the County Commission Chairman finds this necessary to cope with the emergency or disaster;

- Direct and compel the evacuation of all or part of the population from any stricken or threatened area within the State, if the Chairman deems this action necessary, for the preservation of life or other disaster mitigation, response, or recovery;

- Prescribe routes, modes of transportation, and destinations in connection with evacuation;

- Control ingress and egress to and from a disaster area, the movement of persons within the area, and the occupancy of premises therein;

- Suspend or limit the sale, dispensing, or transportation of alcoholic beverages, firearms, explosives, and combustibles; and

- Make provision for the availability and use of temporary emergency housing.

For an incident in Glynn County:

Point of Contact for Glynn County is Chief Harold Herndon, phone number 912 554-7534, cell number 912-269-1341 and email is follows hherndon@glynncounty-ga.gov

8230.2 Municipal Fire Departments

Within city and/or county jurisdictions and as provided for under mutual aid agreements, municipal fire departments will respond as manpower, equipment and training allows. Responses are to waterfront
facilities located within the city and/or county jurisdictions, vessels moored alongside those facilities, and vessel fires occurring in portions of the port falling within a city's jurisdiction. Jurisdictional boundaries for each of the fire departments are displayed in Annex G.

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 firefighting efforts when appropriate qualified fire service officers are present and able to assume command.

Responsibilities of Municipal Fire Departments include:

- Establish command and coordinate fire fighting activities under a Unified Command. In this capacity, exercise overall control of fire fighting operations for the incident.
- Establish a Command Post.
- Establish and maintain communications between the Unified Command and all participating agencies.
- Request necessary personnel, equipment, and medical aid through local emergency management agencies.
- Determine the need for and request mutual aid.
- Make all requests to move a vessel or vessels through the COTP.
- Make all requests for Coast Guard/Federal personnel, equipment, and waterside security through the COTP.
- Establish liaison with the jurisdiction’s police department for landside traffic and crowd control (scene security and evacuation).
- Provide documentation throughout the incident.

**8240 Responsible Party (RP) Responsibilities**

In the case of a vessel fire the RP is the vessel's owner, operator or master or designee. The vessel’s master or designee will maintain control over the vessel, crew and passengers unless otherwise directed by the COTP or Unified Command. The presence of local fire fighters does not relieve the vessel’s master of command or responsibility for overall safety on the vessel.

However, the master of a vessel should not normally countermand any orders given by the local fire fighters in the performance of fire fighting activities, unless the action taken or planned clearly endangers the safety of the vessel or crew. The master, officers, and crew of the vessel shall assist in the fire fighting operation. The master shall be liaison between the Incident Commander and the crew. The master shall furnish, if possible, the Incident Commander with any information requested. The master should provide the Incident Commander with members of the crew to act as guides. The master shall control the actions of the crew. In the absence of the Master, the Chief Mate or Chief Engineer is expected to represent the vessel.

In the case of a waterfront facility, the RP is the owner or operator of the involved waterfront facility. The RP will normally be represented in a Unified Command through a facility designated “incident commander.” The waterfront facility owner or operator will maintain control over facility operations and
access control. The presence of local fire fighters does not relieve the facility owner or operator of responsibility for the overall safety of the facility or its personnel.

In either case, the RP will assign a representative to the Command Post and/or Emergency Operations Center, if established. The designee should be thoroughly familiar with the shipboard or facility systems and be of sufficient seniority to effectively lead vessel or facility personnel. The RP may choose or be directed to hire a commercial fire fighting company to extinguish the fire.

Responsibilities of the vessel's master or waterfront facility's representative include:

- Implement the initial response based on the fire control plan of the vessel or facility, as available.
- Establish communications, both internal and external. Ensure that prompt notifications are made to the appropriate fire department or contractor and COTP. If appropriate, notify the facility where the vessel is docked, any nearby facilities, and other vessels in close proximity.
- Control the operation and use of all fixed fire fighting systems aboard the vessel or facility. Information of the use of this system shall be passed to the Incident Commander.
- Coordinate the efforts of shipboard or facility fire teams in responding to the fire.
- Decide if it is necessary to abandon ship or evacuate the facility. If the crew is ordered to abandon or evacuate the vessel or facility, the master or facility representative will ensure that the proper procedures are carried out and that the COTP is immediately notified. The Incident Commander will then direct the immediate fire fighting operations of all responding agencies pending the arrival of a commercially procured fire fighting service by the RP.

8250 General Regulatory Responsibilities for Vessels and Facilities

General regulatory responsibilities for vessels and facilities are outlined in the following sections.

8250.1 Foreign Flagged Vessels

The International Code for Fire Safety Systems (FSS Code) is the guiding authority for all vessels required to maintain fire safety systems by Chapter II-2 of the International Convention for Safety of Life at Sea, 1974. The following areas are discussed in the FSS Code:

- International Shore Connections
- Personnel Protection
- Fire Extinguishers
- Fixed Gas Fire-Extinguishing Systems
- Fixed Foam Fire-Extinguishing Systems
- Fixed Pressure Water-Spraying and Water-Mist Fire-Extinguishing Systems
- Automatic Sprinkler, Fire Detection and Fire Alarm Systems
- Fixed Fire Detection and Fire Alarm Systems
- Sample Extraction Smoke Detection Systems
- Low-Location Lighting Systems
- Fixed Emergency Fire Pumps
- Arrangement of Means of Escape
- Fixed Deck Foam Systems
- Inert Gas Systems
8250.2 U.S. Flagged Vessels

Fire protection systems for U.S. flagged vessels engaged in commercial operations are found in 46 CFR. The specific sections for common vessels are as follows:

- 46 CFR 27  Towing Vessels
- 46 CFR 34  Tank Vessels
- 46 CFR 118 Small Passenger Vessels with > 150 Passengers or Accommodations for > 49 Passengers
- 46 CFR 175 Small Passenger Vessels (< 100 Gross Tons)

8250.3 Commercial Fishing and Recreational Vessels

The number and type of fire extinguishers required on commercial fishing and recreational vessels vary according to length of the vessel and, in certain cases, tonnage of the vessel. Fire extinguisher carriage requirements for commercial fishing vessels are listed in 46 CFR 28.160. Fire extinguisher carriage requirements for recreational vessels are listed in 46 CFR 25.30, 46 CFR 28.155 and 46 CFR 28.160.

8250.4 Waterfront Facilities

Waterfront facilities handling dangerous cargo are subject to 33 CFR 126 and NFPA codes 10, 13, 14, 30, 51B, 70, and 307. A designated waterfront facility is one that handles dangerous cargo that includes all hazardous materials listed in 49 CFR parts 170 through 179 with certain exceptions. A facility of particular hazard is a designated waterfront facility that handles cargoes of particular hazard including division 1.1 and 1.2 explosives, ammonium nitrate products, division 5.1 oxidizing materials, division 4.3 dangerous when wet products, division 2.3 and 6.1 poison inhalation hazard products, and class 7 highway route controlled quantity radioactive material.

8250.5 Waterfront Facilities Handling Liquefied Natural Gas (LNG) and Liquefied Hazardous Gas (LHG)

Waterfront facilities handling LNG or LHG are subject to 33 CFR 127 and NFPA codes 10, 30, 51B, 59A, 70 and 251. LHG includes those products listed in 33 CFR 127.005 (table).

8250.6 Vessel Response Plans and Shipboard Oil Pollution Emergency Plans

Vessels over 400 gross tons must have either a vessel response plan (VRP), if it carries oil as a cargo, or a non-tank vessel response plan (NTVRP) for all other cargos. Per 33 CFR 155.1050(k), the VRP for a vessel carrying oil as a primary cargo must identify a salvage company with experience and resources, and a company with vessel fire fighting capability that will respond to areas where the vessel will operate. See section 8250.7. Vessels of any type over 400 gross tons traveling over international waters must have a Shipboard Oil Pollution Emergency Plan (SOPEP) approved by their flag state.

8250.7 Salvage and Marine Fire Fighting

On December 31, 2008, the U.S. Coast Guard published Subpart I to 33 CFR 155 that details salvage and marine fire fighting requirements. These regulations are applicable to vessels that carry group I-IV oils, and require a VRP per 33 CFR 155.1015. A copy of this final rule is included in Annex C.
8260 Joint Responsibilities

The Coast Guard, local fire departments and emergency management agencies will cooperate with and assist each other:

- In carrying out their respective duties. This includes, but is not limited to, sending representatives of both organizations to meetings and other functions relating to marine fire fighting within the port area.
- By reviewing the Marine Fire Fighting Contingency Plan annually that is maintained by the COTP Savannah. Provide input as necessary to update and revise this plan.
- By coordinating a periodic operation to exercise components of the Marine Fire Fighting Contingency Plan.

This plan was jointly developed by the Coastal Georgia Marine Fire Fighting Committee’s Working Group. The working group was made up of the following people and organizations:

### 8260.1 Marine Fire Fighting Voting Committee Members

<table>
<thead>
<tr>
<th>Member</th>
<th>Agency</th>
<th>Primary E-mail</th>
<th>Phone</th>
<th>Cell</th>
</tr>
</thead>
<tbody>
<tr>
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<td>912-652-4353 x 237</td>
<td>405-413-9659</td>
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<td>Savannah Fire</td>
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<td>912-658-0430</td>
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<td></td>
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<tr>
<td>Hugh Futrell (Chief)</td>
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<td>912 658-4581</td>
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<td>912-658-6602</td>
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<td>Tim Allen</td>
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<td>912 966-7781</td>
<td>912 272-7808</td>
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<tr>
<td>Lawton (Carl) Smith</td>
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<td><a href="mailto:TFDSmith@aol.com">TFDSmith@aol.com</a></td>
<td>912 354-3892</td>
<td></td>
</tr>
<tr>
<td>Chief Long</td>
<td>Port Wentworth Fire</td>
<td><a href="mailto:chieflong@PWfirerescue.com">chieflong@PWfirerescue.com</a></td>
<td>912 966-7425</td>
<td></td>
</tr>
<tr>
<td>C.L. Sasser (Chief)</td>
<td>Tybee Fire</td>
<td><a href="mailto:csasser@cityoftybee.org">csasser@cityoftybee.org</a></td>
<td>912 786-4573 x 128</td>
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8300 Planning and Response Considerations

In developing planning and response considerations, it is important to understand the response priorities of both the Coast Guard and responding fire departments.

General Coast Guard response priorities are:

- Life safety – rescue of distressed personnel in the water or who are evacuating by waterside access, and protection and preservation of responding personnel, vessel and waterfront facility personnel, and the surrounding general public.

- Port safety and marine environmental protection – responding to, managing and mitigating marine fire incidents to safeguard non-involved vessels and facilities, as well as taking every action possible to prevent discharges of oil and/or hazardous materials associated with the fire incident or resultant of fire fighting operations.

- Protection and preservation of property - responding to, managing and mitigating marine fire incidents to minimize damage to involved vessels and facilities.

- Waterways management – taking every action necessary to protect, recover and restore affected maritime transportation systems so as to minimize disruptions to commerce.

- Technical support – assisting responding agencies by providing technical advice on shipboard construction and stability, cargo and other hazards.

General fire department response priorities are:

- Command and Control – Establishment of an incident command.

- Inventory – Assessing equipment and personnel needs.

- Rescue – rescue of distressed personnel trapped aboard the vessel or in structures.

- Exposure – protect vessel areas, other vessels or structures that are threatened.

- Confine – contain the fire and prevent its spread, which may include ventilation operations.

- Extinguish – control and extinguish the fire.

- Dewater – actively remove fire fighting water to maintain vessel stability.

- Overhaul – check for and extinguish hot spots (prevent re-ignition / re-flash); ventilate; investigate the fire cause; conduct salvage/loss control operations.

8310 Planning Considerations

The following sections address critical planning considerations.
8310.1 Communications Interoperability

The majority of public emergency response agencies operate on an 800 MHz radio system; however, different jurisdictions and Federal / state / local agencies may not be able to share common frequencies. A frequency converter that reprograms radios has been received by the Port of Savannah to help limit communication issues.

8310.2 Presence of Hazardous Materials and Other Cargo

Many facilities and commercial vessels store or carry hazardous materials either in containers or in bulk quantities. Material type and storage locations will vary between facilities and vessels. During a response to a vessel on fire, the master or chief mate should be asked if hazardous materials are being carried as cargo, and if so, request the dangerous goods/cargo manifest be provided. This document should list critical information including the name of the material, storage location and hazard class. During a response to a fire at a facility, a facility representative should be asked to provide similar information regarding hazardous materials stored on-site. Should hazardous materials be present, proper actions should be taken regarding air monitoring, the establishment of zones, personnel evacuations on board the vessel, at the facility, or from potentially affected populated areas, the use of fire fighting water on water reactive materials, the potential for adverse reactions due to the mixing of incompatible materials, and the critical need to communicate the presence of any hazards amongst other responding personnel. Resources that can be brought to assist in collecting and explaining hazardous material carriage on board vessels include Coast Guard Container Inspectors, U.S. Customs and Border Protection (to determine manifested cargo within containers), and the International Maritime Dangerous Goods Code.

8310.3 Evacuations

Should response personnel on board a vessel need to evacuate, all methods of communication should be employed to convey the evacuation order. The vessel crew should be directed to sound five short whistle blasts to indicate an evacuation order has been given.

Should evacuation of a public area become required, the Incident Commander should coordinate such action with the local emergency management or law enforcement agency. Consideration must be given to providing continuous public information regarding response operations and the potential for the lifting of an evacuation order during such circumstances.

8310.4 Emergency Medical Services

Emergency medical services (EMS) should be activated at the onset of a marine fire response so they may provide immediate support in the event of injury.

8310.5 Vessel Access

Moored vessels generally have only one narrow step type gangway for access and egress which might be blocked by fire. The Incident Commander should establish a second means (i.e. aerial ladder) and designate one for access and one for egress, or two aerials if the gangway is unusable. Anchored vessels present special problems and will require arrangements for safe fire fighter access and egress.

Vessel construction and materials used in such construction should be identified as this may impact the tools and tactics needed during a response, such as cutting tools, breaching tools, etc.
8310.6 Rapid Intervention Team

In accordance with NFPA 1500, responding fire departments must plan and provide for the rescue of personnel who are responding to an emergency incident. Because of the variations in vessel design, it is imperative that personnel entering a vessel constantly report their location so that a rapid intervention team can be appropriately directed. Rapid Intervention Teams may be transported for waterside access by responding vessels, provided access means (ladders, gangways, access doors) are available.

8310.7 Vessel Stability, Water Discipline and Dewatering

Vessel stability during fire fighting efforts is a constant and major concern as it is entirely possible to sink or capsize even the largest vessel with fire fighting water. A simple rule, though not always practicable, is “water in, water out”. If at all possible, other means of maintaining stability include moving fire fighting water to the lowest levels possible, using minimal amounts of fire fighting water, and having the vessel ballast down if possible. In any event, a vessel’s list, regardless of type, must be monitored for changes. The unified command may determine that offensive fire fighting efforts may have to be slowed or even stopped to take corrective actions to preserve the stability of the vessel. In such cases, efforts should include removing fire fighting water from the vessel and returning to an even keel condition before resuming fire fighting efforts. The U.S. Coast Guard’s Salvage Engineering Response Team (SERT) should be consulted for technical advice on stability, flooding and dewatering.

- Salvage Engineering Response Team (SERT) – A branch of the Coast Guard based in Washington D.C. There is a 24 hour duty officer who can assist in damage stability. The FOSC activates SERT through the submission of a Rapid Salvage Survey Form, which is included in Annex E. SERT can be contacted through the following mechanisms:
  - Salvage Team Duty Officer cell phone: (202) 327-3985
  - Duty e-mail: SERT.Duty@uscg.mil
  - Salvage Team Leader cell phone: (202) 327-3987

Additional comments on vessel stability include:

- The introduction of large amounts of water onto the vessel can create a free surface effect that is particularly dangerous if the water is confined above the vessel’s normal center of gravity. Personnel and equipment moving through watertight doors cause potential problems by disrupting flooding boundaries.

- Problems resulting from a failure to maintain a reasonable degree of stability can include poor footing for response personnel, difficulty in maintaining a foam blanket, automatic fire door closure problems, damage/injury from shifting or falling objects, reduced effectiveness of fixed dewatering suctions and drains, and loss of use of vessel machinery due to sustained excessive list.

- Factors affecting vessel stability include the free surface of all liquids on board, the integrity of the hull, empty or full double bottoms, the integrity of watertight boundaries during flooding, and flatness of the hull bottom if the vessel is in contact with the bottom.

- Several vessel documents can be useful in determining vessel stability. The most important of these is the vessel’s trim and stability booklet. Other useful documents are the cargo plan, the docking plan, and the ship’s particulars, which include capacity specifications and pertinent diagrams. If this information is for some reason not available on board the vessel, it should be available from the vessel’s owner or operator.
Water is the most prevalent fire extinguishing agent. However, the indiscriminate use of water on a vessel fire can be as dangerous as the fire. In considering the use of water versus other extinguishing agents, the questions of potential electrical hazards, the presence of any water reactive materials, and the problems of flooding and the resulting stability issues must be answered before proceeding.

A vessel will sustain a loss of stability from fire fighting water accumulating above the vessel’s original water line. For this reason, dewatering is an essential planning issue for successful vessel fire fighting. Normally, vessels will have a limited amount of dewatering equipment. This equipment will often consist of a fixed pump and suction system to handle water that accumulates in the vessel’s bilges and drain holes (scuppers) located in areas above the waterline to allow drainage overboard or into the vessel’s bilge. Portable pumps are sometime available onboard, but their limited capability may not substantially aid dewatering efforts. Removal of toilets and showers to improve drainage will allow water to flow down into holding tanks below the waterline. While the weight of water is still a factor, the shift in weight to the holding tanks will lower the vessel’s center of gravity and improve transverse stability. In extreme cases, drainage holes may be cut in the superstructure. This practice, however, is dangerous and should not be pursued without the permission of the owner or the on-scene commander.

8310.8 Air Supply and Fire Fighter Fatigue

Due to the construction and design of ships, self-contained breathing apparatus (SCBA) air usage will be higher than normal. The Incident Commander should consider having additional SCBA bottles brought to the scene and providing a means to refill bottles near the scene.

Due to vessel design and construction, fatigue is a major factor in vessel fires. Though the numbers and types of equipment on scene may be sufficient to combat the fire, personnel fatigue will require crew rest periods or relief. A large vessel or waterfront facility fire may last several days and personnel fatigue must be considered.

8310.9 Shipboard Fire Fighting Systems

Most large, commercial vessels and some commercial fishing and recreational vessels have onboard fixed and portable fire fighting systems. For large commercial vessels, determine available fire fighting systems by consulting the Fire Control Plan located on the main deck and on both the port and starboard sides of the superstructure. The Coast Guard representative on-scene can assist with locating the Fire Control Plan.

**NOTE** – If a shipboard fire fighting system has been discharged, determine what spaces were discharged to and whether or not all agent was discharged. Do not open access ways or ventilation systems to those spaces unless necessary (life safety, application of additional agent) or otherwise agreed upon by the unified command.

Fixed Fire Fighting Systems - The fire main system is the primary shipboard tool for vessel fire fighting. The two basic designs are the single main and the looped main. The looped main is more advantageous because damaged portions of the system can be isolated without disrupting service beyond the damaged section. Water pressure is provided by onboard fire pumps. The number of pumps will depend upon the vessel’s tonnage. Generally a vessel will have two pumps, a primary pump dedicated to supplying the fire main and a reserve pump which may also supply the sanitary, ballast, bilge, or general service system.

Water Sprinkler Systems - The primary roles of sprinkler systems are structural protection and maintenance of escape routes, and are either automatic or manual. Automatic systems are typically
maintained under pressure and may be heat activated. Hazards associated with water sprinkler systems are the possibility of flooding and the subsequent degradation of ship stability.

