

Section 8000

8000 Marine Firefighting

This section provides guidance for responding to marine fires occurring at any location within the jurisdiction of the USCG Sector New York Captain of the Port, Federal On-Scene Coordinator. A marine fire within this jurisdiction may involve one or more vessels and or maritime facilities. The fire itself may be the result of an accident or the result of a terrorist attack such as the bombing of the USS Cole in October 2000. If the marine fire is not adequately managed, results may include significant loss of life, disruption of maritime commerce, and a potential release of pollutants into the U.S. navigable waterways.

8100 - Purpose

The Marine Firefighting Section of the Area Contingency Plan serves two primary purposes:

To protect lives, property, the marine environment and the community from damage from marine fires, and ensure the free flow of maritime commerce as soon as possible after an incident.

To establish and facilitate a positive relationship among responsible federal, state and local response agencies, and commercial facilities to ensure an efficient and coordinated response to vessel and waterfront fire emergencies.

8110 - Federal, State, Local Policy

Federal, State, and Local marine firefighting capabilities, authorities, and jurisdictions are dictated by the following policies.

Federal Policy

Federal Fire Prevention and Control Act of 1974, declares that firefighting is and should remain a state and local function.

The Coast Guard, under the provisions of the Port and Waterways Safety Act, has broad authority to prevent damage to, or the destruction/loss of, any vessel, bridge or any other structure on or in the navigable waters of the United States. This statute, along with the provisions of 14 U.S.C. 88(b) (render aid and save property), provides authority for such assistance against fires as the Coast Guard may afford with its available resources.

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

The U.S. Army Corps of Engineers (ACOE) is charged with maintaining project depths and dimensions for area navigational channels, which includes keeping is clear for vessel transit. Should a vessel or facility fire lead to blockage of a

navigational channel, the ACOE will take appropriate actions to clear the channel. Also, if a vessel fire necessitates the movement or removal of the vessel from the facility, the ACOE would contribute to the decision making process on where to move the vessel.

State of New York Marine Firefighting Summary Within New York State, fire departments are organized as a city department, village department, fire district (similar to a school district with a Board of Fire Commissioners), a fire protection district where a not-for-profit corporation contracts with the town(s)/village(s) to provide fire protection, private sector industrial fire departments/brigades, and a few DOD fire departments at federal military bases. There are approximately 800 fire districts, 800 fire protection districts, and 250 city or village departments in the State. Local government fire departments and fire districts have authorities and responsibilities from several State sections of laws, e.g. General Municipal Law, Vehicle and Traffic Law, Penal Law, etc. For hazardous materials responses, fire departments are required to abide by the mandated procedures and training requirements contained in the HAZWOPER standard and various federal and State environmental regulations. The HAZWOPER standard also requires that each fire department have an agency specific Hazardous Materials Emergency Response Plan as well as standard industrial health and safety SOP's. The New York State Department of Labor oversees fire departments and is part of the State's hazardous materials emergency response system when technical support or additional guidance is needed. Federal OSHA oversees the industrial fire departments. Other than New York City there is very limited marine and/or shore side bulk storage facility firefighting capability resident in the New York State System. Especially acute is the availability of specialists in marine architecture and ship damage assessment. Some limited marine capabilities exist for small craft firefighting in certain departments or as part of a county or regional system. In many areas these capabilities are seasonal and not equipped for cold weather operations. Some foam capabilities exist as part of facility contingency plans, airport crash/fire rescue, and with some county or regional fire mutual aid systems. These resources would be mobilized through the initial responding facility and/or local government fire department.

State of New Jersey Summary

Directive No. 33 of 12 January 1981 has been issued by the State Director of Emergency Management for requesting aid as a result of fire and/or situations leaving a municipality vulnerable to a fire. The directive states:

“The decision to declare a local fire disaster emergency remains with the local fire chief and shall be based on an evaluation utilizing the best information available from agencies involved.” Assurances have been provided by the State Director's Office that shipboard fires and waterfront facility fires are situations which will normally require resources beyond the capabilities of a community; specifically

commercial resources and legal aid in pursuing compensation from the owner or insurance company as necessary. The State of New Jersey recognizes the potential for disaster, and the need for both the pooling of resources and early response. Also, the Coast Guard and assisting fire departments may be considered as advising agencies.

