Virginia Area Contingency Plan (VACP)

Marine Firefighting Plan

Annex E

October 2024

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DISTRIBUTION

1. PRIMARY DISTRIBUTION

As primary distribution, this document is posted on the U.S. Coast Guard Sector Virginia site hosted on RRT3's web page

2. DISTRIBUTION TO COAST GUARD UNITS
Sector Virginia
Sector North Carolina
Sector Maryland-National Capital Region
Commander, Fifth Coast Guard District

3. DISTRIBUTION TO OTHER AGENCIES AND GROUPS
All Maritime Incident Response Team (MIRT) members in Chapter II.D.2 of this plan.
Military Sealift Command Afloat Training Team
Chairman of the Virginia Maritime Association Fire Protection Committee

Note 1: Distribution digitally or by paper copy is encourage.
Note 2: Additional copies may be obtained by contacting Chief, Emergency Management and Force Readiness Staff at Sector Virginia, (757) 505-9527.

RECORD OF CHANGES

Sector Virginia's Emergency Management Division is responsible for managing this plan. Suggestions and comments about the plan are welcome at any time. Minor changes may be made periodically, and an update and review will be conducted at least once per year. The most recent version of the plan will be available on the Coast Guard Homeport website. Whenever a change is made, individuals on the distribution list will be notified. A new paper copy may be distributed if there are significant changes.

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1000 INTRODUCTION

A. Purpose and Objectives

1. Each year, about four thousand vessels carrying a wide range of commodities, including crude oil, refined petroleum products, liquefied petroleum gas, chemicals and other flammable and combustible cargoes pass through the Port of Virginia. In addition to the inherent hazards associated with the transportation of the listed commodities, the heavy vessel traffic and the close proximity of anchored vessels to the port's major shipping channels presents the potential for a major marine disaster. A fire resulting from a collision, allision, explosion, hot work, arson, negligence, or other events aboard a vessel presents unique problems to emergency response units. Some of the marine fire specific hazards are discussed in Chapter III. E. Preplanning and training are essential to ensure the best possible response.

2. For the purposes of this plan, a marine disaster is defined as any emergency that poses a threat to the harbor's facilities or vessels through fire or potential for fire. It is understood that other calamities may occur in the port, and these are addressed in other existing plans.

3. This plan aims to promote a coordinated response to marine disasters and ensure mutual understanding among various parties involved in the process. Furthermore, this plan intends to provide proper guidance to marine facility operators, shipping agents, and vessel operators on how to report a fire emergency to the concerned authorities and what initial information is crucial. The plan also includes compiling relevant data, defining jurisdictions and responsibilities, and outlining the initial response planning for a marine disaster.

B. Coordination of Efforts

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

2. Although this plan identifies responsibilities and the location of available equipment to enhance firefighting capabilities, the establishment of a comprehensive marine fire-fighting training program with an annual drill is a key element to the success of this plan. The training program organized and coordinated by the Port of Virginia Maritime Incident Response Team (POVMIRT) outlines response arrangements, teaches the operation of shipboard firefighting equipment, explains general shipboard construction and layout, and discusses common firefighting techniques used on vessels and facilities. The use of case histories will help illustrate the important points.

C. Updating and Review

1. Sector Virginia in conjunction with POVMIRT, and the Chairman of the Virginia Maritime Association (VMA) Fire Protection Committee will annually review all arrangements, jurisdictional relationships, and information contained within this plan, and update as necessary. All interested parties are encouraged to submit comments to the Chief, Emergency Management Division of Sector Virginia. The most current contact information for this individual can be found on Coast Guard Homeport, http://homeport.uscg.mil, using the following path: "Port Directory" → Select "Coast Guard Unit: Sector Virginia" from the drop down menu.

2. A drill will be conducted during the annual Robert E. Rumens Hampton Roads Marine Fire Fighting School to test the adequacy of this plan. The marine firefighting school working group will propose a scenario for each drill, as well as a timetable for drill events. This planning will be conducted in consultation and cooperation with those agencies identified within this plan as having responsibilities or assets necessary to the firefighting effort. At minimum, the exercise will test response communications and pose challenging situations which might prove to be major problem areas. Possible scenarios might include a passenger vessel fire involving the evacuation and medical treatment of a large number of people; a fire on a bulk petroleum carrier or a containership; a fire on a vessel at anchor; a fire at a less accessible facility. Exercises generally shall be conducted during the day, but nighttime exercises will be considered. The drill will be the basis for the annual updating of this plan, generally through a post drill critique. Individual agencies participating in the exercise will be responsible for funding their own participation and should consider this in their training budget. Sector Virginia may also submit a funding proposal for District consideration, with the intent of securing additional funding for the drill.