Carbon Dioxide Systems - Carbon dioxide is a versatile extinguishing agent as it does no damage to cargo, does not conduct electricity, and provides its own pressure discharge. However, CO₂ is only effective if all ventilation and openings to the space are secured. As a smothering agent, CO₂ lacks any considerable cooling properties; therefore the CO₂ concentration in the space must be maintained until heat levels in the fire area drop below the ignition temperature of the fuel source. Additionally, CO₂ poses a significant human health threat due to its ability to displace oxygen which can cause asphyxiation. This may occur even in low concentrations. CO₂ systems are primarily installed in machinery spaces and cargo holds. Discharge is accomplished manually, either remotely by pull handles outside the affected compartment or by directing the discharge point for the CO₂ bottle (high pressure system) or the storage tank (low pressure system).

Halon 1301 Systems - Halon 1301 is a colorless and odorless gas, approved for use in machinery space fixed systems on merchant vessels. Halon 1301 has extinguishing properties similar to CO₂ - it is a nonconductor, very effective against class B and C fires, leaves no residue, is stored as a liquid in cylinders, and does not require an external power source for discharge. Fixed Halon 1301 systems require manual activation through two pull boxes located outside the protected space or from the bottle storage space. Inhalation of Halon will cause dizziness and impair coordination. Also, under exposure to open flame at around 500 degrees C (900 degrees F), Halon 1301 will decompose into a gas that is toxic.

Foam Systems - Foam is primarily used to combat class B fires. Foam is a smothering agent, although it does possess some cooling properties. Foam is traditionally available in two varieties – chemical and mechanical. Shipboard installation of chemical systems are no longer approved by the Coast Guard. Mechanical foam is produced by mixing foam concentrate with water and then rapidly aerating the resultant solution. The ratio of water to foam concentrate determines the expansion ratio and, therefore, physical properties of the foam. Foam with a low expansion ratio will be wetter, heavier, more heat resistant, and less affected by the wind. These properties, however, also make low expansion foam less adherent to vertical surfaces and more electrically conductive. A lower expansion ratio will also provide better flow around obstructions, making this mixture well suited for service in class B machinery space and tank vessel deck fires.

8310.10 Externally Procured Extinguishing Agents

Carbon Dioxide and Nitrogen - The master or person in charge of a vessel with a fire may desire to use bulk CO₂ or nitrogen to suppress the fire. The use of bulk CO₂ or nitrogen, which are both inert non-toxic gases capable of suppressing most cargo fires, offers several major advantages over other more widely used agents, including minimum hull and cargo damage, a reduction in the need for fire fighter entry and exposure, elimination of stability hazards, rapid temperature reduction within the space, and potentially less commitment of fire department personnel and apparatus as compared to other available fire suppression methods. CO₂ and nitrogen are effective for all cargo fires in vessel spaces where the gas can be reasonably confined, except where the cargo includes substances which generate their own oxygen in the combustion process. When properly applied, it is particularly effective on fires in tightly packed baled fibers, such as cotton, that would otherwise require vast quantities of water for full control. The following guidelines will help to assign responsibilities in advance:

The vessel's Master or agent should be encouraged to:

- Contract with the supplier for the CO₂ or nitrogen.
- Contract with a marine chemist for eventual atmospheric testing.
- Ensure all personnel in affected holds and adjacent compartments are evacuated.
• Make hose connections from supplier's hose to the vessel or assist as appropriate.

The supplier of CO₂, nitrogen or other inert gas should:

• Deliver the bulk CO₂ or nitrogen to the requested location.
• Make contact with the Incident Commander on-site.
• Run the pump on the truck.
• Make hose connections from the truck to the vessel.

The Incident Commander should take actions to:

• Arrange for police escort of the supplier's truck if desirable.
• Provide for fire protection as appropriate to the operation.
• Follow the operational procedures as set forth by the marine chemist and/or appropriate publications and guides as may be available.

Foam Supply - Major tank vessel and waterfront facility cargo fires can consume vast quantities of foam and exceed local supplies in a short time. The Incident Commander should arrange for additional foam supplies at the earliest opportunity. Chemicals carried as cargo by some tank ships require special types of foam to control and extinguish cargo fires. Though not required by regulations, some local bulk liquid waterfront facilities maintain a supply of fire fighting foam effective in suppressing fire involving products handled at their respective terminals. In some cases these supplies may be sufficient to extinguish a major liquid fire and should be utilized by the Incident Commander.

8320 Response Considerations

The following considerations do not dictate procedures but serve as a reminder of functions or activities that may need action by any of the responding agencies.

8320.1 Vessel Fire at Pier

For shoreside vessel fires occurring within fire department jurisdictional limits, the following immediate actions should be considered:

• Establish and identify a safe Command Post location.
• Establish a Unified Command among the Coast Guard, fire department, vessel and waterfront facility representatives. The fire department having jurisdiction will act as the Incident Commander for all fire ground activities. The Coast Guard remains responsible for port safety and the COTP will act as the FOSC for the entire incident.
• The master of the ship and chief engineer should be asked to report to the Command Post so they may better assist in the response operation.
• Coast Guard to establish a waterside safety zone to ensure maritime safety.
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

- Request specialized Federal forces such as scientific support, salvage engineering and environmental response teams. See section 8630 - Coordination with Special Forces for a description of available resources.

- Evaluate and request mutual aid assistance, if necessary.

- Provide for immediate vessel technical assistance and waterside safety through the Coast Guard in conjunction with the Unified Command.

Additional Coast Guard actions that need consideration include:

- Establish strategic goals and objectives of response.
- Direct Coast Guard on-scene activities.
- Provide situation briefings to internal and external organizations.
- Explain type/degree of Coast Guard support available, including air operations.
- Identify an appropriate safety zone and security perimeter.
- Coordinate waterside search and rescue with Coast Guard Sector Charleston.
- Work with established Emergency Operations Centers.
- Stop cargo transfer, bunkering or dangerous cargo operations at and near the involved waterfront facility.
- Obtain and provide vessel and waterfront facility information.
- Determine any required vessel movements.
- Determine if there is a need to move the vessel from its current position.
- Determine need for pollution preparedness and response operations.
- Determine types, quantities and locations of cargo on board the vessel and at the waterfront facility.
- Provide info on vessel arrangement and fire fighting systems, review vessel plans if available.
- Initiate stability assessments as soon as possible. Communicate with Navy SUPSALV or Coast Guard Marine Safety Center, as necessary.
- Review personnel safety issues.
- Establish a Joint Information Center and request specialized assistance as needed.
- Establish and maintain communications with assisting vessels.
- Advise the Incident Commander of known shipboard fire fighting systems, ship capabilities, ship stability, environmental considerations, and other areas of Coast Guard special expertise.
- Coordinate all port safety and environmental response functions with appropriate stakeholders.
Permitting Burning Vessel Movement within Port or Entry into Port

Before entry into the port area or movement within the port is permitted by the COTP, the vessel should be examined (with other involved agencies, if possible) in order to determine its condition. Permission for entry or movement may generally be granted when:

- The fire is already contained or under control.
- There is little likelihood that the fire will spread.
- A greater possibility exists that the fire may be extinguished with equipment available in port before secondary explosion or spread of fire.
- All appropriate parties, including ship pilots and city/county emergency management agencies have been consulted.

Note: A request for entry into the port by a burning vessel under declaration of “force majeure” should be evaluated under the same previously listed criteria.

Once the decision to permit entry or movement of the vessel has been made, consideration should be given to:

- Issuing a Safety Broadcast Notice to Mariners.
- Ordering the movement of other vessels or cargo stored in the area to preclude their involvement.
- Locating the vessel to facilitate the use of available fire fighting resources.
- Establishing a safety zone and/or vessel escort.
- Requiring tug assistance.

Additional actions that need consideration include:

- The COTP must approve any movement/entry.
- Identify location and extent of fire.
- Identify capabilities/training of crew.
- Identify status of shipboard fire fighting equipment.
- Identify class/nature of cargo.
- Recognize possibility of explosion.
- Identify hazards to environment.
- Identify hazards to crew or other resources where the vessel is situated.
- Obtain a marine weather and tidal forecast.
- Consider vessel maneuverability (i.e., dead ship, etc.).
• Consider effects on bridges and other critical infrastructure or facilities that the vessel must transit under or by.
• Consider the potential for fire to spread to pier or facility.
• Identify all fire fighting resources available shore side.
• Weigh consequences and alternatives if the vessel is not allowed to enter or move.
• Ensure the vessel holds a valid Certificate of Financial Responsibility.
• Issue a Notice of Federal Interest for potential pollution issues.
• Obtain information concerning liability/insurance/surety bonds.
• Identify mooring, anchorage or grounding sites.

8320.3 Denial of Burning Vessel Movement within Port or Entry into Port

Entry into a port or movement within a port should be denied when:
• There is danger of the fire spreading to other port facilities or vessels.
• The vessel is likely to sink or capsize within a channel thereby becoming an obstruction to navigation.
• The vessel might become a derelict.
• Unfavorable weather or tidal conditions preclude safe vessel movement or would hamper fire fighting (high winds, fog, strong currents, etc.).
• There is a risk of a serious pollution incident of oil or hazardous substances. The COTP should assess pollution risks and determine whether a potentially polluting vessel should be allowed to enter port.

8320.4 Mooring, Anchorage, Grounding and Scuttling

The COTP should coordinate with fire departments, port officials, pilots, and involved agencies to pre-select moorage, anchoring, or grounding site for fighting a vessel fire. Several considerations enter into the selection of suitable wharves at which to place burning vessels. Paramount is the flammability of wharf structures and contiguous facilities. Availability of high pressure water and access for boats and vehicles should also be considered. When choosing anchoring or grounding locations, some of the same factors must be considered, as well as the possible adverse effect on navigation. The possibilities of the vessel sinking or becoming a derelict are very real and could result in greater harm to the port than the loss of a vessel. Other important considerations are:
• Bottom type - soft enough that the ship's hull will not be ruptured.
• Water depth - shallow enough that the vessel could not sink below the main deck level, yet deep enough that fire boats, salvage barges, and tugs can approach. Tides and other water level fluctuations must be considered.
- Weather in area - do not choose an area known to have strong winds or currents that could hamper fire fighting or salvage efforts.
- Location out of main channel areas so that navigation will not be impeded.
- Location away from vulnerable facilities or vessels.
- Ability to maintain stability of the vessel after movement.

Initially, for a vessel with a fire on board outside the port and requesting entry into either the Port of Savannah or Brunswick, the COTP will consult with the local pilots and designate a particular area outside the demarcation line for the vessel to anchor. This temporary "fire fighting anchorage" will allow the COTP and local fire departments to assess the risk and agree on a course of action.

8320.5 Possible Fire Fighting Wharves or Piers

When directing vessel movement to effect fire fighting response, the COTP must consider the best combination of wharf or pier structure, access for shoreside fire fighters and their equipment, vessel traffic at or near the pier, and distance to be covered.

Generally, the most desirable piers would be of completely concrete construction, have a wide open apron with no warehouses close to the berths, have fixed fire fighting capability to include pressurized hydrants, be well away from navigable channels, and have at least two means of access for heavy vehicles. Additionally, the depth of the water alongside the pier should be deep enough at low tide to allow for the navigation of small craft such as tugs and barges, but not be so deep as to cover the vessel's main deck in the event of sinking. The bottom contour should be level or nearly so, and if possible be of a sandy composition. A hard bottom may puncture the vessel's hull in heavy weather, possibly releasing fuel or cargo. A sloping bottom may allow a sunken vessel to slide off into deeper water, where it might capsize. Appropriate and alternate wharves or piers should be decided upon after consultation between the COTP and the Incident Commander, the wharf or pier owner or manager, the pilots, and the vessel master if available.

8320.6 Intentional Sinking of Vessels

When a vessel and its cargo are deemed to be a total loss because of a fire, a possible alternative to further fire fighting and salvage efforts may be to sink the vessel in an area where environmental damage will be minimized. These areas should be predetermined in concert with the interested parties and in consultation with the natural resource trustees identified in the Area Contingency Plan for oil and hazardous substance spills.

8320.7 Vessel Fire Underway or at Anchor

In the event of a fire on a vessel underway within the port area, efforts will be made to dock the vessel to facilitate fire fighting efforts. If, after consultation amongst the COTP, fire department and appropriate port officials it is decided docking the vessel is not feasible, the vessel will then be directed to a suitable anchorage or grounding site.

Subsequent to successful search and rescue operations, the primary concern with offshore vessel fires is pollution prevention of U.S. waters, disruption of port functions and destruction of property. If the vessel is unable to enter port or is denied entry, efforts will be made to consult with the responsible party to determine the need for contracting a commercial fire fighting company. Secondary considerations would
be to secure fire fighting technical support and operational assistance from the local fire departments and tug companies with fire fighting capabilities.

8320.8 Waterfront Facility Fire

This section is to be developed in partnership with marine industry representatives.

8330 Transportation Patterns

The following sections address waterway specific issues for this region.

8330.1 Savannah River

Refer to sections 1210 and 1220 of the Area Contingency Plan.

8330.2 Exclusionary and Regulated Areas

Security Zone: A security zone exists in the vicinity of the LNG slip at Elba Island that prohibits vessels from entering into the slip. See 33 CFR 165.751 for a complete description.

Regulated Navigation Area (RNA): A RNA becomes effective for each transit of a LNG vessel that is carrying cargo in excess of 5% of heel. The RNA prohibits other deep draft vessels from approaching too close to the LNG vessel while in transit. See 33 CFR 165.756 for a complete description.

Anchorage areas: There are no designated deep draft anchorage areas in the Ports of Savannah or Brunswick. There are no designated deep draft anchorages outside the Ports of Savannah or Brunswick. Deep draft vessel can and do anchor offshore in the vicinity of the entrance buoys for the Savannah and Brunswick Rivers.

8330.3 Brunswick

Refer to sections 1210 and 1230 of the Area Contingency Plan.

8330.4 Atlantic Intracoastal Waterway (AIWW)

The AIWW runs along the coast of Georgia and is primarily used by smaller vessels such as recreational and fishing vessels. Some small passenger vessels transit between Savannah and Hilton Head, SC. More information on the AIWW can be found in chapter 12 of the U.S. Coast Pilot Volume 4.

8340 Waterfront Facilities

Information on the following USCG regulated waterfront facilities is provided below. Additional waterfront facilities, to include marinas, may be added at any time.
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

8340.1 Oil

Colonial Terminals
ConocoPhillips
Nustar Asphalt Refinery
Georgia Power Plant Kraft
Georgia Power Plant McIntosh
Georgia Power Plant McManus
Vopak
GP Cellulose
Nustar

8340.2 Chemical

Southern States Phosphates
Vopak

8340.3 LNG

Southern LNG

8340.4 LHG

No facility currently exists

8340.5 Breakbulk

East Coast Terminals
Mayor’s Point
Ocean Terminal
Savannah Steel

8340.6 Containerized

Garden City Terminal
Ocean Terminal

8340.7 Bulk

East Coast Terminals
Georgia Power Plant Kraft
Colonel’s Island Terminal
GP Gypsum
Logistec
National Gypsum
Ocean Terminal
Metro Terminal
Savannah Sugar Refinery

8340.8 Roll-on / Roll-off

Colonel’s Island Terminal
Ocean Terminal

8340.9 Marinas and Small Passenger Vessels

Westin Savannah Harbor
Diamond Casino Cruises
Gisco Inc.
River Street River Boat

8350 Hydrology and Climate

Click on hyperlinked text below to access the subject information contained elsewhere in the Area Contingency Plan. Hyperlinks will become operable once this plan is incorporated into the Area Contingency Plan.

8350.1 Tides and Currents

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Refer to section 1240.1 of the Area Contingency Plan for further details.

8350.2 Bottom Type

The bottom type in and around Savannah is mostly soft mud, with areas of crushed shell and sand beaches. The bottom type in and around Brunswick has a combination of soft mud, crushed shell and sand beaches, and hard bottom in certain areas along the main channel. The U.S. Army Corps of Engineers and Georgia Department of Natural Resources may be able to assist in determining the bottom type in a particular area on an as needed basis.
8350.3 Climate

Refer to section 1240.4 of the Area Contingency Plan for further details.

8350.4 Severe Weather

Response personnel should be aware of fast moving storms that can spawn lightning and tornados. Proper precautions must be taken when conducting fire ground operations in these conditions, especially those that occur on or near the water.

8350.5 Hurricane Season

Hurricane season runs from June 1 to November 30 of each year. Refer to the MSU Savannah Hurricane Plan for additional information.

8360 Local Response Resources

8360.1 Federal Fire – Coast Guard units/MSC, Hunter AAF, Fort Stewart, Charleston (Navy)

8360.2 Municipal Fire Resources

Garden City Fire Department
1 75 Ft Ladder/Pumper 2000 GPM Foam capable
4 1250 GPM Engines Foam Capable
1 1000 GPM Foam truck
1 Command Trailer
1 Command Pickup
1 5000 gal tanker
2 Heavy Rescues
1 Fixed Air Supply  
3200 GPM Foam Capable adaptors
Incident Command Radio Interface Interoperability Interconnect Maritime (ships radios, VHF Marine, UHF, 800 Mhz Public Safety and all HAM 2m)
Radio extension systems for connection to ICRI to facilitate radio comms from inside of a Ship at a distance of 250 ft.

**Port Wentworth Fire Department**
3 1250 Engines
2 Heavy Rescue
1 Tanker
1 Command/Communications Vehicle
1 command Pickup
1 command car
1 Fixed Air Supply

**Pooler Fire Department**
1 75 ft Ladder Pumper 1500GPM
2 1250 engines
1 1750
1 1000
2 Command Vehicles
1 3500 Gal Tanker
1 Mobile Air Supply

**Bloomingdale Fire Department**
5 1250 Engines
1 Rescue
1 Command Pickup

**Savannah Fire & Emergency Services**
Front Line - Staffed 24/7 with minimum of 3 Firefighter II/Haz-Mat Operations Level personnel
Ready Reserve - Apparatus Ready but not staffed 24/7
Ready/Standyby - Apparatus Ready on Standby for calls but not staffed 24/7

5 Chief Officer Vehicles (Staffed with 1 Chief Officer available for response 24/7)
- Fire Chief, 2 Assistant Fire Chiefs, 1 Fire Training Division Chief, 1 Special Operations Division Chief
1 Chief Officer Vehicle (Ready Reserve)
3 Training Captain Vehicles (Staffed with 1 Fire Training Captain available for response 24/7)
3 Command/Battalion Chief Vehicles (Staffed with 1-2)
2 Command/Battalion Chief Vehicles (Ready Reserve)
1 Rehab Unit (Staffed with 1 person 24/7)
2 Heavy Rescues (Front Line) Staffed with a minimum of 3 Firefighter II/Rescue Level III Technicians
1 Heavy Rescue (Ready Reserve)
- Heavy Rescues are equipped/trained to respond to the following technical rescue incidents: Rope, Confined Space, Trench Collapse, Vehicle/Heavy Machinery Extrication, Swift/Flood Water and Dive, Lost Person Search and Rescue and Heavy/Structural Collapse
2 Aerial Trucks 100’ (Front Line)
2 Aerial Tiller Trucks 100’ (Front Line) Staffed with a minimum of 4 Firefighter II/Haz-Mat Operations Level personnel; 1 Aerial Tiller is staffed with 4 Firefighter II/Rescue Level III Technicians and equipped as a Heavy Rescue
1 Aerial Truck 75’ (Ready Reserve)
14 Engines 1500GPM (Front Line)
- 6 Haz-Mat Engines (Front Line) with a minimum 3 Firefighter II/Haz-Mat Technicians
- 4 Haz-Mat Engines equipped with Class A/B Foam Systems
4 Engines 1250GPM (Ready Reserve)
1 Haz-Mat/Command Vehicle with ACU1000 Interoperable Communication System, Weather Station, CAMEO, Computer Uplink, etc. (Ready/Standby)
1 Haz-Mat/Command 20' Trailer (Ready/Standby)
3 Haz-Mat/WMD Decon Trailers
1 Haz-Mat AR/ARFF Foam Trailer (1500 Gallons)
  *Additional AR/ARFF Foam located at Station 6 (5000 Gallons)
2 Haz-Mat Boom Response Trailers (Ready/Standby)
1 Haz-Mat 4x4 Gator with 50GMP Pump (Ready/Standby)
1 Haz-Mat 4x4 Dually Pick Up (Ready Reserve)
1 Command Aid Vehicle (Staffed with 1 Firefighter II/Haz-Mat Technician)
1 Brush Truck (Staffed with 1 Firefighter 24/7)
1 Quarter Master Supply Van with full time Quarter Master
1 Fleet Maintenance Vehicle (Staffed with 1 Captain)
1 Safety Officer Vehicle (Staffed with 1 Captain/Safety Officer)
1 28' Munson Haz-Mat Response Boat (Docked on Savannah River at Abercorn Street Ramp City Dock) (Ready/Standby)
6 Fire Marshal Vehicles (Staffed with 1 Fire Marshal/Inspector available for response 24/7)
1 PIO Vehicle (Staffed with 1 FD PIO available for response 24/7)
2 Arson Investigator Vehicles (Staffed with 1 FD Arson Investigator available for response 24/7)
1 Emergency Manager Vehicle (Staffed with 1 Emergency Manager available for response 24/7)
1 US&R Response Truck (Georgia Search & Rescue Task Force 5) (Ready/Standby)
1 US&R 50' Support Trailer (Georgia Search & Rescue Task Force 5) (Ready/Standby)
1 Swift/Flood Water Rescue/Dive Response 20’ Trailer (Georgia Search & Rescue Task Force 5) (Ready/Standby)
1 Structural/Trench Rescue Trailer (Ready/Standby)
3 Mobile Air Supply/Light Units (Staffed with 1 Firefighter 24/7)

Note: Savannah Fire & Emergency Services is the host agency for the Georgia Area 5 Regional Hazardous Materials Response Team and Urban Search & Rescue Task Force (GA-TF5). Our GA-TF5 partner is Camden County Fire & Rescue.