City of New York Policy

According to New York City ordinance Title 15 (Fire Prevention and Control) the New York City Fire Department Commissioner shall have sole and exclusive power and perform all duties for the government, discipline, management, maintenance and direction of the fire department and premises and property in the custody thereof. The department shall have sole and exclusive power and authority to extinguish fires at any place within the jurisdiction of the city and shall have power and authority to extinguish fire upon any vessel in the port of New York or upon any dock, wharf, pier, warehouse or other structure bordering upon or adjacent to such port. This includes marine facilities located within its boundaries, vessels moored alongside those facilities and vessels underway, adrift or at anchor. New York City Marine Operations' limits of jurisdiction covers Upper and Lower New York Bay and those waters in New York City up to the pier head line on the New Jersey side. Outside of its limits, it may be involved in fighting a vessel fire occurring in portions of the harbor falling within New Jersey jurisdiction. Such a response is contingent upon the Marine Division receiving an official request for assistance from a New Jersey fire department or town mayor. Marine Operations will proceed to dispatch the fireboat closest to the scene of incident. (See Appendix V for listing of New York Marine Operations fireboat stations and vessel capability profiles.)

8200 – Command

8210 - Incident Commander

The Incident Commander is responsible for the overall management of an incident.

0.1 - Federal Representative

The Captain of the Port will serve as the Federal On-Scene Coordinator and the Federal representative to the Unified Command. The Captain of the Port may be the Incident Commander in the absence of a Unified Command. The Captain of the Port can be represented by designated members of Coast Guard Sector New York.

The Local On-Scene Coordinator will be the senior fire service officer present in whose jurisdiction the marine fire occurs. The Local On-Scene Coordinator will be the local representative to the Unified Command. The Local On-Scene Coordinator may be the Incident Commander in the absence of a Unified Command.

State Representative

The State On-Scene Coordinator will be determined by New York or New Jersey depending on the nature and location of the incident. However, this section of the Area Contingency Plan was drafted with the consideration that a multi-state issue will create a Unified Command with a representative from both New York and New Jersey.

Local Representative

A marine fire can bring together a variety of government and private entities, and objectives. Although the Coast Guard does not directly conduct firefighting past the search and rescue phase, it does have a major role in coordination and support. For this reason, a marine fire would most likely be managed under a Unified Command.

Responsible Party, Owner, Operator

The designated representative Owner/Operator of the affected vessel or facility will be the Incident Commander until formally relieved by the Federal, State, or Local On-Scene Coordinator or when a Unified Command is established. The representative of the Owner/Operator may serve as a member of the Unified Command.

8220 - Determination of Command Post

The command post will be established as soon as practicable at a location determined by the Incident Commander/Unified Command.

8230 - Determination of Means of Communication

The Incident Commander/Unified Command will determine the primary means of communication, which will be reflected on an ICS-205, once established.

8240 - Determination of General Staff

The Incident Commander/Unified Command will identify and designate personnel to general staff positions as the Operations Section Chief, Planning Section Chief, Logistics Section Chief, Finance Section Chief, and Command Staff as needed.

8300 – Operations

8310 - Initial Response Operations by Responsible Party, Owner, Operator

- Initial response operations will be the responsibility of the owner/operator of the vessel or facility. Owners and operators of vessels or facilities must develop their own contingency plans to respond to marine fires.
- Before the arrival of government emergency responders
- The Incident Commander / Operation Section Chief shall:

- Implement the initial response based on the fire control plan of the vessel or facility.
- Establish communications, both internal and external. Ensure that proper emergency notifications are made. If appropriate, notify the facility to which the vessel is docked, the port authority, and any nearby vessels.
- Control the operation and use of all fixed firefighting systems aboard the vessel or facility.
- Coordinate the efforts of shipboard or facility fire teams responding to the fire.
- Decide if it is necessary to abandon ship/facility. If the crew is ordered to abandon ship/facility, the master or facility supervisor will ensure that the proper procedures are carried out and that the Coast Guard is immediately notified.

8320 - Response Operations by Government Emergency Responders

Marine Firefighting Operations shall be conducted in accordance Federal, State, and Local Policy as referenced in the Area Contingency Plan Section 8100.

The Operations Section shall be constructed as noted below.