D. Mutual Assistance Agreements

1. All municipalities have existing Mutual Assistance Agreements (MAA) with other municipalities on their geographic borders. Further, the municipalities with major federal installations within their borders have existing MAAs with the installations. Most MAAs are identical. The major components of an MAA are:

a. The on-duty chief officer or designee for the assisting fire department will direct the movement of the city's forces, taking direction from the senior supervisor of the requesting city.

b. Response to alarms and the decision to occupy vacant firefighting stations will be commensurate with the scope of the emergency and to the extent of the forces available. These responses will be at no cost.

c. As long as the firefighting forces on federal installations remain under civil service and not private contract these responses can remain cost free. However, under the Federal Contract Analysis Program, costs would have to be determined by individual contract negotiations between the government and contractors in the event firefighting forces were contracted out to a civilian agency.

2000: RESPONSIBILITY AND JURISDICTION

A. Federal Agency Responsibilities

1. **U.S. Coast Guard**: Although firefighting is not a statutory responsibility of the Coast Guard, it has some limited resources to cope with firefighting needs at Coast Guard facilities. The Captain of the Port (COTP), Sector Virginia, may authorize the use of Coast Guard resources under their control in a marine fire. The COTP or their representative will direct the efforts of all Coast Guard personnel involved in an incident to best support the overall effort. The COTP has the authority to regulate and control the movement of vessels and persons within their zone of responsibility in order to protect life, property and the environment. This includes the authority to deny vessels entry into port, prohibit departure, place specific operating requirements upon vessels, control the use of anchorages and establish restricted access areas. The COTP has jurisdiction on all navigable waters of the Commonwealth of Virginia out to the territorial limit of the United States (twelve miles offshore). The COTP authority extends over the land-side areas of all waterfront facilities such as shipyards, terminals, piers, and wharves. The COTP will act as the point of contact to dispatch the POVMIRT which is described in Chapter II. D of this plan. The COTP will provide the MIRT with representatives that are familiar with shipboard construction, layout, common firefighting systems, and stability. The COTP authority is deemed the final on-scene authority in marine disasters. 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 and the degree of danger posed to the port.

2. **U.S. Navy**: The Navy Commands in the Hampton Roads area have no federal statutory responsibilities relating to commercial marine disasters. However, because of the size of the local installations, a large amount of equipment and trained personnel are available. The Navy's contract tugs may provide waterside firefighting capability. These vessels, located at Naval Station Norfolk are primarily available to assist the mooring of naval vessels but, when available, may be called upon for other types of assistance. Additionally, the base fire departments are another source of equipment and personnel. The Navy Regional Mid Atlantic Fire POVMIRT representative will act as liaison with other Navy commands to coordinate requests for and the use of Navy assets.

B. State Agency Responsibilities

1. **Virginia Department of Fire Programs**: The Department of Fire Programs develops standards for firefighting personnel and certifies instructors to train the firefighters. They also provide a supportive voice in the state government for necessary legislation.

2. **Virginia Department of Emergency Management**: The Virginia Department of Emergency Management (VDEM) is the Commonwealth's lead agency for initial response to emergencies that pose an immediate threat to the health and welfare of the citizens. VDEM is tasked with developing, maintaining and executing the Virginia Oil and Hazardous Materials Emergency Response Plan and to serve as the central coordinating agency for actions taken to remove, remediate, monitor, assess, evaluate, eliminate or reduce the release or threat of release of oil and hazardous materials. Although not primarily a fire response organization, VDEM personnel are trained, experienced and equipped to deal with a variety of emergencies. VDEM can provide valuable information on the threat posed by the presence of hazardous materials in a fire, as well as recommend precautions and procedures for dealing with the hazards. VDEM will provide a response vehicle and representatives to the

MIRT.

3. **Virginia Port Authority**: The Virginia Port Authority (VPA) has the duty, on behalf of the Commonwealth, to foster and stimulate the commerce of the ports, promote the shipment of goods and cargoes through the ports, secure necessary improvements to navigable tidal waters, and in general to perform any act or function which may be useful in developing, improving, or increasing the commerce, both foreign and domestic, of the ports of the Commonwealth. Furthermore, Virginia Port Authority (hereinafter, the "VPA") is charged, under § 62.1-132.11:1 of the 1950 Code of Virginia, as amended (hereinafter, "the Code"), with suppressing fires and responding to other maritime incidents on the waters of Hampton Roads, its tributaries, and other waters in the vicinity of Hampton Roads, and on certain property adjacent to such waters In furtherance of those duties, the Virginia Port Authority will provide administrative procedures to organize and maintain fire pumps, vehicles, and other equipment and supplies related to the mission of the POVMIRT. VPA will establish such administrative procedures as may be necessary to ensure accountability for the expenditure of public funds for the foregoing purposes and to assist in the effective and efficient operation of the POVMIRT. The VPA has developed a Memorandum of Understanding (MOU) with all participating MIRT agencies identified in Section D of this chapter. A list of all equipment and vehicles owned by the VPA and provided for use by the MIRT is located in the RESPONSE / ASSISTANCE DIRECTORY, Chapter IV of this plan.

