South-central Louisiana Area Contingency Plan (SCLACP)

Marine Fire Fighting and Salvage

Annex 9

May 2022

Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1	Renamed from Appendix to Annex 9	All	09 Feb 2022	Adam Tyndale, CGD 8
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1000 Introduction

1100 Purpose

This plan provides a planning and coordination framework for salvage and firefighting response activities needed to facilitate the recovery of the United States (U.S.) Marine Transportation System (MTS) following a Transportation Security Incident or Marine Casualty. The plan further supports the clearing of the port navigation system in waterways to enable the resumption of maritime commerce in the Coast Guard Captain of the Port (COTP) MSU Houma.

This plan identifies and relies upon existing authorities, procedures, policies, funding mechanisms, sources of technical expertise, and salvage and firefighting resources for incident management activities and operations needed to facilitate resumption of maritime commerce following a TSI, threat of a TSI, or marine casualty. This plan does not create new policy or change existing salvage response policy, nor does it in any way substitute for the laws, regulations, maritime salvage precedents, and funding mechanisms that apply in any given situation.

This plan consolidates polices, responsibilities, and procedures for effective coordination of Federal, State, and local responders and should be used in conjunction with existing state, local, and commercial contingency and resource mobilization plans. This plan is not intended to supersede any existing mutual aid agreements. Incident scenarios are provided only to present possible courses of action during incident response and are not designed to limit an Incident Commander (IC) or UC setting its own specific objectives to address the unique challenges of an incident.

1200 Procedures for Reviewing, Updating, and Exercising

This plan is a living document and will continue to evolve, reflecting lessons learned from application, training and exercises. The Coast Guard COTP MSU Houma is responsible for maintaining this plan by either consecutively numbering plan amendments or by issuing full plan revisions. Stakeholders should review and make recommendations to update this plan after each tabletop, full scale exercise, marine firefighting or salvage incident.

1201 Exercises and Training

Proper training and exercises are necessary to ensure smooth coordination and good working relationships in the event of an actual fire or incident. Realistic exercises also demonstrate the capabilities of the various organizations involved and reveal possible conflicts or weaknesses in the plan. This plan should be exercised triennially.

1202 Scope

This plan applies to vessels, wrecks, obstructions, and marine debris that are a physical impediment to the port navigation system within the waterway and are thereby preventing, interrupting, or otherwise impeding the flow of maritime commerce.

1203 Assumptions

The following provides the foundation for the all-hazards approach to response missions and successful implementation of this plan:

- Protection of human life and health are the most important considerations in plan development and execution.
- Maintaining continuity of operations and facilitating commerce in the port area are critical considerations.
- It is in the best interest of all to increase safety by establishing and improving communications among all response agencies including port stakeholders.
- The National Oil and Hazardous Material Contingency Plan, National Response Framework, and other response plans may be activated for the purpose of response and crisis management.
- Although local USCG units are not equipped to fight fires, the COTP is mandated with protecting and mitigating damage to vessels, ports and waterways within the COTP zone.
- There will be competing demands for security, response and recovery resources during incidents as they increase in scope, scale and complexity.
- The Alert Warning System (AWS) and HOMEPORT will be used as the primary means of communication with stakeholders.
- ESF positions at the Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) and at local Emergency Operation Center's (EOC's) will be staffed with USCG Liaison Officers (i.e. ESF-10, ESF-9) during an incident(s).

1204 Notifications

1204.1 Notifications of Marine Casualties

Regulations requires owners, agents, masters, operators, or persons in charge, immediately after addressing resultant safety concerns, to notify the nearest USCG Sector, Marine Safety Unit, Marine Inspection Office, whenever a vessel is involved in a marine casualty. The casualties include:

- An unintended grounding or an unintended strike of (allision with) a bridge;
- An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of the vessel;
- A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
- An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems;
- A loss of life;
- An injury that requires professional medical treatment (beyond first aid) and, if the person is engage or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties;
- Any occurrence causing property damage in excess of $25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry docking, or demurrage;
- An occurrence involving significant harm to the environment.

1204.2 Incident Specific, Critical Information

Following a report of an incident, certain initial information must be gained to deploy successful response and salvage operation. This list is not all-inclusive, but may be used to ensure certain critical information is gathered from on-scene personnel as well as from response resources. Many of the ship design particulars may be retrieved from the vessel's Shipboard Oil Pollution Emergency Plan (SOPEP) and the Vessel Response Plan (VRP). Coordination with vessel responders as identified in the VRP is crucial to obtaining this information promptly.

All Incidents

- Safety status of the crew
- Proximity to navigation hazard
- On-scene weather conditions
- Forecasted weather conditions
- Contracted resources
- Potential damage/breaches in hull
- Potential for spill or plume
- Status of ground tackle
- Communications nature and schedule
- Quantity/nature of cargo/fuel/ballast
- Status of propulsion and steering

Grounding

- Pre-casualty drafts
- Post-casualty drafts
- Tide height at grounding
- Location
- Depths of soundings
- Time/height of next high tide
- Liquid level of all tanks
- Availability of salvage resources
- Bottom type

Fire

- Status of shipboard fire pumps
- Status of fixed firefighting systems
- Risk of further damage to vessel
- Status of emergency electrical systems
- Availability of firefighting resources

Collision/Allision/Flooding

- Relative stability of each vessel
- Status of ships dewatering systems
- United States Coast Guard/United States Army Corps of Engineers/State notified

2000 Authority and Responsibilities

2100 Responsible Party

Under normal circumstances the primary responsibility for taking or arranging action to resolve an obstruction or other impediment to navigation is the identified owner, operator, or lessee of the vessel or wreck; or, the owner, operator or lessee of other obstructions in the waterway such as structures, trains, cars, and other vehicles. Where a discharge of oil, hazardous substance release or threat thereof is involved, primary responsibility belongs to the Responsible Party (RP).

The identified owner, operator, or lessee of a sunken or grounded vessel or wreck bears lead responsibility in the event that the U.S. Army Corps of Engineers (USACE) and the USCG jointly determine that such a vessel or wreck is a hazard to navigation and must be removed expeditiously.

In the case of an incident, the RP must take adequate measures to mitigate and/or remove damage, or risk of damage, caused by the vessel or the release of any material from the vessel. The RP will pay for all legitimate response measures up to their limit of liability as stated on their Certificate of Financial Liability. If an RP cannot be identified, or the acting RP fails to adequately respond, the Federal On-scene Coordinator may take control of a particular aspect of, or the entire response. In this case funding will be provided by the federal government until an RP is identified and charged for the response.

2200 Federal

2201 Coast Guard Policy

The USCG cannot delegate its statutory authorities and shall not delegate mission responsibilities to state and local agencies. MSU Houma shall not be party to any agreement that relinquishes USCG authority, evades USCG responsibility, or places MSU Houma military personnel under the command of any persons not part of the Federal military establishment. USCG forces and personnel will only be subject to the authority of their superiors in the within the chain of command or the COTP may delegate authorities as necessary.

2201.1 Fire Fighting

The USCG has no specific statutory responsibility to fight marine fires; but the COTP MSU Houma is charged with the responsibility for navigation and vessel safety, safety of waterfront facilities, and protection of the marine environment within the COTP's area of jurisdiction. This authority allows the COTP to:

- Direct the anchoring, mooring, or movement of a vessel;
- Specify times of vessel entry, movement, or departure to, from, or through ports, harbors, or other waters;
- Restrict vessel operations in hazardous areas; and
- Direct the handling, loading, discharge, storage, and movement; including emergency removal, control, and disposition of explosives or other dangerous cargo or substances, on any bridge or other structure on or in the navigable waters of the United States or any land structure immediately adjacent to those waters.

An agency charged with providing fire protection for any property of the United States may enter into reciprocal agreements with state and local firefighting organizations to provide for mutual aid. Further, an agency which provides that emergency assistance may be rendered in the absence of reciprocal agreements, when it is determined by the head of that agency to be in the best interest of the United States.

The USCG has traditionally provided firefighting equipment and training to protect its vessels and property. Occasionally, Coast Guard units are called upon to provide assistance at fires on board vessels and at waterfront facilities. For more detailed information regarding the USCG's policy and firefighting capabilities, see the U.S. Coast Guard Addendum to the U.S. Search and Rescue Supplement (NSS) to the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR).

2201.2 Wreck Removal

The USCG works closely with the U.S. Army Corps of Engineers (USACE) to ensure a coordinated approach to maintaining safety and the functionality of the port navigation system in U.S. ports and waterways. The USCG serves as the Federal Government's primary agency for responding to threatened or actual pollution incidents in the coastal zone. The USCG is one of two primary agencies for Emergency Support Function (ESF) #10 (Oil & Hazardous Materials Response), which includes mission-specific salvage response. The Coast Guard, upon the request of FEMA, may provide management and contract administration for certain Mission Assignments MAs under the authority and funding of the NRF. The COTP, as FOSC, is responsible for maintaining and implementing this wreck removal plan. Immediately upon discovery of an obstructing vessel or object, the USCG has responsibilities for marking and for making notifications.

2201.3 MSU Houma Federal On-Scene Coordinator/Captain of the Port

The FOSC/COTP will provide on-scene representatives that are familiar with shipboard construction, layout, common firefighting systems, and vessel stability. FOSC/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.

The COTP authority extends over the land-side areas of all waterfront facilities such as shipyards, terminals, piers, and wharves. Their responsibilities include:

- Coordinate firefighting and salvage activities under a Unified Command;
- 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 are to minimize the adverse impact of the incident on marine traffic and to facilitate firefighting and/or salvage 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 discharges or hazardous substance releases. Actual removal may be delayed until firefighting and/or salvage operations are complete; however containment and protective measures should be implemented immediately;
- Evaluate relocating moored and anchored vessels in vicinity of salvage operation; and
- Alert owner/operators of terminals and/or vessels at risk.