Savannah Fire & Emergency Services (continued)
Personnel - Port Response Related Training
338 Certified Firefighter Level II
328 EMS First Responder Level
4 Certified Paramedic Level
6 Certified EMT-I Level
182 Certified Haz-Mat Technician Level
156 Certified Haz-Mat Operations Level
300 Marine Firefighter I Level
8 Marine Firefighter II Level
6 Marine Firefighter Instructor Level
All NIMS Compliant

Brunswick Fire Department
3 1250 Engines
1 Ladder
2 Heavy Rescue

Camden County Fire
11 1250 GPM Engines
1 USAR Heavy Rescue
Kingsbay Naval base
3 1250 Engines
1 Ladder

Saint Mary’s Fire Department
3 1250 Engines
3 Ladders Quints

Glynn County Fire Department
12- Engines
1- 105 ft. aerial platform
1- 85 ft. ladder
7- ALS paramedic squads
1- 75 ft articulating platform
2- 2500 gal. Tankers
1- Tactical Support with air-supply capabilities (cascade)
1- Haz Mat response unit
1- Spill response unit
1- Inter-department mechanical division

8360.3 Airport Fire
3 P5/P12 Aircraft AFRTS Crash Trucks Foam trucks
2 1250 Structural Engines
1 2500 gal Tanker

8360.4 Industrial Fire

8360.5 State

Georgia Mutual Aid Group (GMAG)

“The Georgia Mutual Aid Group provides for the systematic organization, mobilization, and operation of Fire-Rescue and Public Safety resources from throughout the State of Georgia. When an area appears to be over extending its resources, GMAG can mobilize “Strike Teams” and “Task Forces” directly into the scene or to a staging area for future deployment.” Additional information on GMAG can be found at http://www.gmag.org/default.asp.

8360.6 County Emergency Management Agencies (CEMA and other EMAs)

Upon request, the Chatham County Emergency Management Agency is prepared to activate, manage, and staff the County's Emergency Operations Center to support marine fire fighting operations. This activation would be for the purpose of coordinating needed resources through local and state mutual aid agreements.

If the situation deteriorates to the point a State of Emergency is declared through the Chairman of the County Commission, the CEMA Director is authorized to execute the provisions outlined in section 8230.1 of this plan.

CEMA is also prepared to provide augmentation to the Incident Management Team as needed.
8400 Response Organization

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

8410 Pre-designation of Responsibilities

Under the Incident Command System, the Incident Commander assumes overall command and control of the incident response. Other responding agencies will, within limits of operational capabilities and internal policy, provide support to the Incident Commander by providing personnel, equipment and technical expertise. The location of the fire will be the primary determining factor in determining who shall be Incident Commander or the lead agency in a unified command. If the fire is at a facility, or on a vessel at a facility, the local fire department shall be Incident Commander or lead agency. If the vessel is underway or at anchor, the Incident Commander shall be the Coast Guard COTP until such time the vessel is brought to and secured at a pier where Incident Command shall shift to the local fire department with concurrence between COTP and the fire department. If a vessel at a pier is subsequently moved, Incident Command shall shift from the fire department to COTP, or to the receiving fire department, again with concurrence between COTP and the fire departments.

8420 Unified Command

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

- The incident occurs within one jurisdiction but involves several agencies with management responsibility due to the nature of the incident or the resources needed to combat it. Such a circumstance would pertain to almost any fire at a facility or a vessel at pier side or anchorage in this area because of the similar responsibilities of fire departments and the Coast Guard for the protection of public health and safety.

- The incident is multi-jurisdictional in nature because it affects or has the potential to affect several jurisdictions. Shifting a burning vessel from one jurisdiction to another is such an example.

Because wide-spread coordination of resources is anticipated, a representative from the appropriate Emergency Management Agency should be incorporated into the Unified Command.

8430 Coordination of Special Forces

State and local special forces, including mutual aid responses, shall normally be requested by, and report to the Unified Command. Federal special forces shall normally be requested through the COTP and shall come under direction and control of the Unified Command.

8440 Incident Command Post and Emergency Operations Center

An Incident Command Post should always be established at the scene of the fire. The Incident Commander should operate from the Incident Command Post and ensure positive control of the fire fighting efforts. The National Incident Management System shall be used. If additional resources are called, staging areas should be established where those resources are queued and then dispatched to specific missions. The COTP will integrate resources into the existing incident command system.
In addition to an Incident Command Post, Emergency Operations Centers may be activated, depending on the scope and severity of the incident. Representative agencies should consider their individual abilities to staff multiple locations at one time.

**8450 Organizational Charts**

Sample ICS organization charts are provided with the understanding that each incident is unique and all needed positions may not be filled or listed.
8500 Operational Response Actions

8510 Vessel Actions\(^8\)

The four main concerns for a vessel experiencing a fire on board while in port are injury to personnel, extinguishing the fire, vessel sinking, and the fire spreading to other ships or facilities. A basic shipboard fire fighting theory is to contain, cool adjacent spaces (including above and below), and extinguish. The following action should be taken by vessel personnel upon discovery of a fire (this list is not all inclusive):

- Sound crew alarm. Summon crew to scene with emergency equipment. Commence fire fighting operations as warranted by the situation.
- Alert any passengers if on board. Make announcement on public address system. Make announcement for persons not to use elevators. Commence evacuation of passengers.
- Stop all ventilation, mechanical and natural as well as air conditioning units.
- Close and seal all ports and other openings which may create a draft.
- Close all unneeded open side ports.
- Close all or selective fire screen doors.
- Close all watertight doors.
- Set up fire watch in compartments adjacent to the space on fire. This should include the spaces above and below the affected area.
- Close all fire dampers to ducts which may transmit flame, heat or smoke to other compartments.
- Shut down all electrical systems to affected area prior to the use of water and/or other electrical conductive matter.
- Evacuate unnecessary personnel (while having regard for the possible necessity of backup fire fighting teams).
- Account for the whereabouts of all passengers and crew members as soon as possible to determine if there are injured or trapped persons on board. Send out search parties if appropriate.
- Activate fixed fire fighting systems. Ensure compartment is evacuated and sealed before activation.
- Make vessel plans and documents immediately available.
- Notify local fire department and provide the following information:
  - Name and telephone number of person reporting
  - Nature of the emergency/extent of fire
  - Location of the incident
  - Exact location(s) of the fire, by compartment and deck
  - Whether or not there is anyone trapped or injured
  - Details as best as possible as to class of fire (what is burning)
  - Presence of any hazardous cargo in or near the fire
  - What, if any, fire fighting efforts are in progress
  - Are dewatering operations in progress
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

- Has the vessel’s response plan been activated
- The vessel’s capability to maneuver
- Amount and type of fuel on board
- Notification to the Coast Guard COTP has been made

8520 Coast Guard Initial Actions

Upon receipt of this information, the COTP will notify and consult with other interested parties, determine the movement status of the vessel and dispatch personnel to the Incident Command Post. Additional COTP duties will include the following:

- Take all actions needed for the continued overall safety of the port.
- Provide technical specialists, Federal On-Scene Coordinator Representatives, and additional liaison personnel needed to coordinate efforts with the Incident Commander.

8530 Fire Department Actions

Upon arriving at the scene, the most senior fire department representative of the authority having jurisdiction assumes the role as Incident Commander of all fire fighting operations. This action does not relieve the master of command of the vessel. However, the master should make himself and the vessel crew available to the Incident Commander. At no time shall the vessel's crew or other agencies or groups, either from shoreside or waterside, engage in independent fire fighting activities without the consent of the Incident Commander. Some of the Incident Commander duties include the following as appropriate:

- Take charge of all fire fighting operations, both shoreside and waterside.
- Develop and implement strategies and tactics for fighting the fire that also addresses the safety of personnel and property.
- Procure needed fire fighting equipment, material and manpower.
- Direct the activities of all personnel and equipment engaged in fire fighting.
- Obtain fire control plans, shipboard diagrams and stability information from the vessel, and fire control plans from the facility, as available.
- Request assistance from local police for traffic and crowd control.
- Request emergency medical services and activate mass casualty plans as appropriate.
- Request assistance of Red Cross units for aid to survivors.
- Consider the adverse effects to the vessel's stability due to the introduction of fire fighting water into the vessel's interior.
- Establish a workable communication system with units engaged in fire fighting operations as well as with responding police departments and other agencies directly engaged in the operation.
- Determine and establish staging areas for equipment and personnel.
- Determine and establish rehabilitation areas for responding personnel.
Follow NIMS procedures and documentation standards.

8540 Initial Fire Response, Strategies and Tactics Checklist

The following checklist is not all-inclusive. It supplements other portions of this plan and should be used as a guide for considerations at an incident.

8540.1 Fire Fighting Strategies

Establish on-scene Incident Command Post and National Incident Management System.

Establish shoreside and waterside safety perimeters. Waterside safety zones are established by the Coast Guard.

Federal Aviation Administration (FAA) Airspace Restrictions

Depending on the scope of the situation, a temporary flight restriction may also be needed and can be arranged by contacting the local air traffic control tower. During a major fire or hazardous materials release, it may be necessary to impose flight restrictions over the area impacted. The IC/UC should give this response measure consideration.

TFR's (Temporary Flight Restrictions) can be established by calling the Southern Region Ops Support – TFR Requests FAA office at (404) 305-5577 (POC: Linda Otting) Monday – Friday 0800-1700. For after hours requests contact Southern Region Ops Center at (404) 305-5180.

The FAA will need to know:
- Reason for temporary flight restriction,
- Area to be under temporary flight restriction (with the perimeter defined by longitude latitude coordinates);
- Estimated length of time TFR will remain in effect.

The FAA will immediately put a 9191 Airspace Action TFR into effect for the area specified. This restriction will be passed to all affected air traffic control centers, who in turn will pass it to all aviators via weather briefings, VHF AM radio broadcasts, and written notices. The IC/UC should note that news media aircraft cannot be restricted from any airspace unless it is above a disaster which poses a serious risk to over flying aircraft, such as: a large fire or national security would be seriously jeopardized. The IC/UC must specify to the FAA that news media over flight will be restricted for one of these reasons.

Conduct size-up to include the following:
- Ability to get resources to the vessel
- Location of the vessel relative to nearby exposures
- Effects of wind in spreading or isolating the fire
- Vessel's freeboard and draft for stability concerns
- Vessel's list and trim for stability concerns
- Exposure of the vessel's mooring lines to the fire
- Condition of the vessel's superstructure, especially the hull
- Concerns and capabilities of waterfront facility operator
- Consultation with the vessel's master on the following:
  - Accountability of personnel
  - Location of the incident/problem
  - Description of what has happened
  - Description of past or on-going fire fighting efforts by the vessel’s crew/shipboard systems
  - Operating status of shipboard systems, generators and fire pumps
  - Ability to dewater, de-ballast and conduct internal liquid transfers
o Identification and quantity of hazardous materials/dangerous cargos on board

Strategies and plans for managing the incident

Assistance needed from the fire department

- Obtain the following documents and plans:
  o Fire Plan
  o General Arrangement Plan of vessel
  o Capacity Plan
  o Dangerous Cargo Manifest
  o Cargo Stowage Plan
  o Trim and Stability Booklet
  o Crew and passenger lists
  o Material Safety Data Sheets for hazardous and dangerous cargo(s)
  o Vessel Response Plan or Non-Tank Vessel Response Plan (400 gross tons or greater)

Determine attack strategy
- Offensive attack:
  o Personnel/crew members aboard a vessel are in a life-threatening situation and need rescuing
  o A fire is relatively small, and resources are on hand to achieve a quick knockdown
  o The vessel’s fixed fire systems have been exhausted, and attack is necessary to protect a dangerous cargo
  o An offensive attack can confine the fire to a part of the vessel or protect property on the vessel
  o A fire space has adequate visibility for a fire attack

- Defensive attack:
  o Limited availability of extinguishing agents
  o Limited number of trained personnel
  o Limited number of and/or limited capacity of SCBAs
  o Inability to gain access to the seat of the fire
  o Large amounts of heat buildup within the vessel
  o Inability to control or stop fire
  o Rapid incident changes such as explosion, fire spread, involvement of hazardous materials
  o Vessel instability
  o Inability to enter space involved in fire

8540.2 Fire Fighting Tactics

Search and rescue
- Waterside and shipboard
  - Provide Rapid Intervention Teams and ensure personnel entering the vessel are aware of evacuation routes both land and waterside. Advise responding vessels to remain alert for personnel evacuating on the waterside.

On board fire boundaries and proximity operations
- Perform actions to keep incident from enlarging, and protect exposures
- Identify shipboard fire station location and equipment for potential boundary cooling
- Continually investigate all areas of fire boundary for fire spread
- Consider using thermal imagers and taking temperature readings
- Secure ventilation and all openings to fire area
- Stop cargo transfer, bunkering or dangerous cargo operations on the vessel and waterfront facility

Fixed fire suppression systems
- Water spray or sprinkler systems
- Foam systems
- HALON localized and total flooding systems
- Carbon dioxide localized and total flooding systems
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

- Dry chemical systems, twin agent systems
- Steam smothering
- Fixed monitors
- Inert gas systems

Fire attack
- Establish water supply to vessel
- Consider pros and cons of using shipboard fire main system; supplement ship’s fire main system with shoreside water and pressure using international shore connection
- Mobilize and position sufficient personnel and hoselines, appliances, and extinguishing agents to control and extinguish fire
- Coordinate ventilation of fire area with fire attack
- Identify emergency gear and damage control lockers and contents for potential use
- Use minimum amounts of water to accomplish task
- Take actions to remove/dewater fire fighting water
- Monitor vessel stability throughout incident

Ventilation
- Be aware of bulkhead, deck and door failures that may impact ventilation efforts
- Identify remotely operated watertight and fire doors

Salvage and overhaul
- Deploy boom around the vessel or incident scene to contain debris and pollution
- Set fire watch and begin overhaul and fire cause investigation
8550 Tactical Fire Fighting Guidelines by Type of Space

The following general tactics apply in all situations:

- Account for personnel, perform search and rescue with primary and secondary searches and evacuate endangered persons
- Conduct reconnaissance with thermal imaging cameras
- Establish and communicate escape paths from the vessel or area
- Set fire boundaries on all six sides, protect exposures
- For small or incipient fires, use portable or semi-portable extinguishers of appropriate extinguishing medium, automatic sprinklers or fixed suppression systems
- Protect exposures/prevent fire spread
- For fully involved medium or large fires, provide a minimum of two fire hose teams and conduct a coordinated attack of the fire
- For fires involving fuels, secure the source of fuel using cutoff valves or remotely operated cutoff valves
- Conduct salvage, overhaul and investigation

Specific tactics dependent on the scenario are addressed in more detail below. As the scope of the fire progresses, it is assumed that steps listed in smaller fire scenarios have already been taken.

8550.1 Accommodation-Space Fires

Fully developed fires
- Use proper entry procedures
- Locate the seat of the fire
- Attack from upwind
- Coordinate ventilation with fire attack efforts
- Use direct / indirect attack methods as warranted

Large accommodation space fires
- Extinguish / control the fire compartment by compartment
- Have properly equipped backup / relief teams ready to relieve attack teams
- Maintain a continuous fire suppression effort until the fire is controlled
- Consider vessel stability and the need for dewatering
- Fight fire from outside the involved area through existing openings
- Consider making holes where needed and practical to apply suppression agents. Coordinate this action with a vessel representative.

8550.2 Galley Fires

Small fires
- Isolate power and/or heat source at cooking equipment
- Isolate power at breaker box or appropriate electrical panel
- Secure fuel supply (i.e. external LPG source)
- Ensure all openings are secure, to include dumbwaiter systems and serving doors
- Smother fire with lids or fire blankets
- Check vent hood and duct systems for fire extension
- Let equipment cool
Medium Fires
- Secure/close dampers and exhaust ducts
- Shut down exhaust fans

Large Fires
- Open and inspect entire hood and duct system, including areas where ductwork passes through and terminates, and check for fire extension and spread
- Open the involved hood and duct system if fire was not controlled with a fixed suppression system and extinguish with agents

8550.3 Engine Room / Machinery Space Fires

Small Spraying, Three Dimensional/Pressurized Liquid Class B Fires
- Address safety considerations before making the attack
- Isolate electrical power
- Contain fuel runoff

Small Bilge Liquid Spill Class B Fires
- Control the fire/fuel spread through the bilge

Small Electrical Class C Fires
- Isolate power if possible

Medium Fires
- Secure electrical power, and engines or other machinery in the space
- Attack the fire with properly protected and equipped fire hose teams. If determined that access is necessary, teams should enter together through the same point of entry.
- Attack the fire from the lowest point possible
- Control ventilation to the advantage of the fire teams

Large Fires
- Prepare to activate the fixed fire suppression system for the affected space if not already activated
- Evacuate the space
- Shut down ventilation. Close all vents, doors, and hatches.
- Provide boundary cooling. Inert adjacent spaces if possible.
- Use qualified vessel personnel to activate the fixed fire suppression system
- Check for proper fixed fire suppression system activation and application
- Monitor interior conditions and temperatures
- Where a fixed suppression system has been used, allow for a proper waiting time period which may be hours or days
- Reload fixed systems after use so they may be re-used if needed
- Do not open the space until there is no question that the fire is extinguished and that cooling has occurred
- Perform overhaul after the fire is extinguished and adequate cooling has taken place. Enter the space in full personal protective equipment and SCBA.
- Open the space and ventilate
- If the fixed fire suppression system did not succeed in controlling the fire, reevaluate the situation and develop a new strategy
- Continue defensive actions
- Close the space, set fire boundaries, cool boundary bulkheads and decks, and move combustibles away from fire boundaries
- Make preparations for a coordinated fire attack and the possible use of foam or other agents
- Do not commence a foam attack unless sufficient quantities of foam are immediately available. Be
prepared with twice the amount of anticipated foam.