Operations Section Chief

The Operations Section Chief, a member of the general staff, is responsible for the management of all operations directly applicable to the primary mission. The Operations Section Chief reports directly to the Incident Commander / Unified Command.

Pre-identified government and private agencies that can provide an Operations Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

0.2 - Deputy Operations Section Chief (If needed)

Appointed by the Unified Command or the Operations Section Chief is to serve as the direct assistant to the Operations Section Chief. The Deputy Operations Section Chief is to assist the Operations Section Chief.

Pre-identified government and private agencies that can provide a Deputy Operations Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

Fire Suppression Branch Director (If needed)

Appointed by the Operations Section Chief or the Deputy Operations Section Chief. This director is responsible for executing all parts of the Incident Action Plan that deal with fire suppression. This director reports directly to the Operations Section Chief or the Deputy Operations Section Chief.

Pre-identified government and private agencies that can provide a Fire Suppression Branch Director include: Fire Service with jurisdiction.

0.4 - Security / Law Enforcement Branch Director (If needed)

Appointed by the Operations Section Chief or the Deputy Operations Section Chief. This director is responsible for executing all parts of the Incident Action Plan that deal with security / law enforcement. This director reports directly to the Operations Section Chief or the Deputy Operations Section Chief.

Pre-identified government and private agencies that can provide a Security / Law Enforcement Branch Director include: Police Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

0.5 Other Positions

Appointed as needed.

8330 - Marine Firefighting Priorities

- Rescue: Safety of life must always be the first consideration in any fire or emergency situation.
- Exposures: Firefighting efforts should prevent the spread of fire on or off the vessel. Typical exposures include flammable liquid or gas tanks, open stairways, or any other substance which would accelerate or aid the spread of the fire.
- Containment: To accomplish proper containment, all closures and generally all ventilation (unless personnel are trapped inside the space) should be secured. Established primary fire, smoke and flooding boundaries. Primary boundaries are critical to the control of a fire. Monitor and cool the boundaries as necessary on all six sides of the fire.
- Extinguishment: The goal is to stop combustion by disrupting the cycle of the fire tetrahedron. Tactics and agents to be used will be determined by the fuel source, amount of fuel/surface area, and the location of fire.
- Overhaul: Considerations during overhaul include: hazards from structural conditions at the fire scene, atmospheric conditions, monitor scene to ensure fire will not re-ignite, determination of the fire's point of origin and source of ignition.
- Ventilation: Generally, all ventilation on a vessel will initially be secured and all dampeners shut upon receipt of a fire alarm. The purpose of ventilation shutdown is to decrease the flow of oxygen to the fire area and to begin the containment process. However, this tactic may cause the fire to spread through cableways, false overheads, plumbing, etc. Use of ventilation to aid firefighting efforts should not begin until a coordinated attack is staged.
- Security / Site Control: After taking measures to protect life, operational controls must be established to restrict unauthorized access to the emergency site, vessels, facilities, staging areas, and command posts involved with a marine fire emergency.

8400 - Planning

The Incident Commander or Unified Command is responsible for organizing and staffing the Planning Section. It is preferred that these resources are the combined talents of the vessel or facility personnel, along with local firefighting resources, contractor personnel, and federal/state agencies.

The planning section shall be constructed as noted below.

8410 - Planning Section Chief

The Planning Section Chief, is a member of the General Staff and is responsible for the collection, evaluation, dissemination and use of the information about the development of the incident and the status of resources. The Planning Section Chief reports directly to the Incident Commander / Unified Command.

Pre-identified government and private agencies that can provide a Planning Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

8420 - Deputy Planning Section Chief (If needed)

Appointed by the Unified Command or the Planning Section Chief to serve as the direct assistant to the Planning Section Chief. The Deputy Planning Section Chief reports to the Planning Section Chief.

Pre-identified government and private agencies that can provide a Deputy Planning Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

8430 - Other Positions

Appointed as needed.

8500 - Logistics

The Incident Commander or Unified Command is responsible for organizing and staffing the Logistics Section. It is preferred that these resources are the combined talents of the vessel or facility personnel, along with local firefighting resources, contractor personnel, and federal/state agencies.

The logistics section shall be constructed in the following manner:

8510 - Logistics Section Chief

The Logistics Section Chief is a member of the general staff and is responsible for providing facilities, services, and material in support of combating a marine fire. The Logistics Section Chief reports directly to the Incident Commander / Unified Command.