The COTP/FOSC's primary concern in responding to a vessel or facility fire is to ensure the safety of life and protection of the environment. Secondary concerns include vessel traffic and preserving property. Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities. COTPs shall work closely with other Coast Guards units, municipal fire departments, vessel and facility owners, and operators, mutual aid groups and other interest organizations to ensure planning in each ports' Area Contingency Plan for the COTP zone in accordance with federal law and Coast Guard regulations.

2201.4 Marine Safety Center Salvage Emergency Response Team

The U.S. Coast Guard's Marine Safety Center Salvage Emergency Response Team (SERT) is on call to provide immediate salvage engineering support to the COTP/FOSC in response to a variety of vessel casualties. Specifically, SERT can assist the COTP/FOSC manage and minimize the risk to people, the environment, and property when responding to vessels that have experienced a casualty.

2201.5 National Strike Force

The National Strike Force (NSF) provides highly trained, experienced personnel and specialized equipment to the Coast Guard and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents in order to protect public health and the environment.

2202 Other Federal Agencies

2202.1 U.S. Army Corp of Engineers

The U.S. Army Corp of Engineers (USACE) serves as the Federal Government's primary agency for maintaining the navigability of federal channels in domestic ports and waterways. The USACE arranges for and conducts hydrographic surveys, assessments of navigation conditions, and dredging. The USACE also has authority that may be applicable for removing wrecks from federal navigable channels, and more limited authority to address obstructions that pose hazards to navigation.

2202.2 Navy Supervisor or Salvage

The Navy Supervisor of Salvage (SUPSALV) is the Department of Defense's principal source of salvage expertise. SUPSALV, upon request, may provide federal-to-federal support for salvage response. SUPSALV and the USCG cooperate in oil spill clean-up and salvage operations.

2202.3 National Oceanic Atmospheric Administration

The National Oceanic and Atmospheric Administration (NOAA) provides scientific support for response and contingency planning in coastal and marine areas; including assessments of the hazards that may be involved, predictions of movement and dispersion of oil and hazardous substances through trajectory modeling, and information on the sensitivity of coastal environments to oil and hazardous substances. In addition, NOAA provides expertise on living marine resources and their habitats, including endangered species, marine mammals, and National Marine Sanctuaries.

NOAA also provides aerial and hydrographic survey support and expertise. NOAA administers the Abandoned Vessel Program (AVP). The main objective of this program is to investigate problems posed by abandoned and derelict vessels in U.S. waters. The program maintains various information resources.

2202.4 Bureau of Safety and Environmental Enforcement

The Bureau of Safety and Environmental Enforcement (BSEE) is responsible for ensuring comprehensive oversight, safety, and environmental protection in all offshore energy activities. BSEE handles safety and environmental enforcement functions including, but not limited to, the authority to inspect, investigate, summon witnesses and produce evidence, levy penalties, cancel or suspend activities, and oversee safety, response, and removal preparedness.

2202.5 Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) provides advice and assistance to the FOSC on coordinating civil emergency planning and mitigation efforts with other federal agencies, state and local governments, and the private sector. FEMA's Mobile Emergency Response System (MERS) also provides extensive rapid deployment mobile communications capabilities for use in oil/ hazardous substance response on a not-to-interfere basis with other emergent situations. A MOU is being developed with FEMA's MERS to specify the level and type of support available in a response. In the event of a major disaster declaration or emergency determination by the President, FEMA will coordinate all federal disaster or emergency action with the FOSC.

2202.6 U.S. Department of Transportation

The U.S. Department of Transportation (DOT) provides response expertise pertaining to transportation of oil or hazardous substances by all modes of transport.

2202.7 National Transportation Safety Board

The National Transportation Safety Board (NTSB) has authority and responsibility for investigation of major transportation incidents and may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism.

2202.8 Federal Bureau of Investigation

The Federal Bureau of Investigation (FBI) has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism.

2300 State and Local Governments

2301 Louisiana Office of Coastal Management

The Office of Coastal Management is responsible for the maintenance and protection of the state's coastal wetlands. The main function of the Office of Coastal Management is the regulation of uses in the Louisiana coastal zone, especially those which have a direct and significant impact on coastal waters. It is the goal of the Office of Coastal Management to protect, develop, and restore or enhance the resources for the state's coastal zone.

2400 Vessels

In the case of a vessel fire or salvage operation, the Responsible Party is the vessel's Owner, Operator, Master, or Designees. The vessel's Master or Designee will maintain control over the vessel, crew, and passengers unless otherwise directed by the COTP. The presence of any Federal, State, and/or Local agencies 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 fire fighters in the performance of firefighting 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 firefighting and salvage operations in accordance with the VRP and salvage company point of contact. The Master shall be the liaison between the Incident Commander/Unified Command and the Crew. The Master shall furnish, if possible, the Incident Commander/Unified Command with any information requested. The Master should provide the Incident Commander/Unified Command 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.

2401 Primary Resource Provider

The Primary Resource Provider as identified in the VRP will be the point of contact for the Responsible Party, the FOSC, and the Unified Command, in matters related to specific salvage and firefighting resources and services listed in the Vessel Response Plan.

2500 Waterfront Facilities

In the case of a Waterfront Facility, the Responsible Party is the Owner or Operator of the involved Waterfront Facility. The Responsible Party 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 federal, state, and local agencies does not relieve the facility Owner or Operator of responsibility for the overall safety of the facility or its personnel.

2600 SCLAC Salvage and Marine Fire Fighting Subcommittee

The COTP/FOSC, under the SCLAC, will establish and convene a Salvage and Marine Firefighting Subcommittee to advise on maritime matters. The Subcommittee will bring together appropriately experienced representatives within the FOSC/COTP AOR to continually assess risks to the ports, document the variety of resources available to respond to an incident, determine

appropriate risk mitigation strategies, and develop, revise, and implement the appropriate local plans. The Subcommittee will also serve as a mechanism by which threats are communicated to port stakeholders and other Committees (i.e. Area Maritime Security Committee, SCLAC, Local Emergency Planning Committees, and Port Safety Council).

The objectives of the Subcommittee include:

- Assisting in the development, review, and update of this annex, aimed at maintaining acceptable risk levels during normal operations and during incidents.
- Assisting with a comprehensive Risk Assessment. These assessments must detail the threats, vulnerabilities, and consequences associated with each port area within a COTP/FOSC zone.
- Soliciting stakeholder recommendations for continuing improvements of response measures.
- Developing and maintaining a Training & Exercise Program (i.e. consolidated list of training resources).
- Promoting effective incident response measures that maintain or enhance operational efficiencies and minimize impact to legitimate trade.

2601 Committee Interaction

The following is a description of other committees that the Subcommittee may interact with.

2601.1 South-central Louisiana Area Committee

The South-central Louisiana Area Committee (SCLAC) is a spill preparedness and planning body made up of Federal, State, and Local agency representatives. Under the direction of the New Orleans FOSC, the Area Contingency Plan that, when implemented in conjunction with the National Contingency Plan (NCP), will be adequate to remove a worst case discharge of oil or release of a hazardous substance.

2700 American Salvage Association

Leading U.S. salvage operators have formed the American Salvage Association (ASA). Created in response to the need for providing an identity and assisting in the professionalizing of the U.S. marine salvage and firefighting response. The intention of the ASA is to professionalize and improve marine casualty response in U.S. coastal and inland waters. The ASA meets with various federal and state agencies to exchange views on the improvement of salvage and firefighting response in the U.S.

3000 Situation

The complexity, scope, and potential consequences of an incident require that there be a coordinated effort between all MTS users and local state and federal agencies. This effort requires open communication, enhanced awareness of potential threats and coordinated procedures for preparedness, prevention, protection, response and recovery.

3100 Vessel Traffic Service

Vessel Traffic Service (VTS) Berwick Bay is a component of the Waterways Division of USCG MSU Morgan City. VTS Berwick Bay area of responsibility spans the Intracoastal Waterway (ICW) Morgan City Allen Alternate Route from Mile Marker 0 to Mile Marker 5; the ICW from Mile Marker 93 west of Harvey Lock (WHL) to Mile Marker 102 WHL; the Atchafalaya River Route from Mile Marker 113 to Mile Marker 122; from Bayou Shaffer Junction (ICW Mile Marker 94.5 WHL) south one statute mile along Bayou Shaffer; and from Berwick Lock northwest one statute mile along the Lower Atchafalaya River. The VTS provides advisory and navigational assistance services at all times in these areas of responsibility.

The 24-hour telephone number for the VTS is 985-380-5374.

3200 Marine Transportation Infrastructure

There are multiple Marine Transportation System (MTS) infrastructures and systems throughout the MSU Houma COTP zone, including:

- Bodies of water and rivers, surrounding waterfronts and significant navigable waterways in MSU Houma COTP zone;
- Transportation modes, water intakes and infrastructure;
- Vessel, cargo and facility interfaces and associated waterfront areas;
- Vessel traffic in the port (type and volume);
- Ports located within MSU Houma COTP zone;
- Port operations critical to significant local area non-maritime functions, services or activities.

3201 Parishes

This plan covers areas in the following parishes: Acadia, Assumption, Iberia, Lafayette, Lafourche, Saint Martin, Saint Mary, Terrrebonne and Vermilion Parishes

3202 Ports

This plan covers the Ports of Grand Isle, Fourchon, Terrebonne, Morgan City, West Saint Mary, Iberia, Twin Parish and Vermillion. The following link shows the locations and descriptions for the Ports of Louisiana. Port Locations | Mysite (portsoflouisiana.org)

4000 Federal, State, and Local Agencies

4100 Tier 1 Agencies

Tier 1 Agencies are those agencies that are classified as first responders such as police, fire and emergency medical units that are normally dispatched through the Emergency-911 System and are capable of responding within minutes. Federal and state agencies are also included; response time varies for these agencies. Most local first responder agencies average a response time of less than five minutes; while agencies located throughout and out-of-state can take as long as 24 hours to respond.