8550.4 Stack / Economizer Fires

Additional information is needed on this subject.

8560 Tactical Guidelines by Type of Vessel

The information contained within this section may be combined with information existing in section 8550.

8560.1 Bulk and Break Bulk Vessel Fires

Small Fires
- Approach from lowest point possible
- Provide a minimum of two fire hose teams

Medium and Large Fires
- Prepare to activate fixed fire suppression systems if available
- Use qualified vessel personnel to activate the fixed fire suppression system
- Continue efforts in the event the fixed fire suppression system fails to extinguish the fire
- Provide boundary cooling
- Determine the best extinguishing procedures for the cargo type
- After assessing stability situation, consider filling tanks to improve stability
- Provide cooling streams over the hatch covers
- Flood or soak the involved material with the appropriate extinguishing agent after ruling out water reactivity issues
- Continue efforts in the event the extinguishing agent is not possible, available or successful
- Close holds, set fire boundaries and provide boundary cooling where possible
- Consider relocating the vessel to the nearest appropriate facility for handling the type of cargo and remove involved cargo. The COTP must grant permission for this action to occur.
- Monitor temperatures in adjacent compartments

8560.2 Container Vessel Fires

Small Fires – External to Containers
- If possible and safe to do so, remove affected containers to the dock
- Use qualified vessel personnel to isolate power to the affected area (if appropriate)
- Extinguish the fire with portable fire extinguishers if possible
- Secure fuel and power to the involved container

Large Fires – Any Involved Container
- Identify cargo in the affected and surrounding area, below hatch covers and in holds/bays
- Use qualified vessel personnel to isolate the hold/bay. Secure all openings
- Use qualified vessel personnel to activate the fixed fire suppression system
- Set fire boundaries. Inert adjacent spaces if possible
- For hatchless container vessels or where containers on deck are above the hatch covers, consider a defensive attack
- Make access if possible
- Cool the container if possible. Cool on all sides. Consider using unmanned, remote fire streams.
8560.3 Ro/Ro and Car Carrier Fires

Small Fires
- Evacuate passengers if aboard to a safe area
- Use portable extinguishers to control a fire in individual vehicles that are partially involved
- Provide a minimum of two fire hose teams
- Use short bursts of agent and reassess situation after application
- Assess ventilation systems for use
- Be alert for potential running fire
- Disconnect the batteries on burned vehicles
- Use absorbents to control fuel, lubricating oil and transmission fluid spills
- Stay clear of vehicle bumpers, shock absorbers and air bags
- Approach from upwind on an open deck

Medium Fires
- Access vehicles using the easiest route possible
- Approach vehicles with a fire stream in operation
- Consider the use of fixed fire suppression systems

Large Fires
- Account for personnel, perform search and rescue and evacuate endangered persons
- Confine the fire
- If vessel is underway, consider turning the vessel and opening doors to take advantage of the wind
- Use qualified vessel personnel to activate the fixed fire suppression system

8560.4 Tank Vessel Fires

Small Fires
- Approach from upwind when a fire is on deck
- Use foam or dry chemical fire extinguishers
- Use qualified vessel personnel to secure applicable valves to stop any leaks
- Contain spills; capture leaking material if possible
- Shut down cargo pumps, both on the vessel and at the receiving waterfront facility
- Recover/absorb spilled product

Medium Fires
- Extinguish or control the fire using one or two monitors. Sweep burning liquids off the deck with foam monitors to minimize the size of a fire before applying foam.
- Use foam for spill fires
- Use foam and dry chemical combination attack for spraying liquid and spill fires
- Foam the fire area until the fuel pressure drops, then extinguish the residual fire with dry chemical. Cool and maintain a foam blanket to prevent re-ignition.

Large Fires
- Use hose streams, foam monitors, and fixed fire suppression systems to protect the superstructure and other exposures until the fire burns out
- If vessel is underway, turn the vessel to take advantage of the wind
- Apply a foam blanket inside tanks with a fixed fire suppression system or fire hoses. Press up the foam blanket by filling the tank with cargo or water.
- Use good foam conservation and application techniques when confronted with limited foam supplies

Flammable/Combustible Liquid Fires on Deck
- Shut down cargo transfer systems
- Contain the liquid then deploy foam in sufficient quantities to maintain an unbroken surface
- Consider supplementing foam lines with shipboard foam systems
- Consider use of shipboard dry chemical or twin agent systems
- Deploy containment boom around the vessel to contain spilled liquid

8560.5 Gas Carrier Fires

Liquefied Natural Gas Fires

- CAUTIONS
  - LNG vapors rise
  - Control vapor releases until the situation has stabilized and all the LNG has been vaporized
  - Stay out of the vapor cloud
  - Do not use water as a primary source for combating a LNG fire. However, use a water fog pattern to protect firefighters from radiant heat as they advance to apply dry chemical agents or foam to the fire.
  - Collect additional size up information to include:
    - Spill rate
    - Status of vapor cloud
    - Atmospheric conditions
    - Status of vessel’s fixed fire suppression systems
  - Identify, remove or minimize all possible sources of ignition
  - Initiate vapor control procedures by using high expansion foam or by application of water to the vapor cloud using a fog pattern
  - Do not apply water fog directly on a pool of LNG because the water will warm the liquid and increase the rate of vaporization, a straight stream applied to a pool of LNG can cause a rapid phase transition/explosion.
  - Extinguish LNG fires only after the fuel source is secured unless:
    - Fire creates a severe life safety hazard
    - It is necessary to gain access to the leakage source or a shutoff valve
    - Heat radiated from the fire threatens adjacent structures and equipment with thermal failure
    - Fire in a specific location is considered more hazardous than a drifting cloud of LNG vapors

Liquefied Petroleum Gas Fires

- CAUTIONS
  - LPG vapors sink
  - Allow gas vapors to burn until the leak can be controlled
  - Use control techniques to minimize a BLEVE
  - Withdraw personnel to a safe area if BLEVE is anticipated
  - Approach the fire or leak from upwind and upgrade or at right angles if the vessel has trim or list
  - Consider the use of fixed fire suppression systems installed on the vessel to protect exposed structures and piping
  - Use water fog on the vapor cloud to disperse the vapors and reduce vapor concentrations below the lower explosive limit
  - Use narrow fog patterns to redirect the vapor cloud and prevent it from reaching ignition sources
  - Indications of a BLEVE include:
    - Direct flame impingement on the tank in the vapor space on the tank
    - Discoloration of the tank
    - Damage to the tank
    - A bulge forming on the shell of the container
    - Flame from the tank’s fusible plug or relief valve
    - Increasing flame height and pitch of sound coming from the tank
8560.6 Miscellaneous / Small Craft Fires

Recreational / Commercial Fishing Vessels / Towing Vessels
- Consider using portable extinguishers
- Consider use of small fire hoses, foam, floating pumps and piercing nozzles
- Assess exposures
- Continually assess vessel stability and monitor amounts of fire fighting water used
- Do not cut moored vessels free unless permission from the COTP has been received
8570 Communications

8570.1 Shore Communications

The on-scene frequency for shoreside communications will be that of the responding fire department. The Incident Commander will designate the 800 MHz group used if not already set forth by mutual aid agreements.

All involved fire department units will preface their normal radio call sign with the fire department they represent to facilitate identification of both equipment and personnel.

The fire department of the Incident Commander will maintain circuit discipline for all shoreside communications.

8570.2 Marine Communications

The Coast Guard will enforce marine circuit discipline. When waterside operations are conducted in conjunction with shoreside operations, a communications liaison between the VHF-FM and 800 MHz systems will be established. This may be accomplished by placing VHF-FM or 800 MHz radios at the Forward Command Post or on board responding vessels. Additionally, local Emergency Management Agencies may have compatible radios that can be brought on-scene to facilitate communication efforts.

The primary VHF-FM frequency for all Coast Guard and supporting vessels involved with fire fighting operations will be 22A (157.100 MHz).

Additional frequencies and their primary purposes are outlined as follows:

- **Channel 13 (156.65 MHz)** Ship bridge-to-bridge navigation frequency.
- **Channel 16 (156.800 MHz)** International distress and calling frequency. The United States Coast Guard monitors this frequency 24 hours a day.
- **Channel 21A (157.050 MHz)** Intra Coast Guard working frequencies and are not authorized for civilian use.
- **Channel 22A (157.100 MHz)** Coast Guard and non-Coast Guard vessels working frequency.
- **Channel 23A (157.150 MHz)** Intra Coast Guard working frequency and is not authorized for civilian use.
- **Channel 81A (157.075 MHz)** for marine pollution incidents. U.S./Canadian mobile units joint command control surveillance working frequency.
- **Channel 83A (157.175 MHz)** Coast Guard Command and Control.

8570.3 Shipboard Communication Equipment

Vessels employ different methods of communications and what exists on board one vessel may be completely different from another. Among the communication devices you may see on board are: handheld radios, telephone systems and sound powered telephone systems. Provided the shipboard systems are operational, they may be preferred over radio systems as interference is almost certain to occur with 800 mHz or VHF radio systems.
8600 Coordination Instructions

IN ALL CASES, THE NATIONAL INCIDENT MANAGEMENT SYSTEM IS TO BE FOLLOWED AS THE PRINCIPLE GUIDING RESPONSE DOCTRINE.

8610 Command and Control

The following procedures should be followed when responding to a marine fire:

- The first local shore based fire fighting unit on scene will assume Incident Commander status until properly relieved. The fire department within whose jurisdiction the fire lies will assume responsibility for the fire fighting effort, designate the Incident Commander and establish a Command Post, Staging Area, and Traffic Plan, if required. The Incident Commander responsibility cannot be transferred outside of the affected jurisdiction. The COTP will retain command of Coast Guard assets and personnel.

- In areas where a vessel is underway or at anchor such that jurisdiction is not easily determined, the COTP shall assume the role as Incident Commander and shall, in consultation with the responding fire department, ship's owner or master, technical advisors, and pilots, direct the movement of a burning vessel to a location which will minimize the impact to the port, other vessels, waterfront facilities, and inhabited areas, and also provide the best location to stage fire fighting efforts.

- All fire fighting forces responding will arrive at a staging area and report to the staging area manager. All fire fighting forces, regardless of source, are under the direction of the Incident Commander or Unified Command. Generally, individual fire fighting units will be assigned to specific deck areas or tasks. Units should not be split unless absolutely necessary. Assignments should be made in consideration of expertise. For vessel fires, a ship's officer should be assigned to each team if possible. The Incident Commander should, with assistance from the local police and/or sheriff, establish traffic control for responding units, sightseeing crowds, and media influx.

- The Incident Commander shall consider activation of additional mutual aid agreements if there appears to be a need for resources and assistance outside existing mutual aid agreements.

- The responding Incident Commander, in consultation with the COTP and county emergency management agency, shall consider activation of the county EOC if it appears that assistance or planning will exceed the capabilities of the Command Post or require long term planning.

- Technical advisors shall be assembled at the Command Post. Senior representatives from assisting departments or agencies shall be consulted to best determine options and methods of a coordinated effort and to develop the best plan for future activities. Activation of members from the Coastal Georgia Marine Fire Fighting Group may be necessary to assist with planning, response operations or resource acquisition.

- There will probably be a delay in assemblage at the Command Post and in coordination with forces outside "normal" emergency response scenarios. An immediate response to assess the situation and actions needed to minimize the threat to life and property should not be delayed during this period.

- The Coast Guard will manage marine traffic as necessary during burning ship movements and may establish and enforce safety zones.
• Life safety is the primary consideration. To the maximum extent possible, additional consideration must be given to pollution prevention and control measures at all times. The COTP is the predesignated FOSC pursuant to the National Oil and Hazardous Substance Pollution Contingency Plan and will be in charge of these measures.

• Shoreside security and safety control at involved waterfront facilities is the responsibility of the facility manager and local police departments, subject to COTP requirements.

8620 Notifications

Notification of other agencies and affected entities is the first step in facilitating external communications. As the situation warrants, the Incident Commander is to notify the appropriate Emergency Management Agency of the situation. The COTP will make notifications to nearby waterfront facilities, vessel pilots, maritime organizations, and other agencies.

Annex D provides an initial framework for critical notifications.

8630 Coordination with Special Forces

Certain special forces may be available either through consultation or on-scene response. The following listing provides information on the type of special force and the method for obtaining its service. Coordination of special forces may be performed through a liaison officer, or in such absence, through the Incident Commander or Unified Command. Members of special forces should be integrated into the incident command organizational structure.

• Salvage Engineering Response Team (SERT) – A branch of the Coast Guard based in Washington D.C. There is a 24 hour duty officer who can assist in damage stability. The FOSC activates SERT through the submission of a Rapid Salvage Survey Form, which is included in Annex E. SERT can be contacted through the following mechanisms:
  - Salvage Team Duty Officer cell phone: (202) 327-3985
  - Duty e-mail: SERT.Duty@uscg.mil
  - Salvage Team Leader cell phone: (202) 327-3987

• National Strike Force (NSF) – Also known as the Coast Guard Strike Teams. There are three teams located throughout the U.S., with the Gulf Strike Team, located in Mobile, Alabama, being the designated team for Georgia. The Strike Team can bring oil and hazardous material response and monitoring equipment, provide technical advice on rigging, liquid pumping and pollution countermeasures. The Strike Teams are the only USCG unit that can respond in a level A capacity. Response times for personnel and equipment varies from several hours to a day. The FOSC activates the NSF by contacting the Gulf Strike Team directly. Funding for NSF support is provided through the OSLTF or CERCLA funds.

• National Oceanic and Atmospheric Administration (NOAA) Scientific Support Coordinator (SSC) – The NOAA SSC provides direct support to the USCG in the areas of oil and chemical spill modeling, resources at risk, weather, tides and currents, chemical reactivity analysis. The NOAA SSC is based in Miami, Florida but is available 24 hours per day by telephone. The NOAA SSC serves mainly as an advisor to the FOSC, but in certain cases can act as a resource trustee and is a critical member of Regional Response Team (RRT) IV. RRT IV can provide guidance to the FOSC during oil and hazardous material response operations. The FOSC activates the NOAA SSC by contacting the SSC directly. Funding for on site support by the NOAA SSC is provided through the OSLTF or CERCLA funds.

• Georgia Mutual Aid Group – Refer to section 8360.5 of this plan for further information on GMAG.
8640 Termination of Response Activities

Once response operations have begun they shall not be terminated until the fire is extinguished and the situation is under control. Termination of resources shall be by mutual agreement between Incident Commander and COTP, or Unified Command if established. Should there be a pollution incident or threat of one along with the fire, fire department resources may be released once the fire is extinguished and their assistance is no longer needed. This termination should also be a mutual agreement between Incident Commander and the COTP if a Unified Command has not been established.

8650 Resolution of Disputes

Disputes should be resolved through agreement of the Unified Command. Disputes pertaining to fire ground operations should be resolved by the senior fire officer present with responsibility in the affected jurisdiction. Disputes pertaining to port safety and security operations should be resolved by the COTP. All unresolved safety concerns shall be brought to attention of Unified Command through the designated Safety Officer for the incident.
8700 Procedures for Review and Update

This plan will be reviewed and updated annually. The COTP will be responsible for initiating the review. Comments and suggestions from the fire fighting community are welcome at any time, and will be considered in the review process.

As a minimum, all phone numbers, names, pre-designations, and the compiled data in the annexes will be updated. However, involved agencies should contribute to a continuing discussion and review of substantive issues.

The annual review will usually occur during the first quarter of each calendar year.
8800 Training and Drills

Part of every effective contingency plan is the design and implementation of a training program. Actual live shipboard fire fighting experience is, fortunately, rarely encountered by fire department or Coast Guard personnel. Therefore, to overcome apprehensions and establish confidence, a systematic training program is essential.

Although this plan identifies responsibilities and the location of available equipment to enhance fire fighting capabilities, the establishment of a comprehensive marine fire-fighting training program with an annual drill is a key element to the success of this plan. An effective training program outlines response arrangements, teaches the operation of shipboard fire fighting equipment, explains general shipboard construction and layout, and discusses common fire fighting techniques used on vessels and facilities. The use of case histories help illustrate important points.

The importance of cooperation and cross training between Coast Guard units and local fire departments cannot be overemphasized. Personnel become familiar with each other’s equipment and methods that will facilitate rapid response action and communication during actual fires. This will help create an integrated fire fighting system ensuring the best possible protection for the port area. See Annex I for Vessel Familiarization Program details.

An annual drill will be conducted to test the adequacy of this plan. The working group will propose a scenario for each drill, as well as a timetable for drill events. This planning will be conducted in consultation and cooperation with agencies identified within this plan as having responsibilities or assets necessary to the fire fighting effort. The exercise will, at a minimum, test response communications and pose challenging situations that may prove to be major problem areas. Possible scenarios include a passenger vessel fire involving the evacuation and medical treatment of a large number of people; a fire on a bulk petroleum carrier or a containership; a fire on a vessel at anchor; or a fire at a less accessible facility. Exercises generally shall be conducted during the day, but nighttime exercises will be considered. The drill will be the basis for the annual updating of this plan through a post drill critique. Individual agencies participating in the exercise will be responsible for funding their own participation and should consider this in their training budget.
8900 Emergency Funding for Operations

The owner or operator of the source of fire, whether it be on a facility or vessel, is responsible for the financial costs associated with marine fire fighting. During the initial phases of the fire response, each responding entity maintains their own cost accounting using their established organizational procedures. In the event of a large incident, which extends into a long period of response, the Incident Commander or Unified Command may activate a Finance Section.

A marine fire may lead to the release of harmful quantities of oil or hazardous substances. Dependent on the severity of the fire, the FOSC can access either the Oil Spill Liability Trust Fund (OSLTF) or the Comprehensive Environmental Response, Compensation & Liability Act Fund (CERCLA) to fund all appropriate measures of response in order to mitigate or prevent a release into the environment. In the most severe of circumstances, it may be appropriate for the FOSC to fund fire fighting resources if the Responsible Party has not taken adequate or appropriate actions.
Annex A – Abbreviations

ACP  Area Contingency Plan
AIWW  Atlantic Intracoastal Waterway
CERCLA  Comprehensive Environmental Response, Compensation and Liability Act
CFR  Code of Federal Regulations
CO$_2$  Carbon Dioxide
COTP  Captain of the Port
CWA  Clean Water Act
EMA  Emergency Management Agency
EMS  Emergency Medical Services
EOC  Emergency Operations Center
FOSC  Federal On-Scene Coordinator
FSS  International Code for Fire Safety Systems
GMAG  Georgia Mutual Aid Group
IC  Incident Commander
ICP  Incident Command Post
JIC  Joint Information Center
LHG  Liquefied Hazardous Gas
LNG  Liquefied Natural Gas
MSC  Marine Safety Center
NFPA  National Fire Protection Association
NIMS  National Incident Management System
NOAA  National Oceanic and Atmospheric Administration
NSF  National Strike Force
NTVRP  Non-Tank Vessel Response Plan
OPA  Oil Pollution Act of 1990
OSLTF  Oil Spill Liability Trust Fund
PWSA  Ports and Waterways Safety Act
MSU  Marine Safety Unit
M/V  Motor Vessel
RNA  Regulated Navigation Area
RoRo  Roll on / Roll off Vessel
RP  Responsible Party
SCBA  Self-Contained Breathing Apparatus
SERT  Salvage Engineering Response Team
SOPEP  Shipboard Oil Pollution Emergency Plan
SSC  Scientific Support Coordinator
SUPSALV  Supervisor of Salvage
UC  Unified Command
USACE  U.S. Army Corps of Engineers
U.S.C  United States Code
USCG  U.S. Coast Guard
T/V  Tank Vessel
VRP  Vessel Response Plan
Annex B – Definitions

Area Contingency Plan – Federally mandated plan that is to help coordinate multi-agency response operations to emergency situations pertaining to oil spills, hazardous material releases, and marine fires.