Pre-identified government and private agencies that can provide a Logistics Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

8520 - Deputy Logistics Section Chief

Appointed by the Unified Command or the Logistics Section Chief to serve as the direct assistant to the Logistics Section Chief if needed. The Deputy Logistics Section Chief reports to the Logistics Section Chief.

Pre-identified government and private agencies that can provide a Deputy Logistics Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

8530 - Other Positions

Appointed as needed per the Incident Management Handbook.

8600 - Finance / Administration

The owner/operator of the source of fire (facility, or vessel) is responsible for the financial costs associated with marine firefighting. During the initial phases of the fire response, each responding entity would maintain their own cost accounting using their established organizational procedures. In the event of a large incident that extends into a long period of response, the Incident Commander / Unified Command may activate a Unified 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 Captain of the Port, as the Federal On-Scene Coordinator can access either the Oil Spill Liability Trust Fund (OSLTF) or the Superfund (CERCLA) to fund all appropriate measures of response to cleanup, mitigate, or prevent a release into the environment. In the most severe of circumstances, it may be appropriate for the FOSC to fund firefighting resources if the Responsible Party has not taken adequate or appropriate actions. See Section 6000 for accessing either the OSLTF or CERCLA funds.

The Finance / Administration Section will be constructed as noted below.

8610 - Finance / Administration Section Chief

The Finance / Admin Section Chief is responsible for all financial, administrative, and cost analysis aspects of the marine fire. The Finance / Admin Section Chief reports directly to the Incident Commander / Unified Command.

8620 - Deputy Finance / Administration Section Chief (If needed)

Appointed by the Unified Command or the Finance / Admin Section Chief to serve as the direct assistant to the Finance / Admin Section Chief. The Deputy Finance / Admin Section Chief reports to the Finance / Admin Section Chief.

8630 - Other Positions

Appointed as needed per the Incident Management Handbook.

8700 - Marine Firefighting Resources

For a current list of Marine Firefighting Resources, consult the Sector New York Search and Rescue Facilities (SARFAC) which is maintained at the Sector New York Command Center and updated annually.

AGENCY	LOCATION OF BOAT	CONTACT	CAPABILITIES
Edgewater FD	Edgewater Marina	201-945-2600	26' Boat, 500gpm Pump
North Hudson FD	Lincoln Harbor	201-601-3542	32' Boat, 1 Deck Gun
US Military Academy	West Point	845-938-2043	25' Boat, 500gpm Pump
Sleepy Hollow FD	Hudson River	914-366-5119	30' Boat, 500gpm Pump
FDNY Marine 1 (John D. McKean)	NYC	718-999-7900	129' Boat, 4 Pumps – 19,000gpm
FDNY Marine 1a (343)	NYC	718-999-7900	140' Boat, 4 Pumps – 50,000gpm
FDNY Marine 6 (Kane)	Brooklyn	718-999-7900	52' Boat, 2 Pumps – 5,000gpm
FDNY Marine 9 (Firefighter)	Staten Island	718-999-7900	134' Boat, 4 Pumps – 20,000gpm
FDNY Bravest	Brooklyn	718-999-7900	64' Boat, 2 Pumps, 6,000 gpm
Jersey City FD	500 Washington Blvd.	201-547-4247	52' CBRN Boat, 3,000gpm Pump
Newark FD	400 Corbin St.	973-733-7400	53' CBRN Boat, 2 Deck Guns
Perth Amboy FD	Front St.	732-442-4400	39' CBRN Boat, 2,500gpm Pump
Don Jon Marine	Newark Bay	908-964-8812	1 Tug Boat with 1 Fire Pump
Marine Spill Response Corp	Bayonne	(703)-326-5600	MRSC NJ Responder
Miller Environmental	Staten Island	631-369-4900	Tug Megan Miller with 1 Fire Pump 32' Boat with Pump
National Response Corp	Staten Island	800-899-4672	NRC Guardian NRC Lynne Frink
Elizabeth FD		908-820-2800	Shoreside Pumps/Monitors
Union County PD	Conoco Philips Bayway	908-654-9800	36' CBRN Boat, 1,000gpm Pump
Hoboken FD	Shipyard Marina	201-420-2007-	24' Boat

THIS PAGE INTENTIONALLY LEFT BLANK