4200 Tier 2 Agencies

Tier 2 Agencies are those with special recovery and containment capabilities for dealing with hazardous materials, rough terrain, underwater search and recovery, and other agencies having excavation or heavy equipment capabilities (e.g., mobile heavy-lift cranes). Tier 2 agencies may take 24 to 48 hours to respond.

4300 Tier 3 Agencies

Tier 3 Agencies are the National Guard, military reserve, and other national level response elements. Tier 3 agencies may take up to several days to respond.

5000 Command

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

5100 Command Interrelationships

The incident command system is the accepted organization system used by federal, state, and local response organizations and other involved parties. .

5101 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 that crosses jurisdictional boundaries, involves various government levels (e.g. federal, state, local), impacts functional responsibilities, or a combination thereof. Such circumstances would pertain for almost any fire at a facility or a vessel at pier side or anchorage located in the MSU Houma COTP zone because of similar responsibilities of local fire departments, other emergency response organizations, and the Coast Guard for the saving of life, the environment, and property.

5102 Federal On-Scene Coordinator's Representatives

The Federal On-Scene Coordinator's Representative (FOSCR) acts as the primary on-scene liaison with response organizations during a marine fire or salvage response.

5200 Transfer of Command

The presence of local fire fighters or USCG personnel does not relieve the Master or Owner/Operator of command, or transfer their responsibility for overall safety on the vessel or facility. However, the Master should not normally countermand any orders given by local fire fighters in the performance of firefighting activities onboard the vessel or facility, unless the action taken or planned clearly endangers the safety of the vessel's safety and crew.

5300 Command Posts

When an incident occurs there is an immediate need for a coordinated/integrated response effort, since federal, state, and local jurisdictions will be involved. If this occurs a Command Post will be established on-scene by the lead responding agency. The USCG FOSC or FOSCR should be on hand and maintain communications with the USCG resources involved. Other key personnel that may be on hand at the on-scene command post include vessel's officers, marine chemist, facility operator, local responders, and port officials. The representatives present should have authority to make decisions to facilitate rapid and proper response.

5400 Incident Command System

The USCG has adopted the use of the National Incident Management System (NIMS)/ Incident Command System (ICS) for its response system. Standard USCG ICS forms can be found at http://homeport.uscg.mil/mycg/portal/ep/home.do. Conduct a search with 'ICS Forms' and the forms will populate.

5500 Incident Action Plan

Incident Actions Plans (IAPs) will be prepared by the Unified Command, as appropriate, to the situation and in accordance with the National Incident Management System/Incident Command System protocols. Pre-incident IAP templates may be developed, adapted, and applied, as available and appropriate to the incident.

6000 Operations

Initial response operations will be the responsibility of the owner/operator of the vessel, platform, or facility. Owners and operators of vessels, platforms, or facilities must develop their own contingency plans to respond to marine fires.

6100 Firefighting

Local firefighting organizations (municipal, industrial, and contractor) must be prepared to respond within the limits of their training and capabilities. If firefighting resources are not trained or capable of handling a marine fire, they can take appropriate measures to prevent the fire from spreading to nearby exposures. The USCG cannot contract mutual aid organizations for vessel, platform, or facility owners/operators. Facility owners and operators must take additional steps to limit the spread of fire to or from their facility and any vessels docked nearby.

The USCG will provide assistance as available including:

- Active participation within a Unified Command;
- Establishing safety zones;
- Rerouting or restricting vessel traffic;
- Making marine broadcasts;
- Assistance with search and rescue or medical evacuation;
- Deployment of USCG resources;
- Pollution response.

The MSU Houma COTP will be prepared to continue in the role of FOSC (within the Unified Command) upon conclusion of firefighting operations to oversee salvage operations or pollution response. Other affected organizations, particularly pollution response or salvage organizations, will respond as directed by the Incident Commander or Unified Command (or the Responsible Party).

The Master of the Vessel may deny local firefighters access to his vessel. He will then utilize his resources to control and fight the fire. If the USCG determines that the Master's efforts are inadequate, actions may be taken to ensure a proper response. The designated Incident Commander or Unified Command will direct employment of responding resources. Firefighting resources will be employed based on:

- Rescue/life safety;
- Location and extent of fire;
- Class of fire and cargo involved;
- Potential impact on local community;
- Additional exposure concerns (facilities, vessels, docks, structures, etc.);
- Possibility of explosion;
- Stability of the vessel or platform;
- Hazard to crew or other resources at location;
- Weather forecast;
- Maneuverability of vessel;
- Effects on bridges which must be transited;
- Alternatives if the vessel is not allowed entry to or movement within a port.

The MSU Houma COTP or representative of the COTP serving within the Operations Section will direct the employment of USCG resources (small boats, helicopters, USCG Strike Team, etc.) in accordance with established policies and the needs of the Incident Commander or Unified Command. Other responding agencies will report to the IC/UC for assignment of duties. The Master of the Vessel or Platform supervisor will:

- Implement the initial response based on the fire control plan of the vessel or platform.
- Establish communications, both internal and external. Ensure that proper notifications are made to the appropriate fire department or contractor and the Coast Guard. 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 platform.
- Coordinate the efforts of shipboard or platform fire teams in responding to the fire.
- Decide if it is necessary to abandon ship/platform. If the crew is ordered to abandon ship/platform, the master or supervisor will ensure that the proper procedures are carried out and that the Coast Guard is immediately notified. The IC/UC will then coordinate the firefighting operations of all responding agencies.

Operational response will be based on the following tactical priorities:
- Rescue/Life Safety
- Protection of Exposures (facilities, vessels, docks, structures, etc.)
- Containment, Extinguishment, and Property Conservation
- Fire Salvage and Overhaul
- Environmental Protection

Vessel and Facility Salvage Marine Firefighting response considerations include:
- Establishment of a command post and appropriate implementation of ICS/Unified Command;
- A complete size-up to determine potential for rescue operations and what is burning (class of fire and materials involved);
- Contact appropriate marine firefighting, environmental response, and marine salvage contractors (as necessary by Owner/Operator or COTP if necessary);
- Determination as to whether the fire main system is operating and the location of other firefighting resources on board;
- Obtaining the fire control plan of the vessel, platform, or facility;
- Hose lines taken aboard vessels should be large hose lines (4" to 6") with reducers for smaller hand lines and sufficient international shore connections (as appropriate);
- Maintaining two separate gangways to the vessel, one for personnel access and the other distinctly to serve as a hose conduit or support;
- Determination as to whether the ventilation system is operable. If not, portable equipment may be required;
- Consider need for additional lighting resources to support operations;
- Planning for additional equipment to arrive on scene during early stages of the response. Establish appropriate staging areas for arriving equipment;
- Recognition that a language barrier may exist. The vessel's agent, a vessel's officer, or other interpreter may be required.

The MSU Houma COTP will:
- Be prepared to assume the role of Incident Commander or FOSC within a Unified Command if the firefighting response is inadequate or non-existent;
- Provide USCG resources to support the Incident Action Plan established by the Incident Commander or Unified Command;

- Assist the Unified Command in developing the Incident Action Plan and in integrating resources into the response;
- Actively participate with representatives from the State of Louisiana, local municipalities, industrial mutual aid organizations, and appropriate fire response contractors.

6101 Fire Control Plan

Vessel fire control plans are stored in a weather tight container at the topside of the gangway usually attached to the bulkhead or inside the access door to the superstructure. This plan is available for use by shore side firefighting personnel. The plan shows a layout of each deck, fire protection systems aboard the vessel, and other information important to firefighting responses.

6102 Shipboard Firefighting

Marine firefighting is substantially different from standard structural firefighting requiring specialized equipment and training. The Unified Command should follow some general guidelines for operational considerations:

- Muster the Crew - Remove all non-essential personnel off the vessel and away from the scene. Make sure the Master, Mates, and all engineering personnel remain where they can be used as an information resource.
- Rescue - Life safety must always be the first consideration in any fire or emergency situation. When lives are in danger, the Unified Command must quickly assess whether the situation necessitates immediate removal of personnel, the number of persons that need extraction and the hazards to the rescue team.
- Exposure - Typical exposures include flammable liquid or gas tanks, open stairways, explosives, or any other substance that would accelerate or aid the spread of the fire. Provided there is no danger of water reactivity, exposures are best cooled by application of a fog pattern until no visible steam is generated. For some two dimensional surfaces foam may be an appropriate agent for exposure protection.
- Confinement - To accomplish proper containment, all closures and generally all ventilation (unless personnel are trapped inside the space) should be secured. Establish primary fire, smoke, and flooding boundaries. Primary boundaries are critical to the control of the fire. Monitor and cool the boundaries, as necessary, on all six sides of the fire (fore, aft, port, starboard, above, and below).
- Stability - During firefighting excess water onboard can create flooding and free surface effect. This could prove disastrous for the vessel leading to list and even sinking. Since local fire services do not typically have training in this field, there is a substantial risk that this could occur. This is the area of expertise that other response agencies will depend on the Coast Guard to contribute. The Salvage Engineering Response Team (SERT) is available 24/7 to provide professional advice and provide technical solutions.
- Extinguishment - The fuel source, amount of fuel/surface area and the location of the fire will determine the tactics and agents to be used.
- Overhaul - Ensuring that the fire will not re-flash and determining the point of origin and source of ignition. A detailed photographic record of the fire scene prior to commencing overhaul is a necessity to aid in post fire investigation.