Captain of the Port – The U.S. Coast Guard officer designated with the responsibility to ensure port safety.

Dead ship – a vessel with no shipboard power.

Responsible Party – For a vessel, the owner, operator, master or designee. For a waterfront facility, the owner or operator of that facility.

Safety broadcast notice to mariners – A radio broadcast made by the U.S. Coast Guard over a VHF marine band frequency.

Safety / Security Zones, Regulated Navigation Area – A regulatory action taken by the U.S. Coast Guard that either limits or controls vessel and person access to a portion of a waterway.
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

Annex C – Salvage and Marine Fire Fighting Regulations – 33 CFR Subpart I

Federal Register / Vol. 73, No. 251 / Wednesday, December 31, 2008 / Rules and Regulations 80649

(k) Reserved.
(l) §155.1020 Definitions.
(m) Oil spill removal organization (OSRO) means an entity that provides oil spill response resources.
(n) §155.1060 Response plan development and evaluation criteria for vessels carrying groups I through IV petroleum oil as a primary cargo.
(o) §155.4015 Vessel owners and operators who must follow this subpart.
(p) §155.4020 Complying with this subpart.
(q) §155.4025 Definitions.
(r) §155.4035 Salvage, including lighterage and marine firefighting requirements are found in subpart I of this part.
(s) §155.4040 Salvage and Marine Fire Fighting Subpart I—Salvage and Marine Fire Fighting

**Subpart I—Salvage and Marine Fire Fighting**

§155.4010 Purpose of this subpart.
(a) The purpose of this subpart is to establish specified criteria, plan salvage and marine firefighting requirements for vessels, that are carrying group I–IV oils, and that are required by §155.1015 to have a vessel response plan. Salvage and marine firefighting actions can save lives, property, and prevent the escalation of potential oil spills to worst case discharge scenarios.
(b) A planholder must ensure by contract or other approved means that response resources are available to respond. However, the response criteria specified in the regulations (e.g., quantities of response resources and their arrival times) are planning criteria, not performance standards, and are based on assumptions that may not exist during an actual incident, as stated in 33 CFR 155.1010. Compliance with the regulations is based upon whether a covered response plan contains the adequate response resources are available, not on whether the actual performance of those response resources after an incident meets specified arrival times or other planning criteria. Failure to meet specified criteria during an actual spill response does not necessarily mean that the planning requirements of the Federal Water Pollution Control Act (FWPCA) (33 U.S.C. 1251–1376) and regulations were not met. The Coast Guard will exercise its enforcement discretion in light of all facts and circumstances.

§155.4015 Vessel owners and operators who must follow this subpart.
You must follow this subpart if your vessel carries group I–IV oils, and is required by §155.1015 to have a vessel response plan.

§155.4020 Complying with this subpart.
(a) If you have an existing approved vessel response plan, you must have your vessel response plan updated and submitted to the Coast Guard by June 1, 2010.
(b) All new or existing vessels operating on the navigable waters of the United States or transporting oil in a port or place subject to the jurisdiction of the United States, that meet the applicability requirements of §155.1015, that do not have an approved vessel response plan, must comply with §155.1065.
(c) Your vessel may not conduct oil transfer or transport operations if—
(1) You have not submitted a plan to the Coast Guard in accordance with §155.1065 prior to June 1, 2010;
(2) The Coast Guard determines that the response resources referenced in your plan do not meet the requirements of this subpart;
(3) The contracts or agreements cited in your plan have lapsed or are otherwise no longer valid;
(4) You are not operating in accordance with your plan; or
(5) The plan’s approval has expired.

§155.4025 Definitions.
For the purposes of this subpart, the following definitions apply:
Assessment of structural stability means completion of a vessel’s stability and structural integrity assessment through the use of a salvage software program. The data used for the calculations would include information collected by the on-scene salvage professional. The assessment is intended to allow sound decisions to be made for subsequent salvage efforts. In addition, the assessment must be consistent with the conditions set forth in 33 CFR 155.240 and 155.245, as applicable.
Continental United States (CONUS) means the contiguous 48 States and the District of Columbia. Contact or other approved means is any one of the following:
(i) A written certification that the personnel, equipment, and capabilities required by this subpart are available and under the vessel owner or operator’s direct control. If the planholder has personnel, equipment, and capabilities under their direct control, they need not contract those items with a resource provider.
(ii) An alternative approved by the Coast Guard (Commandant, Director of Prevention Policy (OQP)) and submitted in accordance with 33 CFR 155.1065.
(iii) As part of the contract or other approved means you must develop and sign, with your resource provider, a written funding agreement. This

funding agreement is to ensure that salvage and marine firefighting responses are not delayed due to funding negotiations. The funding agreement must include a statement of how long the agreement is to be effective and must be provided to the Coast Guard for VRF approval. In addition any written agreement with a public resource provider must be included in the planholder’s Vessel Response Plan (VRP).

Diving services support means divers and their equipment to support salvage operations. This support may include, but not be limited to, underwater repairs, welding, placing slings, or performing damage assessments.

Emergency firefighting is the process of transferring oil between two ships or other floating or land-based receptacles in an emergency situation and may require pumping equipment, transfer hoses, fenders, portable barge, shore based portable tanks, or other equipment that circumstances may dictate.

Emergency towing, also referred to as fire towing, means the use of towing vessels that can pull, push or make-up alongside a vessel. This is to ensure that a vessel can be stabilized, controlled or removed from a grounded position.

Towing vessels must have the proper horsepower or bollard pull compatible with the size and tonnage of the vessel to be assisted.

External emergency transfer operations means the use of external pumping equipment placed on board a vessel to move oil from one tank to another, when the vessel’s own transfer equipment is not working.

Emergency firefighting teams means trained firefighting personnel, aside from the crew, with the capability of boarding and combating a fire on a vessel.

External vessel firefighting systems mean firefighting resources (personnel and equipment) that are capable of combating a fire from other than on board the vessel. These resources include, but are not limited to, fire tugs, portable fire pumps, air planes, helicopters, or shore side fire trucks.

Funding agreement is a written agreement between a resource provider and a planholder that identifies agreed upon rates for specific equipment and services to be made available by the resource provider under the agreement. The funding agreement is to ensure that salvage and marine firefighting responses are not delayed due to funding negotiations. This agreement must be part of the contract or other approved means and must be submitted for review along with the VRP.

Great Lakes means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary waters, the Saint Lawrence River as far as Saint Regis, and adjacent port areas.

Heavy lift means the use of a salvage crane, A-frames, hydraulic jacks, winches, or other equipment for lifting, righting, or stabilizing a vessel.

Inland area means the area seaward of the boundary lines defined in 46 CFR part 7, except that in the Gulf of Mexico, it means the area seaward of the lines of demarcation (COLREG lines) as defined in §§ 60.746 through 60.850 of this chapter. The inland area does not include the Great Lakes.

Making temporary repairs means action to temporarily repair a vessel to enable it to be moved to a shipyard or other location for permanent repairs. These services include, but are not limited to, oiling, patching, drill stopping, or structural reinforcement.

Marine firefighting means any firefighting related act undertaken to assist a vessel with a potential or actual fire, to prevent loss of life, damage or destruction of the vessel, or damage to the marine environment.

Marine firefighting pre-fire plan means a plan that outlines the responsibilities and actions during a marine fire incident. The principle purpose is to explain the resource provider’s role, and the support which can be provided, during marine firefighting incidents. Policies, responsibilities and procedures for coordination of on-scene forces are provided in the plan. It should be designed for use in conjunction with other state, regional and local contingency and resource mobilization plans.

Nearshore area means the area extending seaward 12 miles from the boundary lines defined in 46 CFR part 7, except in the Gulf of Mexico. In the Gulf of Mexico, a nearshore area is one extending seaward 12 miles from the line of demarcation (COLREG lines) as defined in §§ 60.746 through 60.850 of this chapter.

Offshore area means the area up to 38 nautical miles seaward of the outer boundary of the nearshore area.

On-site fire assessment means that a marine firefighting professional is on scene, at a safe distance from the vessel or on the vessel, who can determine the steps needed to control and extinguish a fire in accordance with a vessel’s stability and structural integrity assessment if necessary.

On-site salvage assessment means that a salvage professional is on scene, at a safe distance from the vessel or on the vessel, who has the ability to assess the vessel’s stability and structural integrity. The data collected during this assessment will be used in the salvage software calculations and to determine necessary steps to salvage the vessel.

Other refloating methods means those techniques for refloating a vessel used from using pumps. These services include, but are not limited to, the use of pontoons, air bags or compressed air.

Outside continental United States (OCUS) means Alaska, Hawaii, the Commonwealth of Puerto Rico, Guam, American Samoa, the United States Virgin Islands, the Commonwealth of the Northern Mariana Islands, and any other territory or possession of the United States.

Primary resource provider means a resource provider listed in the vessel response plan as the principal entity contracted for providing specific salvage and/or marine firefighting services and resources, when multiple resource providers are listed for that service, for each of the COPP zones in which a vessel operates. The primary resource provider will be the point of contact for the planholder, the Federal On Scene Coordinator (FOSC) and the Unified Command, in matters related to specific resources and services, as required in § 155.4030(a).

Remote assessment and consultation means contacting the salvage and/or marine firefighting resource providers, by phone or other means of communications to discuss and assess the situation. The person contacted must be competent to consult on a determination of the appropriate course of action and initiation of a response plan.

Resource provider means an entity that provides personnel, equipment, supplies, and other capabilities necessary to perform salvage and/or marine firefighting services identified in the response plan, and has been arranged by contract or other approved means. The resource provider must be selected in accordance with § 155.4045(d), and willing to provide the services needed.

Salvage means any act undertaken to assist a vessel in potential or actual danger, to prevent loss of life, damage or destruction of the vessel and release of its contents into the marine environment.

Salvage plan means a plan developed to guide salvage operations except those identified as specialized salvage operations.
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

Special salvage operations plan means a salvage plan developed to carry out a specialized salvage operation, including heavy lift and/or subsurface product removal.

Subsurface product removal means the safe removal of oil from a vessel that has sunk or is partially submerged underwater. These actions can include pumping or other means to transfer the oil to a storage device.

Underwater vessel and bottom survey means having salvage resources on scene that can perform examination and analysis of the vessel’s hull and equipment below the water surface. These resources also include the ability to determine the bottom configuration and type for the body of water. This service can be accomplished through the use of equipment such as sonar, magnetometers, remotely operated vehicles or divers. When divers are used to perform these services, the time requirements for this service apply and not those of diving services support.

§ 155.4030  Required salvage and marine firefighting services to list in response plans.

(a) You must identify, in the geographical-specific appendices of your VRP, the salvage and marine firefighting services listed in Table 155.4030(b)—Salvage and Marine Firefighting Services and Response Timeframes. Additionally, you must list those resource providers that you have contracted to provide these services. You may list multiple resource providers for each service, but you must identify which one is your primary resource provider for each Captain of the Port (COTP) zone in which you operate. A method of contact, consistent with the requirements in § 155.1035(e)(6)(ii) and § 155.1040(e)(5)(ii), must also be listed, in the geographical-specific appendices of your VRP, adjacent to the name of the resource provider.

(b) Table 155.4030(b) lists the required salvage and marine firefighting services and response timeframes.

<table>
<thead>
<tr>
<th>Service</th>
<th>Location of incident response activity timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Salvage</td>
<td>CONUS: nearshore area; inland waters; Great Lakes and OCONUS: &lt; or = 12 miles from COTP city (hours)</td>
</tr>
<tr>
<td>(i) Assessment &amp; Survey:</td>
<td></td>
</tr>
<tr>
<td>(A) Remote assessment and consultation</td>
<td>1</td>
</tr>
<tr>
<td>(B) Begin assessment of structural stability</td>
<td>9</td>
</tr>
<tr>
<td>(C) On-site salvage assessment</td>
<td>6</td>
</tr>
<tr>
<td>(D) Assessment of structural stability</td>
<td>12</td>
</tr>
<tr>
<td>(E) Hull and bottom survey</td>
<td>12</td>
</tr>
<tr>
<td>(ii) Stabilization:</td>
<td></td>
</tr>
<tr>
<td>(A) Emergency towing</td>
<td>12</td>
</tr>
<tr>
<td>(B) Salvage plan</td>
<td>16</td>
</tr>
<tr>
<td>(C) External emergency transfer operations</td>
<td>18</td>
</tr>
<tr>
<td>(D) Emergency lightening</td>
<td>18</td>
</tr>
<tr>
<td>(E) Other re-floating methods</td>
<td>18</td>
</tr>
<tr>
<td>(F) Making temporary repairs</td>
<td>18</td>
</tr>
<tr>
<td>(G) Diving services support</td>
<td>16</td>
</tr>
<tr>
<td>(ii) Specialized Salvage Operations:</td>
<td></td>
</tr>
<tr>
<td>(A) Special salvage operations plan</td>
<td>18</td>
</tr>
<tr>
<td>(B) Subsurface product removal</td>
<td>72</td>
</tr>
<tr>
<td>(C) Heavy lift *</td>
<td></td>
</tr>
<tr>
<td>(2) Marine firefighting</td>
<td>At pier (hours)</td>
</tr>
<tr>
<td>(i) Assessment &amp; Planning:</td>
<td></td>
</tr>
<tr>
<td>(A) Remote assessment and consultation</td>
<td>1</td>
</tr>
<tr>
<td>(B) On-site fire assessment</td>
<td>2</td>
</tr>
<tr>
<td>(ii) Fire Suppression:</td>
<td></td>
</tr>
<tr>
<td>(A) External firefighting teams</td>
<td>4</td>
</tr>
<tr>
<td>(B) External vessel firefighting systems</td>
<td>4</td>
</tr>
</tbody>
</table>

1 Heavy lift services are not required to have definite hours for a response time. The planholder must still contract for heavy lift services, provide a description of the heavy lift response and an estimated response time when these services are required, however, none of the timeframes listed in the table in § 155.4030(b) will apply to these services.

(c) Integration into the response organization. You must ensure that all salvage and marine firefighting resource providers are integrated into the response organizations listed in your plans. The response organization must be consistent with the requirements set forth in §§ 155.1035(d), 155.1040(d) and 155.1045(d).

(d) Coordination with other response resource providers, response organizations and OSROs. Your plan must include provisions on how the salvage and marine firefighting resource providers will coordinate with other response resources, response organizations, and OSROs. For example, you will need to identify how salvage

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Federal Register / Vol. 73, No. 251 / Wednesday, December 31, 2008 / Rules and Regulations 80651

57
and marine firefighting assessment personnel will coordinate response activity with oil spill removal organizations. For services that, by law, require public assistance, there must be clear guidelines on how service providers will interact with those organizations. The information contained in the response plan must be consistent with applicable Area Contingency Plans (ACPs) and the National Oil and Hazardous Substances Pollution Contingency Plan as found in §155.1030(b).

(a) Ensuring the proper emergency towing vessels are listed in your VEP. Your VEP must identify towing vessels with the proper characteristics, horsepower, and bollard pull to tow your vessel(s). These towing vessels must be capable of operating in environments where the winds are up to 40 knots.

(b) Ensuring the proper type and amount of transfer equipment is listed in your VEP. Your salvage resource provider must be able to bring on scene a pumping capability that can offload the vessel’s largest cargo tank in 24 hours of continuous operation. This is required for both emergency transfer and lightening operations.

(c) Ensuring firefighting equipment is compatible with your vessel. Your plan must list the proper type and amount of extinguishing agent needed to combat a fire involving your vessel’s cargo, other contents, and superstructure. If your primary extinguishing agent is foam or water, you must identify resources in your plan that are able to pump, for a minimum of 20 minutes, at least 0.16 gallons per minute per square foot of the deck area of your vessel, or an appropriate rate for spaces that this rate is not suitable for and if needed, an adequate source of foam. These resources described are to be supplied by the resource provider, external to the vessel’s own firefighting system.

(d) Ensuring the proper subsurface product removal. You must have subsurface product removal capabilities if your vessel(s) operates in waters of 40 feet or more. Your resource provider must have the capability of removing cargo and fuel from your sunken vessel to a depth equal to the maximum your vessel operates in up to 150 feet.

§155.4032 Other resource provider considerations.

(a) Use of resource providers not listed in the VEP. If another resource provider, not listed in the approved plan for the specific service required, is to be contracted for a specific response, justification for the selection of that resource provider needs to be provided to, and approved by, the FOSC. Only under exceptional circumstances will the FOSC authorize deviation from the resource provider listed in the approved vessel response plan in instances where that would best affect a more successful response.

(b) Worker health and safety. Your resource providers must have the capability to implement the necessary engineering, administrative, and personal protective equipment controls to safeguard their workers when providing salvage and marine firefighting services, as found in 33 CFR 155.165(e) and 29 CFR 1910.120(q).

§155.4035 Required pre-incident information and arrangements for the salvage and marine firefighting resource providers listed in response plans.

(a) You must provide the information listed in §§155.105(c) and 155.104(c) to your salvage and marine firefighting resource provider(s).

(b) Marine firefighting pre-fire plan.

(1) You must prepare a vessel pre-fire plan in accordance with NFPA 1405, Guide for Land-Based Firefighters Who Respond to Marine Vessel Fires, Chapter 9 (Incorporation by reference, see §155.140). If the planholder’s vessel pre-fire plan is one that meets another regulation or international standard such as International Convention for the Safety of Life at Sea (SOLAS), a copy of that specific fire plan must also be given to the resource provider(s) and be attached to the VEP.

(2) The marine firefighting resource provider(s) you are required to identify in your plan must be given a copy of the plan. Additionally, they must certify in writing to you that they find the plan acceptable and agree to implement it to mitigate a potential or actual fire.

(3) If a marine firefighting resource provider subcontracts to other organizations, each subcontracted organization must also receive a copy of the vessel pre-fire plan.

§155.4040 Response times for each salvage and marine firefighting service.

(a) You must ensure, by contract or other approved means, that your resource provider(s) is capable of providing the services within the required timeframes.

(1) If your vessel is at the pier or transitioning a COPP zone within the continental United States (CONUS), the timeframes in Table 155.4030(b) apply as listed.

(2) If your vessel is at the pier or transitioning a COPP zone outside the continental United States (OCONUS), the timeframes in Table 155.4030(b) apply as follows:

(i) Inland waters and nearshore area timeframes apply from the COPP city out to and including the 12 mile point.

(ii) Offshore area timeframes apply from 12 to 50 miles outside the COPP city.

(iii) If your vessel transits within an OCONUS COPP zone that is outside the areas described in paragraph (a)(2) of this section, but within the inland waters or the nearshore or offshore area, you must submit in writing, in your plan, the steps you will take to address salvage and marine firefighting needs in the event these services are required.

(b) The timeframe starts when anyone in your response organization receives notification of a potential or actual incident. It ends when the service arrives at the ship, the outer limit of the nearshore area, the outer limit of the offshore area, the 12 or 50-mile point from the COPP city, or a point identified in your response plan for areas OCONUS.