- Ventilation - Generally, all ventilation on a vessel will initially be secured upon receipt of a fire alarm. Utilization of ventilation tactics to aid in extinguishment should not begin until a coordinated attack is staged.

6102.1 Burning Vessel Movement Considerations

A crucial decision that must be made by the COTP is whether or not a burning vessel should be allowed to enter or move within the port. Types of vessel movements that may be required in an emergency include movement from sea to an anchorage or a pier; from an anchorage to a pier; from a pier to an anchorage; grounding a vessel; or scuttling a vessel offshore.

6102.2 Decision to Allow a Burning Vessel to Enter Port or Move within the Port

Due to the limited resources available to fight an offshore fire, the COTP may be forced to consider allowing a burning vessel to enter port. .

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

- Location and extent of fire;
- Status of shipboard firefighting equipment;
- Class and nature of cargo;
- Possibility of explosion;
- Possibility of vessel sinking/capsizing;
- Hazards to crew or other resources where vessel is present;
- Forecasted weather (including bar conditions if applicable);
- Maneuverability of the vessel (i.e. is it a dead ship, etc.);
- Availability (and willingness) of assist tugs;
- Effect on bridges under which the vessel must transit;
- Potential for the fire to spread to the pier or pier structures;
- Firefighting resources available ashore and offshore;
- Possibility of vessel sinking or capsizing thereby becoming an obstruction to navigation;
- Consequences/alternatives if the vessel is not allowed to enter or move;
- Potential for pollution.

The above considerations should be investigated by the Lead Fire Department's Chief and/or the IC/UC by examining the vessel and cargo manifest before the vessel is allowed to enter port or move within the port. The COTP should make every effort, as the situation allows, to consult with the appropriate Fire Department Chief, Port Director, local government officials (i.e. Parish President, Mayor), Vessel Owner's Agent, and other experts depending when making a decision.

In addition, the FOSC/COTP, in conjunction with the USCG Eighth District, and the Region VI Regional Response Team (RRT), shall assess the pollution risks and determine whether the vessel will be allowed to proceed to sea to reduce the risk of the pollution hazards.

Entry to port or movement may be permitted when:

- The fire is already contained or under control;
- There exists little likelihood that the fire would spread;
- A greater possibility exists that fire could and would be readily extinguished with available equipment in port before encountering any secondary hazards of explosion or spread of fire;
- All relevant and available parties have been consulted.

Entry to port of movement may be denied when:

- There is greater danger that the fire will spread to other port facilities or vessels;
- The likelihood of the vessel sinking or capsizing within a navigation channel, and becoming an obstruction exists;
- The vessel may become derelict;
- Unfavorable weather conditions preclude either the safe movement of the vessel under complete control or would hamper firefighting (high winds, fog, strong currents, etc.);
- Risk of a serious pollution incident by oil or hazardous substances exists.

Additional considerations:

- Safety Broadcast and Notice to Mariners;
- Ordering the movement of other vessels or cargo that may be impacted;
- Locating the vessel to best facilitate the use of available resources.

6102.3 Positioning a Vessel for Firefighting

This section addresses the positioning of a vessel that is on fire while underway or docked. No vessel on fire should be moved without the permission of the COTP, except under the most urgent conditions.

The probability of success or failure of a shipboard fire response effort will be significantly impacted by the vessel's location. The likelihood of successfully fighting a fire on a remotely located vessel is small compared to a vessel located near sufficient sources of firefighting resources.

6102.4 Fire Suppression Berths

Several considerations enter into the selection of piers as a location to fight a shipboard fire:

- Paramount is the combustibility/flammability of pier structures and contiguous facilities;
- Availability of adequate volumes and pressure of fire protection water;
- Access to response boats and vehicles;
- Minimizing risk of impeding navigation;
- Risk to nearby vessels and facilities.

6102.5 Anchorage and Grounding Site Selection

When choosing anchoring or grounding locations, some of the same factors must be considered, as well as it effects on navigation and minimizing the risk to surrounding communities and to the environment. The possibility of the vessel sinking or becoming a derelict is very real and could prove a greater harm to the marine system than the loss of a single vessel. The initial considerations are:

- Bottom material - Soft enough so that the ship's hull will not be ruptured;
- Water depth - Shallow enough so that the vessel could not sink below the main deck, yet deep enough so that fire boats, salvage barges, and tugs can approach; tides and other river level fluctuations must be considered;
- Area - Accessibility to firefighting, spill response, and salvage assets.

The location and suitability of boat ramps and piers to be used as staging areas must also be evaluated when considering grounding or anchoring sites.

6102.6 Reasons for Denial

Entry into a port or movement within a port may have to be denied when:

- There is danger that the fire will spread to other port facilities or vessels;
- The vessel is likely to sink or capsize within a channel, becoming an obstruction to navigation;
- The vessel might become a derelict;
- Unfavorable weather conditions preclude the safe movement of the vessel or would hamper firefighting (high winds, fog, strong currents, etc.);
- Risk of serious pollution incident by oil or hazardous substance exists.

6103 Offshore Firefighting Considerations

In addition to the problems associated with any shipboard fire, an offshore incident is further complicated by the poor flow of information and difficulties in supplementing the vessel's firefighting resources. Reports from the vessel may be confusing due to language difficulties or the simple fact that the crew is too busy fighting the fire to provide detailed information. Until additional resources can be brought to bear, the vessel's firefighting equipment and crew will be the only resources available. The vessel's Primary Resource Provider is required to have firefighting and salvage assets and personnel on scene within the planning timelines listed in the Vessel Response Plan. Additional resources in the form of public or private vessels may not be close enough to respond in a timely manner and may be ill-equipped to provide significant assistance.

6103.1 Coast Guard Offshore Resources

During an offshore fire, ships and aircraft become important resources. Coast Guard Aircraft may provide a timely source of information during the early stages of a response and can be used for personnel or equipment transfers. Coast Guard vessels are limited in their ability to assist in a shipboard fire, but are much better equipped than commercial vessels and have damage control teams that are drilled regularly in shipboard firefighting. In addition to improving communications, larger Coast Guard vessels with flight decks can be used to stage equipment flown to the scene.

6103.2 Department of Defense Offshore Resources

Firefighting equipment may be available from various Department of Defense (DOD) sources. In addition to the transportation capabilities, DOD aircraft and vessels can be invaluable in an offshore fire situation for the same reasons discussed for Coast Guard assets. The possibility of

Naval or USACE vessels operating in the vicinity which can assist should not be overlooked. All requests for DOD assistance should be made through the USCG Eighth District Command Center.

6103.3 Other Offshore Resources

Any ship becomes a valuable resource during an offshore vessel fire, even those with small crews and minimal firefighting capability. At a minimum, another vessel can provide a means of escape for a burning vessel's crew should their efforts to control the fire fail.

Vessels in the area may be notified of a situation via Automated Mutual Assistance Vessel Rescue System (AMVER) or with a Broadcast Notice to Mariners.

Tug companies in the vicinity may assist in fighting the fire, moving a dead ship or transporting equipment. While few vessel operators would be reluctant to assist in a life-threatening situation, vessel owners may not be willing to respond to a fire-fighting situation that could risk their vessels or crew in order to protect a ship or cargo once the crew is safe.

6103.4 Offshore Scuttling Area Selection

If a vessel cannot be safely moved to a port, and it is possible that the vessel and cargo could be lost (either intentionally or not) the vessel should be moved to an area where environmental damage will be minimized. The information in this section should be reviewed to identify the best area to move the vessel. Depending on the positioning of the vessel, COTP should consult with BSEE, EPA, and NOAA on any decision concerning the scuttling of a vessel.

6104 Shore side Incidents

For fires at a facility or on a vessel moored to a facility, there should be one command post. The Command Post should be established as close to the incident as safety permits. Ideally the command post would be located in an office at the facility. At a minimum, it should:

- Accommodate multiple telephone lines;
- Provide a large open area to permit status boards maintenance;
- Provide adequate lighting, heating, etc.

6105 Basic Priorities of Firefighting

It is impossible to anticipate every task or activity that will be required to effectively respond to major marine fires. There are, however, several basic priorities, that must be addressed, particularly in the case of a vessel fire at sea.

- Once initial notification is received, responders must determine the worst-case scenario and the urgency of the situation;
- The appropriate resources need to be informed and requested;
- If the incident appears imminent and substantial, response resources must be dispatched immediately before making routine notifications and obtaining additional information.

6106 Response Actions

Situation assessment is one of the initial and critical actions taken in a response to a marine fire. This involves evaluation of available facts and probabilities.

The assessment consists of at least the following six steps to rapidly form a deliberate plan of action:

1. Gather facts
2. Assess probabilities
3. Determine resources
4. Apply basic firefighting principles
5. Decide a course of action
6. Formulate a plan of operations

Pertinent facts might include location of fire, location of crew/personnel, acquiring vessel fire plan, vessel/facility condition, stability issues, type and condition of cargo, and response equipment available.

6107 Control of Vessels and Waterfront Areas

To secure the safety of waterfront facilities and vessels, the COTP may control or restrict vessel traffic in the affected area. The COTP has the sole authority to establish a Safety Zone.

A Safety Zone may be established around a burning vessel to facilitate access for fire or rescue units and to protect uninvolved persons or vessels, or it could be used to ensure the safer transit of a vessel carrying dangerous cargo. Safety Zones should be established on a temporary, and usually, emergency basis in response to a situation beyond the scope of normal safety measures.

6108 Investigations

After a fire involving a vessel or a facility, several agencies may become involved in an investigation to determine a cause.

6200 Salvage

Any salvage response will be characterized by the type of incident that required it and the salvage response will ensure waterways can support maritime commerce as a post-incident activity once initial response has been completed. Salvage response operations, for planning purposes, are considered an element of the short-term recovery phase (3-90 days post incident).

The following progression provides an orderly approach:

1. Perform an assessment to determine what has happened and what is needed (if anything) in terms of a salvage response.
2. Primary responsibility for salvage response belongs to the RP, and through the RP, to insurance underwriters. Determine if there is a RP or not, and whether or not the RP has accepted responsibility and is capable of performing the necessary salvage response within an acceptable period, as determined by applicable rules and regulations. If so, then determine oversight responsibility within the UC and coordinate oversight and support as

may be appropriate consistent with applicable jurisdiction and authority. If not, or there is no RP, proceed to Step 3.

3. Determine the appropriate authority and funding source or combination of authority and funding sources that is/are available and will be needed to perform essential salvage response. Determine federal lead and supporting roles, and transitions in roles and responsibilities when multiple authorities and funding streams will be needed to complete salvage response. Once Authority and Funding are identified, a salvage plan specific to the incident should be developed. The incident specific salvage plan should be prepared by technical specialists with the subject matter expertise necessary to conduct site-specific salvage assessments and to develop and implement procedures to resolve the obstruction(s) to navigation.
4. Once the arrangement for salvage support or contracting of commercial salvors to perform the salvage operation is made, the salvor will mobilize salvage response operations and conduct the necessary salvage operations.
5. Plan and conduct documentation and reporting to provide a record of salvage response and to track and monitor costs incurred by the Government. Periodic reporting will be required to keep the UC posted on developments, and will follow the reporting schedule and protocols that are established for the incident.

6201 Identify Response Resources and Salvage Assets

The RP should immediately contract and set into motion adequate response and salvage resources. Historically, there has been reluctance on behalf of the vessel's representatives to engage a professional salvor. A decision to attempt operations without a professional salvor should be examined critically by the FOSC. To assist the RP in contracting a professional salvor, the FOSC may share information of proven response and salvage resources. In addition to ensuring that the RP has contracted adequate response resources, the FOSC should identify and deploy appropriate Coast Guard resources to respond to the incident. These response teams should include unit Pollution Responders, Casualty Investigators, and Marine Inspectors. Furthermore, the U.S. Coast Guard Salvage Emergency Response Team (SERT) at the Marine Safety Center should be engaged and, potentially the Navy's SUPSALV.

6202 Vessel/Cargo Salvage Plan

Working with the RP and a naval architect, the salvor must develop a salvage plan. The plan must detail actions to be taken and resources to be used, and it must set organizational responsibilities and the anticipated schedule. After the plan is prepared and prior to initiating salvage operations, the RP must submit the plan to the FOSC or the FOSC designated representative, for review. The FOSC will review the plan, and approve or disapprove it based on real or potential risks to port safety and the environment. Any plans for the intentional jettisoning of cargo will be reviewed as part of the salvage plan.

Upon arrival, the salvage ship or vessels and personnel, should conduct damage control and position stabilization. Damage control actions may range from augmenting the ship's crew, to conducting firefighting and flooding control. Position stabilization consists of securing the ship at the first opportunity to prevent it from broaching or being driven further ashore.

The salvage plan should be considered a flexible working plan with appropriate changes made in response to changing conditions.

Depending on the urgency and complexity of the operations, the detail of the plan may vary. All involved partied must ensure that the plan provided is appropriate given the constraints of the operation. Given optimal conditions, as well as time and resources available, a complete salvage plan may include the following elements:

All Incidents

- Pre-incident drafts fore and aft;
- Cargo listings/volumes;
- Fuel volume;
- Status of vessel propulsion and steering systems;
- Post casualty drafts;
- Contingency planning in identifying possible failure points;
- Lightering considerations;
- Clear understandings or contractual agreement of responsibility for control of the vessel;
- Strength of hull girder, damaged areas, attachment points, and rigging;
- Booming considerations;
- Means for controlling interference between pollution response and salvage efforts;
- Potential pollution risks and precautions to avoid or minimizing impact;
- Communications plan;
- Anticipated start time and predicted tides, currents and weather.

Grounding

- Post casualty drafts/locations;
- Soundings;
- Bottom type;
- Estimated ground reaction;
- Force-to-free;
- Towing assets available/utilized and horse power of each;
- Predicted stability when re-floated;
- A summary of the engineering rational for retraction and re-floating techniques;
- Tow/rigging plan including attachment points.

Lightering

- Volume of cargo/fuel to be lightered;
- Type of cargo to be lightered;
- Identification of compatible receiving facilities;
- Special procedures to handle hazardous cargo/materials.

Flooding

- Identification and listing of all dewatering systems to be employed;
- Order of dewatering to ensure satisfactory stability of the vessel.

Transit Plan

- Identification of transit route and final destination;
- Means for controlling the vessel as it is freed;
- Route identified, with special attention to increase draft and beaching areas;
- Vessel escorts, if any, to be employed and horse power of each;
- Any preparation of the vessel necessary to gain permission for entry into destination.

6203 Salvage Plan Review

The following is designed to assist the FOSCR/COTP Representative to evaluate the impact of a Salvage Plan.

1. Quickly gather all information needed during the response to a marine casualty,
2. Provide the Responsible Party (RP) with a guide for preparing and submitting a salvage plan,
3. Develop quick action response plans specific to their unit,
4. Evaluate Salvage Plan for impact on:
    - Personnel safety,
    - The environment,
    - Waterways and shipping,
    - Commercial facilities,
    - Recreational areas,
    - The overall response effort.

6204 Salvage Plan Implementation

During Salvage Plan implementation, all parties must be in close communication, and the process should be brought to a halt if significant safety problems develop. The salvor, RP, and the FOSC/COTP or the FOSCR have the authority to stop salvage operations in this case.

Conditions must be continually monitored during salvage operations to ensure no additional risk to personnel, the environment, or infrastructure. In the case of a heavily damaged vessel, the risk to the port and the environment may not warrant allowing the vessel to transit through or be brought into the harbor. In some cases, it may be desirable to allow the vessel to sink in deep water to mitigate environmental damage, or minimize risk to life. These are decisions that will involve all parties in the salvage effort, and the FOSC must take the lead to assure that the best management of the incident/threat is achieved.

6204.1 Salvage Response Considerations for other than Vessel Strandings

Salvage assistance may also be required for vessel sinking and rescues (towing). In these cases, the relationships between the various parties remain the same as for strandings. For sinking, the salvor must focus on methods for refloating the vessel, and vessel stability as it is refloated.

6205 Salvage Response Contractors

6205.1 Considerations in Evaluation Salvage Response Contractors

Often, the employment of professional salvage contractors during a marine casualty is critical to ensuring the safest and most expeditious resolution of an incident. The following guidelines assist the IC/UC in determining if the salvage contractor hired by the RP/Affected Party has the knowledge and capability to undertake the salvage operation. The salvage contractor should:

- Currently provide salvage response services;
- Have a documented history in the business;
- Own response equipment;
- Have trained employees;
- Have 24 hour capability and a history of proven response capabilities;
- Have a training program for employees;
- Have a history of drills and exercises;
- Have a history of creating comprehensive and successful salvage plans;
- Have membership in professional associations;
- Have employer's liability and salvors liability insurance;
- Be well capitalized for the intended operation;
- Have local experience;
- Have proven logistical capability;
- Follow OSHA and CG rules and regulations regarding HAZWOPER and diving operations.

6300 Salvage Response Activities Impacting the Marine Transportation System

This section provides a planning and coordination framework for salvage response activities impacting the Marine Transportation System (MTS). This section is for an incident involving the recovery of the U.S. MTS to support the clearing of the port navigation system in waterways to enable the resumption of maritime commerce in the MSU Houma COTP zone.

Marine salvage currently lacks a comprehensive framework for coordinating marine salvage across "all hazards" and all forms of marine transportation disruptions. Typically, there are many authorities and funding streams that may be applied to resolve incidents involving marine salvage or similar marine services (e.g. for removal of wet debris). The principal pathways for salvage authority and funding are summarized in the sections below. Marine salvage may encompass the formal definition of salvage (i.e. rescuing something of value from peril) as well as wreck, obstruction and debris removal and each related activity may have different authorities, funding sources, and levels of Federal agency involvement.

When there is a non-pollution event in which a vessel or other obstruction is creating a hazard to navigation within federally defined navigable waters, the USACE serves as the lead Federal agency. The USACE will ensures either removal of the obstruction from or immediately adjacent to the Federal channel by the owner, operator, or lessee, or by effecting removal using hired labor forces or a contractor. In the latter case, the USACE then seeks reimbursement from the identified owner, operator, or lessee for justified and documented removal expenditures.

Unusual incidents have resulted in use of alternative authorities and funding sources such as highway funds, special authorizations, and appropriations by Congress (e.g., U.S. Department of Transportation-provided funding for the Interstate 35 (I-35) Highway Bridge collapse over the Mississippi River). In unusual situations, COTPs/FMSCs should seek program and legal guidance.

6301 Survey Coordination

When sunken vessels and other underwater obstructions inhibit vessel movement on the Intracoastal Waterway (ICW) or other navigable waterways in the MSU Houma COTP Zone, federal agencies, the responsible party, and other port partners must respond promptly, efficiently, and in a coordinated fashion to restore the Marine Transportation System. The U.S. Army Corps of Engineers (USACE) New Orleans District will coordinate all survey efforts to locate and identify waterway obstructions. The USCG and NOAA will assist these coordination efforts. The COTP, informed by the assessment and recommendations from the USACE and NOAA, will regulate waterways traffic in accordance with his statutory authorities.