(c) Table 155.4040(c) provides additional amplifying information for vessels transitioning within the nearshore and offshore areas of CONUS or within 50 miles of an OCONUS COPP city.

| TABLE 155.4040(c)—RESPONSE TIMEFRAME END POINTS |

<table>
<thead>
<tr>
<th>Service</th>
<th>Response timeframe ends when</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Salvage:</td>
<td>Salvor is in voice contact with Qualified Individual (Q)/Master/Operator.</td>
</tr>
<tr>
<td>(i) Remote assessment and consultation</td>
<td>A structural assessment of the vessel has been initiated.</td>
</tr>
<tr>
<td>(ii) Begin assessment of structural stability</td>
<td>Salvor on board vessel.</td>
</tr>
<tr>
<td>(iii) On-site salvage assessment</td>
<td>Initial analysis is completed. This is a continual process, but at the time specified an analysis needs to be completed.</td>
</tr>
<tr>
<td>(iv) Assessment of structural stability</td>
<td>Survey completed.</td>
</tr>
<tr>
<td>(v) Hull and bottom survey</td>
<td>Towing vessel on scene.</td>
</tr>
<tr>
<td>(vi) Emergency towing</td>
<td>Plan completed and submitted to Incident Commander/Unified Command.</td>
</tr>
<tr>
<td>(vii) Salvage plan</td>
<td></td>
</tr>
</tbody>
</table>

58
TABLE 155.4040(c)—RESPONSE TIMEFRAME END POINTS—Continued

<table>
<thead>
<tr>
<th>Service</th>
<th>Response timeframe ends when</th>
</tr>
</thead>
<tbody>
<tr>
<td>(viii) External emergency transfer operations</td>
<td>External pumps on board vessel.</td>
</tr>
<tr>
<td>(ix) Emergency lightening</td>
<td>Lightering equipment on scene and alongside.</td>
</tr>
<tr>
<td>(x) Other refloating methods</td>
<td>Salvage plan approved &amp; resources on vessel.</td>
</tr>
<tr>
<td>(xi) Making temporary repairs</td>
<td>Repair equipment on board vessel.</td>
</tr>
<tr>
<td>(xii) Diving services support</td>
<td>Required support equipment &amp; personnel on scene.</td>
</tr>
<tr>
<td>(xiii) Special salvage operations plan</td>
<td>Plan completed and submitted to incident Commander/Unified Command.</td>
</tr>
<tr>
<td>(xiv) Subsurface product removal</td>
<td>Resources on scene.</td>
</tr>
<tr>
<td>(xv) Heavy lift 1</td>
<td>Estimated.</td>
</tr>
</tbody>
</table>

1 Heavy lift services are not required to have a definite hours for a response time. The planholder must still contract for heavy lift services, provide a description of the heavy lift response and an estimated response time when these services are required. However, none of the time limits listed in Table 155.4030(b) will apply to these services.

(d) How to apply the timeframes to your particular situation. To apply the timeframes to your vessel’s situation, follow these procedures:

1. Identify if your vessel operates CONUS or OCONUS.
2. If your vessel is calling at any CONUS pier or an OCONUS pier within 50 miles of a COTP city, you must list the pier location by facility name or city and ensure that the marine firefighting resource provider can reach the locations within the specified response times in Table 155.4030(b).
3. If your vessel is transiting within CONUS inland waters, nearshore or offshore areas or the Great Lakes, you must ensure the listed salvage and marine firefighting services are capable of reaching your vessel within the appropriate response times listed in Table 155.4030(b).
4. If your vessel is transiting within 12 miles or less from an OCONUS COTP city, you must ensure the listed salvage and marine firefighting services are capable of reaching a point 12 miles from the harbor of the COTP city within the nearshore area response times listed in Table 155.4030(b).
5. If your vessel is transiting between 12 and 50 miles from an OCONUS COTP city, you must ensure the listed salvage and marine firefighting services are capable of reaching a point 50 miles from the harbor of the COTP city within the offshore area response times listed in Table 155.4030(b).
6. If your vessel transits inland waters or the nearshore or offshore areas OCONUS, but is more than 50 miles from a COTP city, you must still contract for salvage and marine firefighting services and provide a description of how you intend to respond and an estimated response time when these services are required.
7. When determining adequacy of the resource provider, you must select a resource provider that meets the following selection criteria to the maximum extent possible:
   (1) Resource provider is currently working in response service needed.
   (2) Resource provider has documented history of participation in successful salvage and/or marine firefighting operations, including equipment deployment.
   (3) Resource provider owns or has contracts for equipment needed to perform response services.
   (4) Resource provider has personnel with documented training certification and degree experience (Naval Architecture, Fire Science, etc.).
   (5) Resource provider has 24-hour availability of personnel and equipment, and history of response times compatible with the time requirements in the regulation.
   (6) Resource provider has on-going continuous training program. For marine firefighting providers, they meet the training guidelines in NFPA 1001, 1005, 1021, 1405, and 1561 (Incorporation by reference, see §155.140), show equivalent training, or demonstrate qualification through experience.
   (7) Resource provider has successful record of participation in drills and exercises.
   (8) Resource provider has salvage and marine firefighting plans used and approved during real incidents.
   (9) Resource provider has membership in relevant national and/or international organizations.
   (10) Resource provider has insurance that covers the salvage and/or marine firefighting services which they intend to provide.
   (11) Resource provider has sufficient on board capital to support an operation.
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

80554 Federal Register / Vol. 73, No. 251 / Wednesday, December 31, 2008 / Rules and Regulations

(12) Resource provider has equipment and experience to work in the specific regional geographic environment(s) that the vessel operates in (e.g., bottom type, water turbidity, water depth, sea state and temperature extremes).

(13) Resource provider has the logistical and transportation support capability required to sustain operations for extended periods or time in arduous sea states and conditions.

(14) Resource provider has the capability to implement the necessary engineering, administrative, and personal protective equipment controls to safeguard the health and safety of their workers when providing salvage and marine firefighting services.

(15) Resource provider has familiarity with the salvage and marine firefighting protocol contained in the local ACPs for each COTP area for which they are contracted.

(c) A resource provider need not meet all of the selection criteria in order for you to choose them as a provider. They must, however, be selected on the basis of meeting the criteria to the maximum extent possible.

(d) You must certify in your plan that these factors were considered when you chose your resource provider.

§ 155.4052 Drills and exercises.

(a) A vessel owner or operator required by §§ 155.1035 and 155.1040 to have a response plan shall conduct exercises as necessary to ensure that the plan will function in an emergency. Both announced and unannounced exercises must be included.

(b) The following are the minimum exercise requirements for vessels covered by this subpart:

(1) Remote assessment and consultation exercises, which must be conducted quarterly;

(2) Emergency procedures exercises, which must be conducted quarterly;

(3) Shore-based salvage and shore-based marine firefighting management team tabletop exercises, which must be conducted annually;

(4) Response provider equipment deployment exercises, which must be conducted annually.

§ 155.4055 Temporary waivers from meeting one or more of the specified response times.

(a) You may submit a request for a temporary waiver of a specific response time requirement, if you are unable to identify a resource provider who can meet the response time.

(b) Your request must be specific as to the COTP zone, operating environment, salvage or marine firefighting service, and response time.

(c) Emergency lightering requirements set forth in § 155.4001(b) will not be subject to the waiver provisions of this subpart.

(d) You must submit your request to the Commandant, Director of Prevention Policy (CG–54), via the local COTP for final approval. The local COTP will evaluate and comment on the waiver before forwarding the waiver request via the District to the Commandant (CG–54) for final approval.

(e) Your request must include the reason why you are unable to meet the time requirements. It must also include how you intend to correct the shortfall, the time it will take to do so, and what arrangements have been made to provide the required response resources and their estimated response times.

(f) Commandant, Director of Prevention Policy (CG–54), will only approve waiver requests up to a specified time period, depending on the service addressed in the waiver request, the operating environment, and other relevant factors. These time periods are listed in Table 155.4055(g).

(g) Table 155.4055(g) lists the service waiver time periods.

<table>
<thead>
<tr>
<th>Service</th>
<th>Maximum waiver period (years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Remote salvage assessment &amp; consultation</td>
<td>0</td>
</tr>
<tr>
<td>(2) Remote firefighting assessment &amp; consultation</td>
<td>0</td>
</tr>
<tr>
<td>(3) On-site salvage &amp; firefighting assessment</td>
<td>1</td>
</tr>
<tr>
<td>(4) Hull and bottom surveys</td>
<td>2</td>
</tr>
<tr>
<td>(5) Salvage stabilization services</td>
<td>3</td>
</tr>
<tr>
<td>(6) Fire suppression services</td>
<td>4</td>
</tr>
<tr>
<td>(7) Specialized salvage operations</td>
<td>5</td>
</tr>
</tbody>
</table>

(b) You must submit your waiver request 30 days prior to any plan submission deadlines identified in this or any other subpart of part 155 in order for your vessel to continue oil transport or transfer operations.

Dated: December 17, 2008.

Brian M. Salerno,
Bureau Chief, U.S. Coast Guard, Assistant Commandant for Marine Safety, Security and Stewardship.

[FR Doc. E9–30094 Filed 12–30–08; 8:35 am]

BILLING CODE 4910–15–P
## Salvage and Marine Firefighting Services and Response Timeframes

Table 155.4030(b)—Salvage and Marine Firefighting Services and Response Timeframes

<table>
<thead>
<tr>
<th>Service</th>
<th>Location of incident response activity timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Salvage</td>
<td>CONUS: nearshore area; inland waters; Great Lakes; and OCONUS: &lt; or = 12 miles from COTP city (hours)</td>
</tr>
<tr>
<td>(i) Assessment &amp; Survey:</td>
<td></td>
</tr>
<tr>
<td>(A) Remote assessment and consultation</td>
<td>2</td>
</tr>
<tr>
<td>(B) Begin assessment of structural stability</td>
<td>3</td>
</tr>
<tr>
<td>(C) On-site salvage assessment</td>
<td>6</td>
</tr>
<tr>
<td>(D) Assessment of structural stability</td>
<td>12</td>
</tr>
<tr>
<td>(E) Hull and bottom survey</td>
<td>12</td>
</tr>
<tr>
<td>(ii) Stabilization:</td>
<td></td>
</tr>
<tr>
<td>(A) Emergency towing</td>
<td>4</td>
</tr>
<tr>
<td>(B) Salvage plan</td>
<td>16</td>
</tr>
<tr>
<td>(C) External emergency transfer operations</td>
<td>1</td>
</tr>
<tr>
<td>(D) Emergency lightering</td>
<td>1</td>
</tr>
<tr>
<td>(E) Other refloating methods</td>
<td></td>
</tr>
<tr>
<td>(F) Making temporary repairs</td>
<td>2</td>
</tr>
<tr>
<td>(G) Diving services support</td>
<td>3</td>
</tr>
<tr>
<td>(iii) Specialized Salvage Operations:</td>
<td></td>
</tr>
<tr>
<td>(A) Special salvage operations plan</td>
<td>18</td>
</tr>
<tr>
<td>(B) Subsurface product removal</td>
<td>72</td>
</tr>
<tr>
<td>(C) Heavy lift(^1)</td>
<td>Estimated</td>
</tr>
<tr>
<td>(2) Marine firefighting</td>
<td>At pier (hours)</td>
</tr>
<tr>
<td>(i) Assessment &amp; Planning:</td>
<td></td>
</tr>
<tr>
<td>(A) Remote assessment and</td>
<td>1</td>
</tr>
</tbody>
</table>
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

<table>
<thead>
<tr>
<th>consultation</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>(B) On-site fire assessment</td>
<td>2</td>
<td>4</td>
</tr>
</tbody>
</table>

(ii) *Fire Suppression:*

| (A) External firefighting teams | 4 | 3 | 5 |
| (B) External vessel firefighting systems | 4 | 3 | 5 |

¹Heavy lift services are not required to have definite hours for a response time. The planholder must still contract for heavy lift services, provide a description of the heavy lift response and an estimated response time when these services are required, however, none of the timeframes listed in the table in §155.4030(b) will apply to these services.
# Response Timeframe End Points

Table 155.4040(c)—Response Timeframe End Points

<table>
<thead>
<tr>
<th>Service</th>
<th>Response timeframe ends when</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Salvage:</td>
<td></td>
</tr>
<tr>
<td>(i) Remote assessment and consultation</td>
<td>Salvor is in voice contact with Qualified Individual (QI)/Master/Operator.</td>
</tr>
<tr>
<td>(ii) Begin assessment of structural stability</td>
<td>A structural assessment of the vessel has been initiated.</td>
</tr>
<tr>
<td>(iii) On-site salvage assessment</td>
<td>Salvor on board vessel.</td>
</tr>
<tr>
<td>(iv) Assessment of structural stability</td>
<td>Initial analysis is completed. This is a continual process, but at the time specified an analysis needs to be completed.</td>
</tr>
<tr>
<td>(v) Hull and bottom survey</td>
<td>Survey completed.</td>
</tr>
<tr>
<td>(vi) Emergency towing</td>
<td>Towing vessel on scene.</td>
</tr>
<tr>
<td>(vii) Salvage plan</td>
<td>Plan completed and submitted to Incident Commander/Unified Command.</td>
</tr>
<tr>
<td>(viii) External emergency transfer operations</td>
<td>External pumps on board vessel.</td>
</tr>
<tr>
<td>(ix) Emergency lightering</td>
<td>Lightering equipment on scene and alongside.</td>
</tr>
<tr>
<td>(x) Other refloating methods</td>
<td>Salvage plan approved &amp; resources on vessel.</td>
</tr>
<tr>
<td>(xi) Making temporary repairs</td>
<td>Repair equipment on board vessel.</td>
</tr>
<tr>
<td>(xii) Diving services support</td>
<td>Required support equipment &amp; personnel on scene.</td>
</tr>
<tr>
<td>(xiii) Special salvage operations plan</td>
<td>Plan completed and submitted to Incident Commander/Unified Command.</td>
</tr>
<tr>
<td>(xiv) Subsurface product removal</td>
<td>Resources on scene.</td>
</tr>
<tr>
<td>(xv) Heavy lift(^1)</td>
<td>Estimated.</td>
</tr>
<tr>
<td>(2) Marine Firefighting:</td>
<td></td>
</tr>
<tr>
<td>(i) Remote assessment and consultation</td>
<td>Firefighter in voice contact with QI/Master/Operator.</td>
</tr>
<tr>
<td>(ii) On-site fire assessment</td>
<td>Firefighter representative on site.</td>
</tr>
<tr>
<td>(iii) External firefighting teams</td>
<td>Team and equipment on scene.</td>
</tr>
<tr>
<td>(iv) External vessel firefighting systems</td>
<td>Personnel and equipment on scene.</td>
</tr>
</tbody>
</table>

\(^1\)Heavy lift services are not required to have definite hours for a response time. The planholder must still contract for heavy lift services, provide a description of the heavy lift response and an estimated response time when these services are required, however, none of the timeframes listed in the table in §155.4030(b) will apply to these services.
Annex D – Contact Listing

Initial Notifications

1. 911 Dispatch

2. U.S. Coast Guard Captain of the Port Savannah

Contact in the following order:
MSU Savannah Operations Center 912-652-4353, option 1
MSU Savannah Incident Management Duty Officer 912-210-2249
Sector Charleston Command Center 843-724-7616 (24 hour live watch)
Critical Incident Communication (major/potential major incident) 1-800-DAD-SAFE

Additional U.S Coast Guard contacts

Station Tybee 912-786-5440
Station Brunswick 912-267-7999

3. Emergency Management Agency (per geographic area)

Chatham Emergency Management Agency 912-201-4500
Glynn County Emergency Management Agency 912-554-7826

4. State Agencies

Georgia Emergency Management Agency 1-800-879-4362
404-635-7000
Georgia Mutual Aid Group (as needed) 1-888-320-1505
404-320-1505
Georgia Department of Natural Resources 404-656-4300

5. Vessel Pilot Organizations (per geographic area)

Savannah Pilot Association 912-236-0226
Brunswick Pilot Association 912-280-9464

6. Towing Companies

Crescent Towing – Savannah 912-236-2571
Moran Towing – Savannah and Brunswick 912-232-8103

7. Other Federal Agencies (as needed)

U.S. Army Corps of Engineers Savannah District 1-800-344-1456
National Oceanic and Atmospheric Administration SCC 206-849-9923
U.S. Department of Interior 404-909-0537
U.S. Fish and Wildlife Service 1-800-344-9453
U.S. National Park Service 912-786-5787
Annex E – Rapid Salvage Survey Form

**Rapid Salvage Survey**

Fill this sheet out as completely as possible, when seeking salvage engineering assistance, and contact the SERT duty member using the contact information listed on page 2 of this document. All fields marked with an “*” are necessary for increased accuracy of salvage calculations. This document can be found by searching for “Salvage Engineering” on the Coast Guard Homeport site at http://homeport.uscg.mil.

Vessel Name: __________________ O.N. & Class Society: __________________

Dimensions: *Length: ______ *Beam: ______ *Depth: ______ (keel to deck)

Vessel Specifics: *Full Load Draft: ______ *Service Speed: ______

*Vessel Type:
- □ Barge Carrier
- □ Tank Ship
- □ Containership
- □ OBO
- □ Barge w/o rake
- □ Bulk Carrier
- □ RO/RO
- □ Other: ______

**Type of Casualty:** (Check all that apply)

- □ Fire
- □ Flooding
- □ Explosion
- □ Sinking
- □ Grounding
- □ Capsizing
- □ Collision/Allision
- □ Oil/HAZMAT spill
- □ Other: ______

Date/Time of Casualty: ______________ Position: Lat. ___________

Long. ______________

**Drafts**

<table>
<thead>
<tr>
<th>Pre-Casualty</th>
<th>Post-Casualty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date/Time Taken: ______________</td>
<td>Date/Time Taken: ______________</td>
</tr>
<tr>
<td>Port</td>
<td>Starboard</td>
</tr>
<tr>
<td>Forward</td>
<td></td>
</tr>
<tr>
<td>Midships</td>
<td></td>
</tr>
<tr>
<td>Aft</td>
<td></td>
</tr>
</tbody>
</table>

**Bottom Type**

- □ Silt/mud
- □ Sand
- □ Coral
- □ Rock
- □ N/A

**Water Depth Information**

- □ Tide changes
- □ River heights
- □ Lake levels

Provide water depth information as applicable:


At Time Of Incident ______ High ______ Low ______ Exp. Total Change ______

Sheet 1 of 2

USCG MSC SERT (REV 9/07)
Annex F – Maps and Facility Information

Aerial photo of Savannah
Aerial photo of Brunswick
Colonial Terminals Inc. (33 CFR 105, 154, 156, 158)

- Address: 101 N. Lathrop Ave. Savannah, GA 31415
- Number of berths: (3)
- Frequency of vessels: (1-3) per day
- Cargo: Diesel, Gasoline #4, #5, and #6 oil, Caustic & Acid Solvents
- Storage Capacity: 1,666,666 - 222,222 Barrels.
Conoco Phillips (33 CFR 105, 154, 156, 158)

- Address: 110 Forbes Road Savannah, GA 31404
- Number of berths: (1)
- Frequency of vessels: (1-2) per month
- Cargo: #6 Residual Fuel Oil (Bunker C) and #2 Fuel(Diesel)
- Storage Capacity: 211,983 Barrels
East Coast Terminal (33 CFR 105, 126, 158)

- Address: 1 Harbor St. Savannah, GA 31401
- Number of berths: (4)
- Frequency of vessels: (10) per month
- Cargo: Bulk/ Break Bulk
- Storage Capacity: 10,000 tons
Nustar Asphalt Refinery (33 CFR 105, 154, 156, 158)

- Address: 881 Foundation Dr. Garden City, GA 31408
- Latitude N 32° 06' 30.06" Longitude W 81° 07' 36.29"
- Number of berths: (1)
- Frequency of vessels: (7-8) per month
- Cargo: Crude Oil, Asphalt, Naphtha, Aliphatic (Light and Medium Oil), #6 Oil
- Storage Capacity: 1,000,000 Barrels
Garden City Terminal (GPA) (33 CFR 105, 126, 158)

- Address: 2 Main Street Garden City, GA 31408
- Number of berths: (8)
- Frequency of vessels: (5) per day
- Cargo: Containerized Cargo (Explosives, Hazmat, and General)
- Storage Capacity: 2.65 million containers
Georgia Power Plant Kraft (33 CFR 105, 154, 156, 158)