6302 Survey Roles, Responsibilities & Capabilities

6302.1 U.S. Army Corps of Engineers (USACE)

The USACE New Orleans District will coordinate all survey efforts, locate obstructions, and advise the COTP as to whether waterways a) meet USACE project standards and b) are safe for vessel traffic. The USACE can direct responsible parties to conduct survey and salvage operations in some cases, and at times can provide federal funding for survey and salvage when no responsible party has been identified. The USACE maintains survey boats with multi-beam sonar units and survey boats with single-beam sonar units along the Lower Mississippi River. These USACE vessels will strictly operate during daylight hours.

6302.2 U.S. Coast Guard (USCG)

The USCG regulates all traffic on federal waterways and can communicate waterways status to the maritime community through written Marine Safety Information Bulletins and over VHF marine radio via Broadcast Notice to Mariners. The USCG has limited single-band sonar capabilities but generally does not have the equipment or expertise to locate underwater objects or the expertise to determine whether waterways meet USACE project standards. The USCG can direct responsible parties to conduct survey and salvage operations in some cases and can provide funding for survey and salvage operations when no responsible party has been identified in certain circumstances. All involved USCG personnel can be reached via the Sector New Orleans Command Center, at 504-365-2533.

6302.3 National Oceanographic and Atmospheric Administration (NOAA)

NOAA provides hydrographic technical expertise and is well qualified to evaluate survey data and review survey plans.

6303 Survey Coordination Processes

6303.1 Initial Notification

When a sunken vessel or some other hazard to navigation has been reported and may obstruct vessel traffic in a major waterway within the MSU Houma COTP Zone, the USACE New Orleans District shall be immediately notified.

6304 Conducting Surveys

Determining the status of sunken vessels and other waterway hazards requires two main components: technical data and interpretation of that data. Government agencies (USACE and NOAA) and some private entities within the MSU Houma COTP zone can provide sonar resources and crews to gather technical data concerning underwater hazards.

6304.1 Survey data

Technical data can be collected by any vessel with sufficient sonar capabilities. Sonar equipment varies greatly in its accuracy and thoroughness in mapping channels and detecting underwater objects. Sonar equipment available in the MSU Houma COTP zone can be classified in two groups: multi-band and single-band sonar.

6304.2 Multi-beam Sonar

Multi-beam sonar units provide very detailed depictions of underwater objects, and can be used to confirm the specific location of a sunken vessel. Surveying a given area with multi-beam sonar (as compared to single-beam sonar) is slow and time consuming. Most multi-beam sonar units available the MSU Houma COTP zone are permanently affixed to specific vessels, are not portable, and cannot be transferred and mounted to different vessels.

6304.3 Single-Beam Sonar

In comparison to multi-beam sonar units, single-beam Sonar units can survey a large area in a short amount of time, but provide significantly less detail. Single-beam units typically cannot be relied upon to confirm the specific location of a sunken vessel. Many single-beam sonar units available within the MSU Houma COTP zone are portable and can be rigged to tow behind various vessels.

6304.4 Private Survey Resources

Numerous companies within the MSU Houma COTP Zone own and operate sonar equipment. The capabilities of the equipment, how well the equipment is calibrated, the proficiency of their operators, and the helpfulness of their information may vary. The USACE, NOAA, the Coast Guard, and Port Coordination Team representatives are well served by maintaining familiarity with the capabilities and status of private survey equipment and crews.

6305 Survey Resources & Points of Contact

PRIVATE SURVEY RESOURCES			
COMPANY	**OVERVIEW**	**CONTACT INFORMATION**	**ASSETS**
EMC	EMC is a subcontractor to one of NOAA's prime contractors (David Evans). Their survey boats can work day and night in the LMR.	Josh Hardy Office: 504-862-1852 Joshua.T.Hardy@usace.army.mil Main Office: 2472 Sunset Drive, Grenada, MS 38901 Phone: 662-226-5166 Fax: 662-226-5170 www.emcsurvey.com Jake Mattox, Senior VP, EMC Inc. Cell 662.392.8393 tel:662.392.8393 Office 662.226.5166 Fax 662.226.5170 EMC, Inc, 2472 Sunset Drive Grenada, MS 38901	EMC has five multibeam systems, which can be rigged on any vessel of opportunity. EMC also owns and operates two dual frequency sidescan sonar systems: A Klein 3000 dual frequency sidescan sonar, 200 and 500 kHz and 3900 sidescan system capable of producing 900 KHZ images. **EMC vessels:** SEA SCANNER & SEA PROBE – 32' Armstrong Catamarans; range 400 miles. SEA BENEATH 30' Scullys Aluminum Cabin Boat Range: 200 miles SOUNDER 28' Sculys Aluminum Cabin Boat Range 200 miles CONSTRUCTOR 23' Lobell's Custom Boats Single Yamaha 200 4-stroke engine 100 miles SEA BELOW 26' Monark Cabin Boat Range: 150 miles HYDRO I 25' F&F Aluminum Cabin Boat Range: 150 miles

COMPANY	OVERVIEW	CONTACT INFORMATION	ASSETS
David Evans and Associates (DEA)	DEA has one vessel located in Biloxi, MS, which can access the LMR. Under NOAA contract for Night & day operations.	Jon Dasler Director of Marine Services Mobile: 503-799-0168 Email: jld@deainc.com Biloxi, MS Field Office: Marine Services Division 691 Beach Boulevard, Suite 214-A Biloxi, MS 39533-1908 Phone: 228-207-6448 Corporate Office – Marine Division: 2801 SE Columbia Way, Ste. 130 | Vancouver, WA 98661 Office: 360.314.3202 Cell: 503.799.0168 Fax: 360.314.3250	WESTERLY Equipped with multibeam sonar & sidescan sonar. Vessel can reach the LMR (by way of Baptiste Collette) in approximately 3-4 hours. The vessel and crew can work day and night ops in the LMR.
Chustz Surveying Inc.		Damien French Office: 504-862-1865 Michael.D.French@usace.army.mil	
T Baker Smith	2 vessels in Lafayette with 3 hour response time 1 vessel in Houma with 2 hour response time Daytime operations only unless ideal conditions for nighttime.	Joshua Gillis 412 South Van Avenue Houma, LA 70363 337.501.1271 Cell 866.357.1050 josh.gillis@tbsmith.com	Equipped with side scan single bean fathometer and magnetometers
Johnson, McAdams Surveying		John Grunder Office: 504-862-1847 John.B.Grunder@usace.army.mil	
C&C Technologies	C&C owns and operates a variety of survey vessels capable of performing multibeam sonar, side scan sonar, and single-beam sonar. They are currently under NOAA contract for work in the Gulf of Mexico.	Tara Levy – Tara.Levy@cctechnol.com Scott Croft – Scott.Croft@cctechnol.com C&C Technologies, Inc 730 E. Kaliste Saloom Rd. Lafayette, LA 70508 337-261-0660 (Ext. 3518)- Main Number is 24 337-296-3029 (cell) 337-261-0192 (Fax)	R/V SEA SCOUT 134’ catamaran, can conduct side scan sonar. C-WOLF 30’ survey vessel Can be rigged for multibeam, singlebeam, and side-scan sonar. C-GHOST 30’ survey vessel Can be rigged for singlebeam, side scan sonar, and multibeam.
Furgo Chance, Inc.	Under NOAA contract.	Joel W. Jones Jwjones@fugro.com Furgo Chance, Inc. 200 Dulles Drive Lafayette, LA 70506 Office: 337-238-3351 24/Hour: (337) 237-1300 or 1-800-858-5322	

US ARMY CORPS OF ENGINEERS - SURVEY RESOURCES			
Contact Information: Survey Team Leader - Michael Sullivan Office: 504-862-1865/2373 Cell: 504-258-1134 Email: Michael.D.Sullivan@usace.army.mil			
VESSEL	**DUTY STATION**	**SURVEY CAPABILITY**	**LENGTH/SWEEP AREA COVERAGE**
LAFOURCHE	Port Allen Lock Baton Rouge, LA	Single Beam	63' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
GRETNA	District Dock New Orleans, LA	Single Beam	49' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
BURRWOOD	Bayou Bouef Lock Morgan City, LA	Single Beam	58' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
TECHE	Bayou Bouef Lock Morgan City, LA	Single Beam	63' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
LABORDE	Venice Sub Office Venice, LA	Single Beam	45' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
BOPP	Venice Sub Office Venice, LA	Single Beam	48' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
BLANCHARD	Venice Sub Office Venice, LA	Single Beam	55' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
OB-167	District dock New Orleans, LA	Single Beam	26' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
OB-189	District Dock New Orleans, LA	Single Beam RESON 7125	21' 2:1 Ratio; sweep area coverage based on depth of water

VESSEL	DUTY STATION	SURVEY CAPABILITY	LENGTH/SWEEP AREA COVERAGE
OB-169	District Dock New Orleans, LA	Multi-Beam Side Scan	**26'** **Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel**
OB-173	Venice Sub Office Venice, LA	Single Beam	**26'** **Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel**

6400 Oil/Hazardous Substance Release Mitigation and Lightering

Oil discharged, and hazardous substance releases are of the greater potential during groundings and almost a certainty during a major collision or other event when there is a breach in the hull. There are several ways to establish if there is an oil discharge or hazardous substance release. The primary method may be observation of a sheen emanating from the damaged vessel. However, this method may be of limited usefulness at night and is not indicative of damages inboard of the hull structure. Bunker and cargo tanks should be immediately sounded and monitored closely for changes that would indicate a breach. Given the high correlation between major marine casualties and pollution incidents, it is prudent to provide, at a minimum, containment boom to surround the vessel(s).