- Address: 600 East Bay St. Savannah, GA 31402
- Number of berths: (1)
- Frequency of vessels: (4) per month
- Cargo: #6 Diesel, and Coal
- Storage Capacity: 18,000 Barrels
Georgia Power Plant McIntosh (33CFR 105, 154, 156)

- Address: 981 Old Augusta Rd. Central Rincon, GA 31326
- Number of berths: (1)
- Frequency of vessels: (1) barge per year
- Cargo: #2 Diesel
- Storage Capacity: 126,984 Barrels
Westin Savannah Harbor Golf Resort & Spa (33 CFR 105) Public Access Facility

- Address: 1 Resort Dr. Savannah, GA 31421
- Number of berths: (1)
- Frequency of vessels: (1) per year
- Cargo: Passengers
- Passenger Capacity: 150 passengers or more
Southern States Phosphates (33 CFR 105, 154, 156, 158)

- Address: 1600 East Presidents St. Savannah, GA 31402
- Number of berths: (1)
- Frequency of vessels: (2-4) per year
- Cargo: Molten Sulfur & Sulfuric Acid
- Storage Capacity: 11,000 - 16,000 tons
Vopak (33 CFR 105, 154, 156, 158)

- Address: Turner-Hart Streets Savannah, Georgia 31418
- Number of berths: (1)
- Frequency of vessels: (9) per month
- Cargo: Crude Tall Oil, #2 Diesel, Asphalt, Butyl Acetate, Ethyl Acetate
- Storage Capacity: 109,000 - 317,000 Barrels
Diamond Casino Cruises (33 CFR 105)

- Address: 8010 Tybee Rd. Savannah, GA 31410
- Number of berths: (1)
- Frequency of vessels: (1) daily (P/V Midnight Gambler II)
- Cargo: Passengers
- Passenger Capacity: 150 passengers or more
Colonel's Island (GPA) (33 CFR 105, 158)

- Address: 157 Penniman Cir. Brunswick, GA 31523
- Number of berths: (3)
- Frequency of vessels: (1-2) per day
- Cargo: Ro/Ro terminal/Grain
- Storage Capacity: N/A
Georgia Power Plant McManus (33 CFR 105, 154, 156)

- Address: 1 Crispen Island Brunswick, GA 31523
- Number of berths: (1)
- Frequency of vessels: (1) barge per month
- Cargo: #6 Oil and #2 Oil
- Storage Capacity: 150,000 – 250,000 Barrels
Gisco Inc. (33 CFR 105)

- Address: 221 Magnolia Ave. St. Simon's Island, GA 31522
- Number of berths: (1)
- Frequency of vessels: (1) daily (P/V Emerald Princess II)
- Cargo: Passengers
- Passenger Capacity: 150 passengers or more
GP (Koch) Cellulose LLC Inc. (33 CFR 105, 154, 156)

- Address: 1400 West Ninth St. Brunswick, GA 31520
- Number of berths: (1)
- Frequency of vessels: (7-10) barges per month
- Cargo: #6 Oil
- Storage Capacity: 20,000 Barrels
GP Gypsum (33 CFR 105, 158)

- **Address**: 151 Wahlstrom Rd. Savannah, GA 31404
- **Number of berths**: (1)
- **Frequency of vessels**: (1-3) per month
- **Cargo**: Gypsum Rock
- **Storage Capacity**: 30,000 tons
Logistec Inc. (33 CFR 105, 158)

- Address: 225 Newcastle St. Brunswick, GA 31521
- Number of berths: (4)
- Frequency of vessels: (2) per day
- Cargo: Perlite, Gypsum, Feed, Oats, Limestone, Wood Pulp
- Storage Capacity: N/A
Mayor's Point (GPA) (33 CFR 105, 158)

- Address: 1100 Bay St. Brunswick, GA 31520
- Number of berths: (2)
- Frequency of vessels: (2) per month
- Cargo: Paper and lumber
- Storage Capacity: N/A
National Gypsum (33 CFR 105, 158)

- Address: 2 Brampton Rd Garden City, GA 31408
- Number of berths: (1)
- Frequency of vessels: (1) per month
- Cargo: Gypsum Rock
- Storage Capacity: 32,000 Tons
Nustar (33 CFR 105, 154, 156, 158)

- Address: 2 Wahlstrom Rd. Savannah, GA 31404
- Number of berths: (1)
- Frequency of vessels: (1-2) per month
- Cargo: Lube, Crude Tall, Diesel Oil; Sodium Hydroxide, Potassium Hydroxide
- Storage Capacity: 600,000 Barrels
Ocean Terminal (GPA) (33 CFR 105, 158)

- Address: 950 W. End River St. Savannah, GA 31401
- Number of berths: (5)
- Frequency of vessels: (4) per day
- Cargo: Bulk/Break Bulk/RO/RO/ Container
- Storage Capacity: N/A
River Street River Boat Company (33 CFR 105)

- Address: 9 East River St. Savannah, GA 31401
- Number of berths: (2)
- Frequency of vessels: (2) Georgia Queen, Savannah River Queen
- Cargo: Passengers
- Passenger Capacity: 150 passengers or more
Metro Terminal (33 CFR 105, 158)

- Address: 16 Foundation Dr. Savannah, GA 31408
- Number of berths: (1)
- Frequency of vessels: (1-4) per month
- Cargo: Kaolin Clay
- Storage Capacity: N/A
Savannah Steel (33 CFR 105, 158)

- Address: 355 North Lathrop Ave. Savannah, GA 31415
- Number of berths: (1)
- Frequency of vessels: (3) per month
- Cargo: Scrap Metal & Break Bulk Wood
- Storage Capacity: N/A
Savannah Sugar Refinery (33 CFR 105, 158)

- Address: Georgia Highway 25 Port Wentworth, GA 31407
- Number of berths: (1)
- Frequency of vessels: (7-9) per month
- Cargo: Raw Sugar
- Storage Capacity: 300 Million pounds
Southern LNG (33 CFR 105, 127, 158)

- Address: Elba Island, Chatham County, GA
- Number of berths: (2)
- Frequency of vessels: (5-6) per month
- Cargo: Liquefied Natural Gas
- Storage Capacity: 2,264,800 Barrels

Chatham County
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan
# Annex H – Other Useful Contacts

## FEDERAL

<table>
<thead>
<tr>
<th>United States Coast Guard</th>
<th>United States Coast Guard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station Brunswick</td>
<td>Station Tybee</td>
</tr>
<tr>
<td>#2 Conservation Way</td>
<td>Ft Pulaski Highway 80</td>
</tr>
<tr>
<td>Brunswick, GA 31520</td>
<td>Tybee Island, GA 31328</td>
</tr>
<tr>
<td>912-267-7999</td>
<td>912-786-5440</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>United States Coast Guard</th>
<th>United States Coast Guard</th>
</tr>
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<tbody>
<tr>
<td>Marine Safety Unit Savannah</td>
<td>Air Station Savannah</td>
</tr>
<tr>
<td>100 West Oglethorpe Avenue</td>
<td>Hunter AAF – 1297 N Lighting Road</td>
</tr>
<tr>
<td>Savannah, GA 31401</td>
<td>Savannah, GA 31409</td>
</tr>
<tr>
<td>912-652-4353</td>
<td>912-652-4646</td>
</tr>
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<table>
<thead>
<tr>
<th>National Response Center</th>
<th>U.S. Environmental Protection Agency</th>
</tr>
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<tbody>
<tr>
<td>2100 2nd Street SW</td>
<td>Region IV Duty Office</td>
</tr>
<tr>
<td>Washington, DC 20593</td>
<td>404-242-3393</td>
</tr>
<tr>
<td>800-424-8802</td>
<td></td>
</tr>
<tr>
<td>202-267-2675 - Direct</td>
<td></td>
</tr>
<tr>
<td><a href="http://www.nrc.uscg.mil">www.nrc.uscg.mil</a></td>
<td></td>
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<table>
<thead>
<tr>
<th>U.S. Army Corps of Engineers</th>
<th>Federal Emergency Management Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Savannah, GA</td>
<td>Atlanta Office</td>
</tr>
<tr>
<td>P.O. Box 889</td>
<td>3003 Chamblee Tucker Road</td>
</tr>
<tr>
<td>100 West Oglethorpe Avenue</td>
<td>Atlanta, GA 30341</td>
</tr>
<tr>
<td>Savannah, GA 31401</td>
<td>770-220-5200</td>
</tr>
<tr>
<td>800-344-1456</td>
<td></td>
</tr>
<tr>
<td>912-652-5431</td>
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<table>
<thead>
<tr>
<th>Federal Emergency Management Agency</th>
<th>Department of Energy</th>
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<tr>
<td>Washington Office</td>
<td>Savannah River Plant</td>
</tr>
<tr>
<td>500 C Street SW</td>
<td>Road 1-A</td>
</tr>
<tr>
<td>Washington, DC 20472</td>
<td>Aiken, SC 29801</td>
</tr>
<tr>
<td>800-621-3362</td>
<td>803-725-6211</td>
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## STATE

<table>
<thead>
<tr>
<th>Georgia Ports Authority</th>
<th>Georgia Ports Authority</th>
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<tbody>
<tr>
<td>Risk Management</td>
<td>Brunswick Office</td>
</tr>
<tr>
<td>800-342-8012</td>
<td>100 Gloucester Street</td>
</tr>
<tr>
<td>Risk Manager</td>
<td>Brunswick, GA 31520</td>
</tr>
<tr>
<td>912-964-3973</td>
<td>912-264-7295</td>
</tr>
<tr>
<td>Safety &amp; Loss Control Manager</td>
<td>912-264-7305</td>
</tr>
<tr>
<td>912-966-3609</td>
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<table>
<thead>
<tr>
<th>GPA - Colonels Island Bulk Terminal</th>
<th>GPA – Mayors Point Terminal</th>
</tr>
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<tbody>
<tr>
<td>157 Penniman Circle</td>
<td>1100 Bay Street</td>
</tr>
<tr>
<td>Brunswick, GA</td>
<td>Brunswick, GA 31520</td>
</tr>
<tr>
<td>912-262-2390</td>
<td>912-262-3044</td>
</tr>
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<table>
<thead>
<tr>
<th>Georgia Department of Natural Resources</th>
<th>Georgia Environmental Protection Division</th>
</tr>
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<tbody>
<tr>
<td>2 Martin Luther King Drive SE</td>
<td>Coastal District</td>
</tr>
<tr>
<td>Suite 1252</td>
<td>400 Commerce Center Drive</td>
</tr>
<tr>
<td>Atlanta, GA 30334</td>
<td>Brunswick, GA 31523</td>
</tr>
<tr>
<td>404-656-3500</td>
<td>912-264-7284 – Main</td>
</tr>
<tr>
<td></td>
<td>800-241-4113 – After Hours</td>
</tr>
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</table>
## Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

<table>
<thead>
<tr>
<th>Georgia Department of Transportation</th>
<th>Georgia Emergency Management Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Georgia Center 600 West Peachtree NW Atlanta, GA 30308 404-631-1990 – Main 888-635-8287 – After Hours 404-631-1884 – Fax</td>
<td>935 East Confederate Avenue SE Atlanta, GA 30341 800-879-4362 404-635-7000</td>
</tr>
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<table>
<thead>
<tr>
<th>GEMA Region 5 Coastal Georgia Coordinator</th>
<th>Georgia Mutual Aid Group</th>
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<table>
<thead>
<tr>
<th>Division of Public Health</th>
<th>Georgia Department of Public Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Peachtree Street NW Atlanta, GA 30303 404-657-2700 770-578-4104 – After Hours</td>
<td>959 East Confederate Avenue SE Atlanta, GA 30316 404-624-7477</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Georgia Department of Public Safety</th>
<th>Georgia State Patrol Brunswick Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Troop I Commander 160 Public Safety Boulevard Brunswick, GA 31525 912-261-3936</td>
<td>160 Public Safety Boulevard Brunswick, GA 31525 912-262-2380</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Georgia State Patrol Rincon Office</th>
<th>Savannah Joint Water and Sewer Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>2792 Highway 21 S Rincon, GA 31326 912-754-1180</td>
<td>24hr emergency phone number 912-634-0258</td>
</tr>
</tbody>
</table>

## LOCAL

<table>
<thead>
<tr>
<th>Bryan County Emergency Management</th>
<th>Chatham County Emergency Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>P.O. Box 430 Pembroke, GA 31321 912-858-2799</td>
<td>124 Bull Street Room 140 Savannah, Georgia 31401 912-201-4504</td>
</tr>
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<table>
<thead>
<tr>
<th>Liberty-Hinesville County Emergency Management</th>
<th>McIntosh County Emergency Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 Liberty Street Hinesville, Georgia 31313 912-368-2201</td>
<td>1019 Production Row Darien, Georgia 31305 912-437-6671</td>
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<table>
<thead>
<tr>
<th>Glynn County Emergency Management</th>
<th>Camden County Emergency Management</th>
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<tbody>
<tr>
<td>157 Public Safety Blvd. Brunswick, Georgia 31525 912-554-7826</td>
<td>131 North Lee Street Kingsland, Georgia 31548 912-729-5602</td>
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<table>
<thead>
<tr>
<th>Fire Departments</th>
<th>Bryan County Sheriff’s Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>See Annex L</td>
<td>912-653-3800 912-653-4018 – Bryan Central Communications</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Camden County Sheriff’s Office</th>
<th>Chatham County Sheriff’s Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>209 East 4th Street Woodbine, GA 31569 912-510-5100 912-510-5121 – Sub Station</td>
<td>1050 Carl Griffin Drive Savannah, GA 31405 912-652-7600</td>
</tr>
<tr>
<td>Glynn County Sheriff’s Office</td>
<td>Glynn County Police Department</td>
</tr>
<tr>
<td>------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>1812 Newcastle Street</td>
<td>157 Public Safety Boulevard</td>
</tr>
<tr>
<td>Brunswick, GA 31520</td>
<td>Brunswick, GA 31525</td>
</tr>
<tr>
<td>912-554-7600</td>
<td>912-554-7800</td>
</tr>
<tr>
<td></td>
<td>912-554-3645 – Non-Emergency Dispatch</td>
</tr>
<tr>
<td>Liberty County Sheriff’s Department</td>
<td>Savannah Police Department – West Chatham</td>
</tr>
<tr>
<td>180 Paul Sikes Drive</td>
<td>295 Police Memorial Drive</td>
</tr>
<tr>
<td>Hinesville, GA 31313</td>
<td>Savannah, GA 31405</td>
</tr>
<tr>
<td>912-876-2131</td>
<td>912-652-6560</td>
</tr>
<tr>
<td>Savannah Police Department – Downtown</td>
<td>Savannah Police Department – Central</td>
</tr>
<tr>
<td>102 East Lathrop Avenue</td>
<td>1512 Bull Street</td>
</tr>
<tr>
<td>Savannah, GA 31401</td>
<td>Savannah, GA 31401</td>
</tr>
<tr>
<td>912-651-6990</td>
<td>912-651-6931</td>
</tr>
<tr>
<td>Savannah Police Department – Southside</td>
<td>Savannah Police Department – Islands</td>
</tr>
<tr>
<td>7804 Abercorn Street</td>
<td>54 Johnny Mercer Boulevard</td>
</tr>
<tr>
<td>Savannah, GA 31406</td>
<td>Savannah, GA 31410</td>
</tr>
<tr>
<td>912-351-3400</td>
<td>912-898-3252</td>
</tr>
<tr>
<td>Candler Hospital</td>
<td>Liberty Regional Medical Center</td>
</tr>
<tr>
<td>5353 Reynolds Street</td>
<td>462 E.G. Miles Parkway</td>
</tr>
<tr>
<td>Savannah, GA 31405</td>
<td>Hinesville, GA 31313</td>
</tr>
<tr>
<td>912-819-6000</td>
<td>912-369-9400</td>
</tr>
<tr>
<td>Memorial University Medical Center</td>
<td>Southeast Georgia Regional Medical Center</td>
</tr>
<tr>
<td>4700 Waters Avenue</td>
<td>2415 Parkwood Drive</td>
</tr>
<tr>
<td>Savannah, GA 31404</td>
<td>Brunswick, GA 31520</td>
</tr>
<tr>
<td>912-350-8000</td>
<td>912-466-7000</td>
</tr>
<tr>
<td>St. Joseph’s Hospital</td>
<td></td>
</tr>
<tr>
<td>11705 Mercy Boulevard</td>
<td></td>
</tr>
<tr>
<td>Savannah, GA 31419</td>
<td></td>
</tr>
<tr>
<td>912-819-4100</td>
<td></td>
</tr>
</tbody>
</table>
Annex I – Vessel Familiarization Program

Check off Sheet for Firefighters Vessel Familiarity Tour

I. Documentation

☐ Dangerous Cargo Manifest

☐ Location
☐ Details

☐ Fire Control Plan

☐ Location
☐ Details

II. General Familiarity

☐ Deck arrangement 01, 02, 1, 2

☐ Engine room

☐ Bridge

III. Equipment Familiarity:

☐ Portable Fire Extinguishers

☐ Ship Based Equipment

☐ CO2 Systems

☐ International Shore Connection

☐ Fire Doors/ Ventilation Closures
Understanding Fire Plans, Vessel firefighting capabilities, and Vessel Familiarization

This is a refresher for some and for others it may be their first exposure to being on a vessel. The following basics will be covered - a roundtable discussion on proposed marine federal regulations for firefighting and salvage will be held, familiarization with the vessel, firefighting equipment, and possibly observing a drill onboard.

Step 1 - Firefighters request vessel familiarization for a specific time period, request 2 days (eg. Dec 3rd, or Dec 5th) for scheduling purposes, only one day will be scheduled. All request will be processed thru Chief Vickers. Proper verification or TWIC card is necessary.

Step 2 - Chief Vickers will email CWO McIntyre with requested dates, and firefighters names. CWO McIntyre with notify vessel agent and check vessel arrival schedule. CWO McIntyre will email Chief Vickers back regarding Vessel name, location, date, and time.

Step 3 - Chief Vickers will notify firefighters of planned schedule along with POC information for CWO McIntyre. Chief Vickers will also validate the finalization plan with CWO McIntyre and provide him with POC information for lead firefighter.

Annex J – Initial Fire Response Checklist

Initial Fire Response Checklist
The following checklist is not all-inclusive. It should be used as a guide for initial considerations at an incident.

- Establish an identified Incident Command Post location.
- Establish Incident Command System (ICS).
Establish security perimeter (waterside and shore side).
Determine if hazardous materials are involved

Identify and communicate Offensive or Defensive tactical considerations.

Offensive Plan:
- Fire can be controlled or extinguished
- Fire can be confined to part of the vessel
- Property can be protected or saved on the vessel
- Lives can be saved, persons can be rescued on the vessel

Defensive Plan:
- Fire out of control
- Incident situation drastically changes and forces a move to Defensive Plan:
  - Explosion, rapid fire spread
  - Hazardous Materials involved
  - Drastic stability situation
  - Death or serious injury to response personnel
  - Let incident stabilize itself
  - Move vessel to a less impacted location
  - Beach, ground or scuttle vessel - consult Coast Guard, Corps of Engineers

Identify Objectives.
- Rescue endangered persons.
- Perform actions to keep incident from enlarging, and protect exposures.
- Stop cargo transfer, bunkering or dangerous cargo operations.
- Contact responsible persons for information and assistance.