6401 Lightering

One of the most effective ways to mitigate or prevent an oil discharge is hazardous substance release is to remove all remaining cargo and unnecessary bunker fuel/cargo from the vessel. This is particularly useful when the risk of a hull breach is increasing due to changing environmental or physical conditions on the vessel. Vessels may be lightered to another vessel or a facility ashore. Choosing which is most appropriate will depend on the location of the vessel and availability of each. Whichever is chosen, it is important to ensure the receiving vessel or facility is qualified to handle the lightered material and that any cargo/residue in hoses and holding tanks are compatible with lightered material. Furthermore, the effects on the stability of the vessel should be taken into account when lightering a vessel. While lightering may present benefits when attempting to re-float a vessel, it may also present additional structural stresses upon the vessel. It is important to work with naval architects as well as the person-in-charge of cargo loading/offloading the vessel, who is frequently the Chief Officer or First Mate of the vessel.

6500 Places of Refuge

A ship in need of assistance may require a temporary place of refuge with adequate water depth for lightering or repairs in order to protect the marine environment. Ships may need to be brought into a harbor, anchored, or moored in protected waters; or temporarily beached in order the safely make repairs and stop the loss of oil or other hazardous substances. Disabled ships need to be repaired in order to resume safe navigation and prevent a shipwreck resulting in the loss of fuel and/or cargo. If leaking ships are not repaired, spilled oil and hazardous substances may affect the public health, environmental resources, and shorelines.

6600 Termination of Response Activities

The IC or UC will make the determination of when to terminate response activities after consulting with the COTP/FOSC and the Operations Section Chief.

Upon termination of the emergency phase of the operations the UC organization role will shift to mitigation, clean up, recovery, and restoration. This shift in objectives and priorities may require transfer of command to another agency(s) or departments of an already involved agency based on UC membership criteria.

7000 Planning

The IC/UC is responsible for organizing and staffing the Planning Section. It is preferred that these resources are the combined talents of the vessel, platform, or facility personnel; local firefighting resources; contractor personnel; and federal, state, and local agencies.

7100 Marine Transportation System Recovery Unit

The Coast Guard has adopted the inclusion of a Marine Transportation System Recovery Unit (MTRSU) in the planning section of a Unified Command structure.

The MTSRU will be established as quickly as practicable by the COTP/FMSC/FOSC during an incident response so that the unit is available to utilize the Common Access Reporting Tool (CART) to identify and assist in populating the Essential Elements of Information (EEI) needed for the MTS Recovery Assessments. Advisory support will be coordinated with port stakeholders. Procedures for establishing and operating the MTSRU is outlined in MSU Houma Marine Transportation System Recovery Plan located in the AMSP.

8000 Logistics

Responding agencies and resources will be responsible for their own administrative and logistical support until such time as a Logistics section is established. The Logistics Section Chief will be appointed by the Incident Commander or Unified Command.

8100 Resources

8101 Federal Resources

AGENCY	LOCATION	CONTACT	ASSETS
Federal Emergency Management Agency (FEMA) Region VI	Denton, TX	(940) 898-5280 Fax: (940) 898-5512	Personnel
U.S. Bureau of Immigration and Customs Enforcement (ICE)	As directed	(800) 973-2867	Personnel
U.S. Bureau of Customs and Border Protection (CBP)	New Orleans	(504) 269-6154	Personnel
U.S. Marshals Service	New Orleans Baton Rouge	(504) 589-6079 (225) 389-0364	Personnel
Federal Bureau of Investigations (FBI)	New Orleans	(504) 816-3000	Personnel
U.S. Coast Guard (Local)	District Eight	(504) 589-6225	Personnel
	MSU Houma	(985) 665-2437	Personnel
	Sector New Orleans	(504) 365-2533	Personnel Water Borne
	MSU Baton Rouge	(225) 298-5400	Personnel Water Borne
	Air Station New Orleans	(504) 393-6032	Aircraft
	USCG Auxiliary Flotilla 04-09	(985) 727-2869	Personnel
U.S. Coast Guard (National)	Gulf Strike Team Mobile, AL	(251) 441-6601	Personnel Pollution Response
	District Response Advisory Team (DRAT) District Eight New Orleans, LA	504) 589-6901 (504) 589-6225 (24hr)	Personnel
	District Eight Public Affairs Office (PAO) New Orleans, LA	(504) 589-6287 Fax:(504) 589-2142 (504) 598-6225 (24hr)	Personnel
	Public Information Assist Team (PIAT) NSFCC - PIAT	(252) 331-6000 x3025 Fax: (252) 331-6012	Personnel

	1461 US Highway 17 N Elizabeth City, NC 27909		
AGENCY	**LOCATION**	**CONTACT**	**ASSETS**
Railroads	Burlington Northern Santa Fe Railroad	(888) 877-7267	
	Kansas City Southern Railroad	(800) 832-5452	
	Texas Mexican Railroad	(800) 892-6295	
U.S. Environmental Protection Agency (EPA) Response & Prevention Branch	1445 Ross, Mail Code 6SF-R Dallas, TX 75202	(214) 665-6428	Personnel Pollution Response
EPA Region 6 Public Affairs	1445 Ross Avenue Dallas, TX 75202	(214) 665-2208 (800) 887-6063 Fax: (214) 665-2118	Personnel Pollution Response
EPA Branch Offices	Baton Rouge	(225) 291-4698	Personnel Pollution Response
US Navy	US Navy Supervisor Salvage (SUPSALV) 2531 Jefferson Davis Hwy Arlington, VA 22242-5160	(202) 781-3889	Water Borne Salvage
	U.S. Naval Sea System (NAVSEASYS) Command	(703) 697-7403 Fax: (703) 697-7393	
	U.S. Naval Air Station (NAS) New Orleans	(504) 678-3472	
US Army	Army Diving Detachment Assistance U.S. Army Diving Company Fort Eustis, VA 23604	(757) 878-5780 / 5658 / 3500 / 5604	Water Borne Dive
U.S. Army Corps of Engineers	New Orleans, LA	504-862-2244 504-862-2358	
U.S. Department of Transportation (DOT)	New Orleans, LA	(504) 436-9130	
Federal Communications Commission (FCC)	New Orleans, LA	(504) 219-8989	
	Baton Rouge	(225) 291-4698	

	Washington, DC	(202) 418-1122	
AGENCY	**LOCATION**	**CONTACT**	**ASSETS**
National Oceanic and Atmospheric Administration	National Oceanic and Atmospheric Administration Damage Assessment Center	(301) 713-3038	Water Borne
	WSC 1 Room 425, 6001 Executive Boulevard Rockville, MD 20852	(214) 665-2232 Pager: (800) 759-7243 PIN #185-4101 (206) 726-2148 (24hr)	Water Borne
	NOAA Scientific Support Coordinator (SSC) Eighth Coast Guard District Hale Boggs Federal Bldg	(504) 589-4414 (504) 589-4416 Fax: (206) 526-6329 (206) 526-6317 (24hr) (800) Sky-page (pin 5798819)	Water Borne
	NOAA Discharge and Release Trajectory Modeling 7600 Sand Point Way, NE	Pager: (800) 759-7243 PIN #2168798 Fax: (206) 526-6329 (206) 526-4911 (24hr)	Water Borne
Bureau of Safety and Environmental Enforcement		Primary: (504) 616-0147 Secondary: (504) 818-0949 Dispatch: (504) 736-0557 Fax: (504) 736-2426	Technical Expertise
Department of Energy (DOE) Nuclear Regulatory Commission		(504) 734-4201 (504) 265-3073	Technical Expertise
		(817) 860-8233 Fax: (817) 860-8210	Technical Expertise

8102 State Agencies

AGENCY	LOCATION	CONTACT	ASSETS
Louisiana Oil Spill Coordinator's Office	150 Third Street, Suite 405 Baton Rouge, LA 70801	Phone: (225) 219-5800 Fax: (225) 219-5802	Personnel
Wildlife and Fisheries	2000 Quail Drive Baton Rouge, La. 70808	(225) 765-2800	Water Borne
Louisiana State Police	Baton Rouge, LA	(225) 925-6424	Land/Air
Department of Environmental Quality (DEQ)	New Orleans, LA	Hotline (504) 342-1234	Personnel

8103 Local Law Enforcement Agencies

Law Enforcement Directory Search (police1.com)

8104 Local Fire Departments

Louisiana Fire Departments

8105 Port Assets

Ports of Louisiana

8106 Commercial Salvage Companies

8106.1 Companies with a USCG Basic Ordering Agreement

DIAMOND SERVICES CORPORATION
503 DEGRAVELLE RD.
AMELIA, LA. 70340
(985) 631-2187
*24 HR. SERVICE

CAL DIVE
254 FORD INDUSTRIAL RD.
AMELIA, LA 70340
(985) 631-0315
*24 HR. SERVICE
NO STANDARD RATES LIST, BIDS ARE ON EACH PARTICULAR JOB.