Master/Chief Mate/Chief Engineer
- General arrangement of vessel
- Cargo situation
- Stability operation of ship’s systems
- Fire protection equipment and systems
- Fuel/ballast tanks
- Utility shutoffs
- Generators
- Dewatering

Terminal Manager/Owner (Obtain sources of information about the vessel)
- Fire Plan (found near top of gangway in water-tight container or in Master’s/Chief Mate’s office)
- General Arrangement Plan
- Capacity Plan
Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

- Dangerous Cargo Manifest (found near bridge or in Chief Mate’s office)
- Cargo Stowage Plan
- Trim and Stability Booklet
- Stability and liquid cargo computer programs
- Crew and passenger lists
- Material Safety Data Sheets for Hazardous and Dangerous Cargo
- Vessel Response Plan

[] Investigate fire and gather needed information to deal with the incident.
[] Determine life hazard situation.
[] Determine if stability, flooding or related damage control problems exist.
[] Determine fire situation.
[] Determine status and condition of ship’s fire protection systems and equipment
  - Fire Main
    - International shore connection and manifold location
    - Supplement ship’s fire main system with shoreside water and pressure
    - Fire station location and equipment (types of couplings/threads)
    - Compatibility with fire department’s equipment
    - Fire pumps
  - Water spray or sprinkler systems
  - Foam systems
  - HALON localized and total flooding systems
  - Carbon Dioxide localized and total flooding systems
  - Dry Chemical systems, twin agent systems
  - Steam smothering
  - Fixed monitors
  - Emergency gear and Damage Control lockers and contents
  - Heat detection systems, Smoke detection systems
  - Fire rated bulkheads, zones, doors
  - Identify locations of control valves, agent storage containers
  - Determine methods of operation of fire protection systems
  - Remote water-tight and fire doors
  - Inert Gas systems
    - Take control of ship’s fire protection systems.
    - Determine status and take control of ship’s other systems (Ventilation, propulsion, cargo)
    - Contact outside additional resources for assistance and expertise.
    - Review cargo considerations, if applicable.
    - Expand Incident Command System as needed to handle incident.
Continually reevaluate operations and make changes as required.

**Firefighting Operations Checklist**

- Establish water supply to vessel
- Set fire boundaries
- Use minimum amount of water to accomplish task
- Take actions to remove/dewater firefighting water
- Continually investigate all areas of fire boundary for fire spread
- Consider using thermal imagers and taking temperature readings
- Secure ventilation and all openings to fire area
- Secure utilities, electrical and any fuel supplies to fire area
- Install floating booms around vessel or incident scene to contain debris and pollution
- Monitor vessel stability throughout incident
- Note changes in draft marks, inclinometers, etc.
  - Beware of large accumulations of water above vessel’s waterline
  - Secure openings in hull to prevent water entering vessel should list occur
  - Obtain technical assistance to determine stability situation and recommend corrective actions
  - Begin adequate dewatering operations
- Mobilized and position sufficient personnel and hoselines, appliances, and extinguishing agents to control and extinguish fire
- Coordinate ventilation of fire area with fire attack
- Provide for sufficient rotation of personnel to maintain continuous extinguishing effort
- Beware of pressure buildup in secured spaces and maintain escape routes
- Begin necessary salvage operations
- When possible, set fire watch and begin overhaul and fire cause investigation

**Machinery & Engineering Space Fire Checklist**

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

- Determine cause of fire
  - Leaking fuel
  - Electrical
  - Other
- Shut off all fuel flow to the space
- Secure electrical power to the space
- Close and secure all doors, hatches, ventilation ducts, dampers, and other openings to the space
- Determine fire conditions
- Interview the crew
Visual indicators

Actual investigation

Quick Attack: fire is small enough to extinguish with portable extinguishers, large fixed extinguishers and/or 1-2 hoselines. Conditions include minimum smoke, heat, and adequate visibility.

Fire too large for Quick Attack:
- Rescue any trapped persons, if possible
- Secure all openings to space until minimal smoke is escaping
- Establish primary and secondary fire boundaries
- Activate Fixed Fire Extinguishing System for involved space, if available:
  - Carbon Dioxide, HALON, Foam, Sprinklers, etc.
  - May involve several valves in different locations to discharge the agent
  - Use a vessel-engineering officer, if available, or other experienced person from marine community to activate the system
  - If any smoke is escaping from the involved space, so will the extinguishing agent
  - Consider supplementing the fixed system with shore-side supplies of extinguishing agent
## Annex K – Miscellaneous Resources

### Asbestos Testing and Removal

<table>
<thead>
<tr>
<th>Company</th>
<th>Address</th>
<th>Phone</th>
</tr>
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<tbody>
<tr>
<td>Whitaker Laboratory Inc</td>
<td>2500 Tremont Road, Savannah, GA 31405</td>
<td>912-234-0696</td>
</tr>
<tr>
<td>EMC Engineering Inc.</td>
<td>23 East Charlton Street, Savannah, GA 31401</td>
<td>912-232-6533</td>
</tr>
<tr>
<td>Arrowood Environmental Group</td>
<td>P.O. Box 61237, Savannah, GA 31420</td>
<td>912-920-2895</td>
</tr>
<tr>
<td>WPC Terracon Engineering, Environmental and Construction</td>
<td>2201 Rowland Avenue, Savannah, GA 31404</td>
<td>912-629-4000</td>
</tr>
<tr>
<td>Building &amp; Earth Sciences Inc.</td>
<td>3911 Old Louisville Road, Suite 103, Garden City, GA 31408</td>
<td>912-966-5044</td>
</tr>
<tr>
<td>D.H. Griffin Companies</td>
<td>4909 Augusta Road, Garden City, GA 31408</td>
<td>912-964-1920</td>
</tr>
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### Barge, Tug and Towing

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<th>Address</th>
<th>Phone</th>
</tr>
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<tbody>
<tr>
<td>Moran Towing</td>
<td>504 East River Street, Savannah, GA 31401</td>
<td>912-232-8103</td>
</tr>
<tr>
<td>Hutchinson Island Terminal Barge/ Tug Co.</td>
<td>235 Hutchinson Island Road, Savannah, GA 31401</td>
<td>912-232-1836</td>
</tr>
<tr>
<td>Crescent Towing</td>
<td>3 Hutchinson Lane, Savannah, GA 31412</td>
<td>912-236-2571</td>
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</tbody>
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### Catering Services

<table>
<thead>
<tr>
<th>Company</th>
<th>Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creative Catering</td>
<td>251 Riverview Drive, Savannah, GA 31404</td>
<td>912-341-3663</td>
</tr>
<tr>
<td>Delightful Catering</td>
<td>9727 LeHigh Avenue, Savannah, GA 31405</td>
<td>912-355-3930</td>
</tr>
<tr>
<td>Paul Kennedy</td>
<td>1370 Highway 80 East, Pooler, GA 31322</td>
<td>912-964-9604</td>
</tr>
<tr>
<td>Lady and Sons</td>
<td>102 West Congress Street, Savannah, GA 31401</td>
<td>912-233-2600</td>
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### Air/Gas Supply

<table>
<thead>
<tr>
<th>Company</th>
<th>Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airgas Supply</td>
<td>101 Chatham Parkway, Savannah, GA 31408-3026</td>
<td>912-964-2616</td>
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<tr>
<td>Southern Welding Supply Inc</td>
<td>1025 W Lathrop Ave, Savannah, GA 31415</td>
<td>912-234-4441</td>
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<tr>
<td>Praxair</td>
<td>5504 Export Blvd, Savannah, GA 31408</td>
<td>912-964-0700</td>
</tr>
<tr>
<td>Coastal Welding &amp; Fabrication</td>
<td>442 Holly Hill Road, Richmond Hill, GA 31324</td>
<td>912-756-7946</td>
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</table>
### Crane and Heavy Equipment Leasing

<table>
<thead>
<tr>
<th>Company</th>
<th>Address</th>
<th>Phone</th>
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<tbody>
<tr>
<td>Port City Industrial &amp; Marine Supply</td>
<td>1250 W. Bay Street, Savannah, GA 31415</td>
<td>912-232-0722</td>
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<tr>
<td>Crane Solutions</td>
<td>1620 Dean Forest Road, Garden City, GA 31408-9503</td>
<td>912-234-1300</td>
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<tr>
<td>Dozier Crane &amp; Machinery Inc</td>
<td>155 Pine Barren Road, Pooler, GA 31322-9334</td>
<td>912-330-5140</td>
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<tr>
<td>Maxim Crane Works</td>
<td>420 Grange Rd., Port Wentworth, GA 31407</td>
<td>912-964-5761</td>
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<tr>
<td>Anthony Crane Rental Of Georgia, Inc</td>
<td>420 Grange Road, Port Wentworth, GA 31407-2505</td>
<td>912-964-5761</td>
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### De-watering Equipment

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<thead>
<tr>
<th>Company</th>
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<tbody>
<tr>
<td>Thompson Pump</td>
<td>50 Telfair Place, Savannah, GA 31416</td>
<td>912-231-1050</td>
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<tr>
<td>J.H. Poore</td>
<td>Savannah, GA</td>
<td>912-354-4372</td>
</tr>
<tr>
<td>Evirovac</td>
<td>4896 Old Louisville Road, Savannah, GA 31408</td>
<td>912-964-0660</td>
</tr>
<tr>
<td>Industrial Technical Services</td>
<td>150 Telfair Road, Savannah, GA 31416</td>
<td>912-927-8006</td>
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### Divers and Underwater Construction Surveyors

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<tbody>
<tr>
<td>Myrick Marine</td>
<td>Savannah, GA</td>
<td>912-964-0711</td>
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<tr>
<td>Expert Marine Construction</td>
<td>Savannah, GA</td>
<td>912-655-7545</td>
</tr>
<tr>
<td>Commercial Dive Services</td>
<td>210 Battery Circle, Savannah, GA 31410</td>
<td>912-657-6039</td>
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<tr>
<td>Majers Dive Services</td>
<td>Savannah, GA</td>
<td>843-298-0903</td>
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### Shipboard Firefighting Equipment and Agents

<table>
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<tr>
<th>Company</th>
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<tbody>
<tr>
<td>Georgia Fire and Rescue Supply</td>
<td>602 Water Tank Road, Canton, GA 30115</td>
<td>770-479-5495</td>
</tr>
<tr>
<td>NAFECO – Fire, Police, &amp; EMS</td>
<td>1515 West Moulton Street, Decatur, AL 35601</td>
<td>800-628-6233</td>
</tr>
<tr>
<td>VITCO Firefighting Equipment</td>
<td>779 Fifth Street, Macon, GA 31201</td>
<td>800-868-4826</td>
</tr>
<tr>
<td>Protection Services Inc.</td>
<td>6041 Ogeechee Road, Savannah, GA 31405</td>
<td>912-964-1888</td>
</tr>
<tr>
<td>Pye Barker</td>
<td>1013 Lynes Avenue, Savannah, GA 31408</td>
<td>912-234-9842</td>
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## General Contractors

<table>
<thead>
<tr>
<th>JT Turner Construction</th>
<th>Alpha Construction</th>
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<tr>
<td>2250 East Victory Drive, Suite 104</td>
<td>4250 Ogeechee Road</td>
</tr>
<tr>
<td>Savannah, GA 31404</td>
<td>Savannah, GA 31405</td>
</tr>
<tr>
<td>912-356-5611</td>
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<table>
<thead>
<tr>
<th>Bloomquist Construction</th>
<th>Bonitz of Georgia</th>
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<tr>
<td>19 East Perry Street</td>
<td>121 Prosperity Drive</td>
</tr>
<tr>
<td>Savannah, GA 31401</td>
<td>Savannah, GA 31408</td>
</tr>
<tr>
<td>912-525-7782</td>
<td>912-964-7155</td>
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## Heat Monitoring Services/ Equipment

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## Helicopters

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<tr>
<th>Southeast Helicopter</th>
<th>Max Transport Company</th>
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<tbody>
<tr>
<td>1125 Bob Harman Road, Suite 4</td>
<td>300 Oak Street</td>
</tr>
<tr>
<td>Savannah, GA 31408</td>
<td>St Simons Island, GA 31523</td>
</tr>
<tr>
<td>912-966-1380</td>
<td>912-634-7749</td>
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<table>
<thead>
<tr>
<th>Coastal Helicopter</th>
<th>CG Air Station Savannah</th>
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<tbody>
<tr>
<td>30 Wings Road</td>
<td>Hunter Army Airfield</td>
</tr>
<tr>
<td>Savannah, GA</td>
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<tr>
<td>843-368-7359</td>
<td>912-652-4646</td>
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## Marine Architects

<table>
<thead>
<tr>
<th>EMC Engineering Services Inc</th>
<th>Thomas &amp; Hutton Engineering Co.</th>
</tr>
</thead>
<tbody>
<tr>
<td>23 East Charlton Street</td>
<td>50 Park of Commerce Way</td>
</tr>
<tr>
<td>Savannah, GA 31401-4321</td>
<td>Savannah, GA 31405</td>
</tr>
<tr>
<td>912-232-6533</td>
<td>912-234-5300</td>
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## Oil Spill and Pollution Control

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## Pilotage

<table>
<thead>
<tr>
<th>Savannah Bar Pilots</th>
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<tbody>
<tr>
<td>550 East York Street</td>
</tr>
<tr>
<td>Savannah, GA 31401</td>
</tr>
<tr>
<td>912-236-0226</td>
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</table>
# Section 8000 Coastal Georgia Marine Fire Fighting Contingency Plan

## Pipe Fitters

<table>
<thead>
<tr>
<th>Company</th>
<th>Address</th>
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<tbody>
<tr>
<td>Mock Plumbing and Mechanical</td>
<td>67 Ross Road, Savannah, GA 31405</td>
<td>912-232-1104</td>
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<tr>
<td>Boean Mechanical</td>
<td>1223 Mills B Lane Parkway, Savannah, GA 31405</td>
<td>912-233-3208</td>
</tr>
<tr>
<td>Erickson Associates</td>
<td>1 Erickson Drive, Savannah, GA 31405</td>
<td>912-527-9500</td>
</tr>
<tr>
<td>H.A. Sack Company</td>
<td>3302 Zell Miller Parkway, Statesboro, GA 30458</td>
<td>912-871-8771</td>
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## Portable Lighting

<table>
<thead>
<tr>
<th>Company</th>
<th>Address</th>
<th>Phone</th>
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<tbody>
<tr>
<td>RSC</td>
<td>1000 Chatham Parkway, Savannah, GA 31408</td>
<td>912-233-7100</td>
</tr>
<tr>
<td>Sunbelt Rentals</td>
<td>510 Bourne Avenue, Garden City, GA 31408</td>
<td>912-966-0696</td>
</tr>
<tr>
<td>Hertz</td>
<td>514 Bourne Avenue, Garden City, GA 31408</td>
<td>912-964-9474</td>
</tr>
<tr>
<td>United Rental</td>
<td>1312 Us Highway 80 West, Garden City, GA 31408</td>
<td>912-966-9373</td>
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## Safety Equipment

<table>
<thead>
<tr>
<th>Company</th>
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<tbody>
<tr>
<td>Grainger</td>
<td>1324 Highway 80 West, Garden City, GA 31408</td>
<td>912-236-5668</td>
</tr>
<tr>
<td>Pye Barker</td>
<td>1013 Lynes Avenue, Savannah, GA 31408</td>
<td>912-234-9842</td>
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## Sanitation

<table>
<thead>
<tr>
<th>Company</th>
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<tbody>
<tr>
<td>ROBCO</td>
<td>238 Raymond Road, Pooler, GA 31322</td>
<td>912-964-4725</td>
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<tr>
<td>ABC Waste</td>
<td>3 Patton Road, Savannah, GA 31405</td>
<td>912-443-0127</td>
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<tr>
<td>Savannah Sanitation</td>
<td>5019 Ogeechee Road, Savannah, GA 31405</td>
<td>912-232-6187</td>
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## Storage and Tanks

<table>
<thead>
<tr>
<th>Company</th>
<th>Address</th>
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<tbody>
<tr>
<td>Paragon Trailer Center LLC</td>
<td>2111 US Highway 411 NE, Cartersville, GA 30120</td>
<td>770-387-3820</td>
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<tr>
<td>Rain for Rent</td>
<td>2330 Burnt Wood Drive, Kennesaw, GA 30152</td>
<td>678-594-6601</td>
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<tr>
<td>Baker Corp</td>
<td>4016 Mike Padgett Highway, Augusta, GA 30906</td>
<td>706-796-7656</td>
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# Truck Rental and Leasing

<table>
<thead>
<tr>
<th>Company</th>
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<tbody>
<tr>
<td>Penske</td>
<td>5556 Export Boulevard</td>
<td>912-963-0724</td>
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<td>Garden City, GA 31408</td>
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<tr>
<td>Budget</td>
<td>7070 Abercorn Street</td>
<td>912-355-0805</td>
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<td>Savannah, GA 31406</td>
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<tr>
<td>Ryder</td>
<td>1499 Lissener Avenue</td>
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<tr>
<td></td>
<td>912-964-5153</td>
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# Annex L – Response Capabilities

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Professional Trained in Marine Firefighting</th>
<th>Able to respond with firefighting assets to vessels over 300GT</th>
<th>Able to respond with firefighting assets to vessels 300GT to 100GT</th>
<th>Able to respond with firefighting assets to vessels under 100GT</th>
<th>Professional Diver on staff or contract</th>
<th>Response vessel owned or contracted</th>
<th>Marine Surveyor or Naval Architect on staff or contracted</th>
<th>24 hour response available in the Savannah AOR</th>
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<tbody>
<tr>
<td><strong>Government</strong></td>
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<tr>
<td>US Coast Guard MSU Savannah</td>
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<tr>
<td>Garden City Fire Department</td>
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<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Port Wentworth Fire Department</td>
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<td>Pooler Fire Department</td>
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<td>Bloomingdale Fire Department</td>
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<td>Kingsbay Naval base</td>
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<td>Saint Mary’s Fire Department</td>
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<td>Glynn County Fire Department</td>
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<td>Yes</td>
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<tr>
<td><strong>Local Fire Department</strong></td>
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<td><strong>Commercial Sources</strong></td>
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<td>Resolve Marine</td>
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<td>Marine Response Alliance</td>
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<td><strong>Tug and Towing Company</strong></td>
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<td>Crescent Towing - Fire fighting class 1 vsl – Fifi</td>
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<td>Moran Towing - Fire fighting class 1 vsl – Fifi</td>
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</tbody>
</table>

Local Fire Department Marine Firefighting Training is limited to level 1 training only.
Endnotes

1 Tampa Bay Area Contingency Plan (ACP), 2006.
3 Tampa Bay ACP
4 Tampa Bay ACP
5 Hampton Roads Marine Firefighting Contingency Plan (MFFCP), 2005.
6 Hampton Roads MFFCP
7 Port of Charleston Shipboard and Waterfront Facility Fire Fighting Contingency Plan (SWF), 1997
8 Port of Charleston SWF
9 Port of Charleston SWF
10 Port of Charleston SWF
11 Port of Charleston SWF
12 Port of Charleston SWF
13 Tampa Bay ACP
14 Tampa Bay ACP
15 Tampa Bay ACP
16 Tampa Bay ACP
17 Port of Charleston SWF
18 Tampa Bay ACP
19 Tampa Bay ACP
21 Adams, Barbara. Page 246
22 Adams, Barbara. Page 246
23 Adams, Barbara. Page 246
24 Adams, Barbara. Page 246
25 Adams, Barbara. Page 246
26 Adams, Barbara. Page 246
27 Adams, Barbara. Page 245
28 Adams, Barbara. Page 245
29 Tampa Bay ACP
30 Adams, Barbara. Page 267
31 Adams, Barbara. Page 267
32 Adams, Barbara. Page 268
33 Adams, Barbara. Page 267
34 Adams, Barbara. Page 267-268
35 Adams, Barbara. Page 268
36 Adams, Barbara. Page 268-269
37 Adams, Barbara. Page 269
38 Adams, Barbara. Page 269-272
39 Adams, Barbara. Page 273
40 Adams, Barbara. Page 273-274
41 Adams, Barbara. Page 274-275
42 Adams, Barbara. Page 276-277
43 Adams, Barbara. Page 278-279
44 Adams, Barbara. Page 280-281
45 Adams, Barbara. Page 281
46 Adams, Barbara. Page 282