BISSO MARINE COMPANY, INC.
FOOT OF WALNUT STREET @ THE MISSISSIPPI RIVER
NEW ORLEANS, LA 70118
(504) 866-6341
(504) 865-8132 (FAX)

T&T SALVAGE, LLC
8717 HUMBLE WESTFIELD RD
HUMBLE, TX 77338
*24 HOUR NUMBER (713) 534-0700
(281) 446-4010

8106.2 Dive Companies

Dive Companies			
Name	**Address**	**Phone**	**Fax**
Bagala's Diving Service	506 Cutoff, LA 70345	(985) 632-5071	
Bisso Marine	P.O. Box 4113 New Orleans, LA 70178	(504) 866-6341	(504) 865-8132
Cal Dive International	P.O. Box 1016 Morgan City, LA 70381	(800) 237-5017	(504) 631-9708
Continental Diving Service	P.O. Box 2484 Morgan City, LA 70381	(985) 395-5251	
Eymard Roger Jr. Diving Service	Rt. , Box 281-A Galliano, LA 70354	(985)-475-7232	
Professional Divers, NOLA	2263 Telestar Harvey, LA 70058	(504) 391-1351	(504) 394-1414
U. S. Navy	Mobile Diving & Salvage Unit 2 Unit 60006, Little Creek, VA	(800) 464-7433 (800) 363-4136	
Underwater Services, Inc.	P. O. Box 80678 Baton Rouge, LA 70898	(225) 927-3483	
McKinney Towing & Fleeting	2500 River Road Baton Rouge, LA 70802	(225) 388-9846 (504) 523-1533	
National Marine, Inc.	5127 N. River Road Port Allen, LA 70767	(225) 343-9273 (504) 525-5018	
Val's Diving	P. O. Box 880 Marrero, LA 70072	(504) 371-6200	
Epic Divers	1556 McArthur Avenue Harvey, LA 70058	(504) 340-5252	
H. J. Merrihue Diving & Salvage	P. O. Box 23123 New Orleans, LA	(504) 466-2800 (225) 343-0077	
Bisso Marine Company, Inc.	P. O. Box 4113 New Orleans, LA 70178	(504) 866-6341	
E. N. Bisso & Son, Inc	P. O. Box 4370 New Orleans, LA 70178	(504) 872-9306	
Lea Diving & Salvage	P. O. Box 314 Mobile, AL 3660	(251) 432-4480	

8106.3 Private Firefighting Companies

Williams Fire & Hazard Control Inc.
P.O. Box 1359
Mauriceville, Texas 77262
(409) 727-2347 (800) 231-4613
Fax: (409) 745-3021
24 hr. (713) 999-0276
Equipment: Williams has access to a network of firefighting resources throughout South-centralLouisiana

SMIT Americas
400 North Sam Houston Parkway

Suite 310
Houston, Texas 77060
(713) 931-2150
Equipment: SMIT has two readily deployable firefighting kits located in Berwick, LA. These kits are capable of handling up to large deep draft vessel fires.

Resolve Marine
365 Canal Place, Suite 1550
New Orleans, LA 70130
(504) 301-9751
(954) 650-3188 (Mobile)

T&T BISSO, LLC
3110 East Pasadena Fwy
Pasadena, Texas
24 hr. (713) 534-0700
Equipment: Firefighting team based in New Iberia, LA. Portable pumps and equipment in New Iberia, LA, and Galveston, TX. Deep-draft capable.

Wild Well Control
22730 Gosling Road
Spring, TX 77389-4401
(281) 353-5481
(281) 353-5480 (Fax)

Boots & Coots, L.P.
Industrial and Marine Division
11615 N. Houston-Roslyn Road
Houston, Texas 77086
24 hr. (800) 256-9688
Day (713) 931-8884

OMI Environmental Solutions
131 Keating Drive
Belle Chasse, LA 70037
(504) 394-6110
24/7 (800) 645-6671

9000 Finance

The owner/operator of the source of fire (facility, vessel, or platform) 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, a more unified Finance/Administration Section may be established.

9100 Protection and Indemnity (P&I) Insurance

Large commercial vessels and barges typically have Protection and Indemnity (P&I) Insurance to cover instances that result in salvage. This insurance provides coverage to ship-owner and characters against third-party liabilities encountered in their commercial operations. Responsibility for damage to cargo, for pollution, for the death, injury or illness of passengers or crew, and for damage to docks and other installations are examples of typical exposures under P & I insurance.

9200 Federal Funding

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 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 resource if the Responsible Party has not taken adequate or appropriate actions. See section 6000 of the South-central Louisiana Area Contingency Plan for accessing either the OSLTF or CERCLA funds.

9300 Salvage Response Contracts

9301 Types of Salvage Contracts

Salvage companies may operate under several types of contracts when conducting salvage operations. Some contract types such as Lloyd's open form may influence the level of cooperation between the salvor and the Unified Command. Incident Commanders/Unified Command should be aware of the type of contract that a salvor is operating under and its potential influence on coordination.

Lloyd's Standard Agreement

Lloyd's Standard agreement - No Cure No Pay (aka Lloyd's Open Form) is a contract which encourages the salvor to immediately and actively pursue the work independently for a sum to be agreed upon only after delivery of the vessel to safety. The salvor receives no financial compensation if the vessel is not delivered safely or if there is no salved value.

Fixed Price, Lump Sums

Fixed price, lump sums are contract formats stipulating a scope of work to be accomplished for a pre-negotiated amount. Fixed price encourages fast action but can induce a salvor to pursue the least capital intensive, more risky alternative to save expenses.

Time and Materials or Cost Plus
Time and materials or cost plus contract usually refer to a rate sheet or actual invoices for all assets employed or expended and indicate bonuses and penalties for completion. The contracting party can assume a more active management responsibility while the salvor may be less motivate for the speedy completion of the work unless the contract includes meaningful incentives.

10000 Marine Firefighting Checklist

<table>
<tr><td colspan="4">Initial information</td></tr>
<tr><td colspan="2">Name of Reporting Person:</td><td>Phone:
( ) -</td><td>Address:</td></tr>
<tr><td colspan="4">Reporting Person’s Relationship to Incident (check box):

☐ Agent ☐ Master/CEO ☐ Work Party title: _____ ☐ Other: _____</td></tr>
<tr><td colspan="4">Nature of Incident (check box):

☐ Vessel Fire ☐ Facility Fire ☐ Explosion ☐ Collision ☐ Other:_____</td></tr>
<tr><td colspan="4">Location of Incident</td></tr>
<tr><td colspan="2">Latitude:</td><td colspan="2">Longitude:</td></tr>
<tr><td colspan="4">Vessel Fire</td></tr>
<tr><td colspan="2">Vessel Name:</td><td>Call Sign:</td><td>Exact location of fire (i.e., compartment, deck.)</td></tr>
<tr><td colspan="2">Agent Name:</td><td>Agent Phone:
( ) -</td><td>Vessel Flag:</td></tr>
<tr><td>Marina:</td><td>Berth:</td><td>Anchorage:</td><td>Address (if applicable):</td></tr>
<tr><td colspan="4">Facility Fire</td></tr>
<tr><td colspan="2">Facility Name:</td><td colspan="2">Exact location of fire on facility:</td></tr>
</table>

Facility Phone: ( ) -	Address (if applicable):
Fire and Safety Information	
Fire Details	
Status of fire (circle one): **Extinguished Contained Out of Control**	Class of Fire (check one): □ Alpha (paper, wood, etc.) □ Bravo (fuels) □ Charlie (electrical) □ Delta (metals)
Firefighting Efforts (check box): □ None taken at time of report □ In progress with vessel/facility crew □ In progress with outside assistance Specify: _____	Source of fire (check box): Source known? □ No □ Yes Source Secured? □ No □ Yes
Shipboard/Facility Firefighting Systems: Type(s) Available: Type(s) Expended: _____ _____ _____ _____ Remaining Resources: _____ _____	
Safety Information	
Personnel Status (check boxes): Are there any personnel casualties? □ Yes □ No Are there any personnel missing or trapped? □ Yes □ No Location(s): _____ _____ Are there any injured personnel? □ Yes □ No Injuries: _____	MEDIVAC requested? □ Yes □ No

_____ Are there any deaths? □ Yes □ No	
Vessel Status: Can the vessel maneuver? □ Yes □ No	Does the Master wish to anchor/moor the vessel? □ Yes □ No

Surrounding Area Hazards

Cargo information:

Type: _____ Quantity: _____ Distance from fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from fire: _____ Location: _____

Type: _____ Quantity: _____ Distance from fire: _____ Location: _____

Nearby Vessels/Facilities:

Type: _____ Name: _____ Distance from fire: _____

Type: _____ Name: _____ Distance from fire: _____

Type: _____ Name: _____ Distance from fire: _____

Type: _____ Name: _____ Distance from fire: _____

11000 Salvage Response Checklist

Fill this sheet out as completely as possible, when seeking salvage engineering assistance, and contact the SERT duty member using the contact information listed below. 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 ☐ Barge w/o rake ☐ Barge w/rake
☐ Tank Ship ☐ Bulk Carrier ☐ Break Bulk
☐ Containership ☐ RO/RO ☐ LPG/LNG Carrier
☐ OBO ☐ Other: _____

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

☐ Fire ☐ Explosion ☐ Grounding ☐ Collision/Allision
☐ Flooding ☐ Sinking ☐ Capsizing ☐ Oil/HAZMAT spill
☐ Structural Damage ☐ Other: _____

Date/Time of Casualty: Position: Lat:
Long:

***Drafts**

Pre-Casualty Date/Time Taken:			Post-Casualty Date/Time Taken:	
Port	Starboard		Port	Starboard
		Forward		
		Midships		
		Aft		

***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 _____

Reported Damage/Pollution

_____

_____

Description of Vessel Cargo

_____

_____

Aim/Intent of Salvage Operation: *(Check all that apply)*

☐ Lighter/Transfer ☐ Dewatering ☐ Lifting ☐ Towing ☐ Patching ☐ Beach Gear ☐ Other _____ Anticipated Date/Time of action: _____

Technical Assistance Requested: *(Check all that apply)*

What technical assistance would you like us to provide?

☐ Salvage Plan Review ☐ Oil Outflow Analysis ☐ Ground Reaction
☐ Force to Free ☐ Structural Analysis ☐ Stability Analysis
☐ Review Lightering Plan ☐ Other: _____

Salvage Information Available: *(Check all that apply)*

☐ General Arrangement Plan ☐ Loading Plan ☐ Trim & Stability Book ☐ Section Modulus ☐ Midship Section
☐ Computer Model (HECSALV, GHS, SHCP, Etc.) ☐ Other

Your Contact Information

CG Contact Name: _____ Phone:_____
E-mail: _____ Fax: _____

SERT Contact Information

Contact Info (24/7):
Duty Member Cell: (202) 327-3985
Flag Plot 1-800-323-7233
E-mail: sert.duty@uscg.mil