C. Local Agency Responsibilities

1. **Municipal Fire Departments**: Within city limits, municipal fire departments respond as manpower, equipment and training allows. Responses are to marine facilities located within the city boundaries, vessels moored alongside those facilities, and vessel fires occurring in portions of the harbor falling within a city's jurisdiction. Appendix A displays the jurisdictional boundaries for each of the fire departments.

D. Port of Virginia Maritime Incident Response Team

1. **Port of Virginia Maritime Incident Response Team (POVMIRT)**: The mission of the POVMIRT is to provide immediate on-scene maritime advice and agency liaison to Incident Commanders responding to fires and other emergencies in the marine environment. The POVMIRT will promote marine firefighting team building efforts in the Port of Hampton Roads through an ongoing program of training and drills. The Hampton Roads Marine Fire Fighting School, summarized in Section E of this chapter, is one of the methods through which the POVMIRT conducts its training.

a. The MIRT is a task force comprised of personnel from the following agencies:

The City of Chesapeake	The County of Henrico
The City of Virginia Beach	The City of Richmond
The City of Norfolk	The County of Chesterfield
The City of Portsmouth	The County of Northampton
The City of Suffolk	The County of Accomack
The County of Surry	Fredrick County Sheriff Office
The County of Isle of Wight	The County of Prince George
The City of Hampton	The County of Gloucester
The City of Newport News	Abingdon Vol. Fire Department, Gloucester
The County of York	Department of Wildlife Resources
The City of Poquoson	Virginia Marine Police
The County of James City	The Town of Smithfield
The City of Hopewell	United States Navy, Naval Region Mid-Atlantic

1. These agencies have various overlapping expertise in shipboard firefighting, damage control, stability, ship construction and hazardous materials incident response. POVMIRT's role is limited to the following:
   - Assist any vessel master of a ship in port that is on fire or experiencing a related type of emergency, either by sizing up the situation or suggesting action to control the emergency.
   - Assist the local Incident Commander with an incident in his/her jurisdiction.
   - Provide command and control of maritime emergencies outside of local jurisdictional boundaries.
   - Compile a detailed list of commercial and military sources of specialized marine firefighting equipment and identify alternative firefighting piers.
   - Provide information and expertise on the type of firefighting equipment available on particular vessels.
   - Provide a review and analysis of a ship's fire control plan.
   - Participate in local fire department training exercises and the annual exercise required by this plan.
   - Be called upon anytime this plan is put into effect for any marine disaster in the harbor or offshore waters.
   - Be called upon at the request of Sector Virginia.

2. The VPA has undertaken the responsibility to manage and maintain all of the POVMIRT’s resources.

3. When the COTP requests POVMIRT activation, the POVMIRT Director and POVMIRT Manager will be notified immediately by the Sector Virginia Command Center. The POVMIRT members will report to the on-scene Incident Commander, where the member will provide a communications link between the COTP and the Incident Commander.

The POVMIRT may be contacted by calling any of the following numbers:

POVMIRT Director	757-683-2199 (Office) 757-616-6661 (Cell)
POVMIRT Manager	757-683-8950 (Office) 757-646-8444 (Cell)
Virginia Port Authority Port Police Dispatcher	757-683-2195

E. Annual Robert E. Rumens Hampton Roads Marine Fire Fighting School

The POVMIRT coordinates and conducts annual weeklong school on marine firefighting. The annual drill required in Chapter I of this plan is conducted during the school. The school is designed from NFPA 1005 standards. It provides basic firefighting strategy and tactics for land-based firefighters and associated professionals on issues pertaining to marine firefighting. These issues include firefighting systems and tactics, water safety, vessel and terminal familiarization, and vessel operations and marine/shipboard terminology. In addition to classroom time, the school includes vessel tours, fire simulations, and field exercises. The school is open to all interested parties, and participation from non-local groups and individuals is welcome.

F. Commercial Responsibilities

Newport News Shipbuilding (NNSB):

NNSB maintains a full-time fire and emergency response capability and provides response to fires on its facility. Its command staff and firefighters have been trained in all phases of fire training and planning. For the purposes of this plan, they shall be considered to be a full partner in response calls.

Chapter III: RESPONSE COORDINATION

A. Notification Procedures: The prompt notification of the cognizant fire department is the first and most important process in mobilizing a response. All municipal fire departments within the port use the 911 system. However, the listed seven-digit telephone numbers must be used whenever a notification is being made from outside the municipal boundaries of the requested response units. The other major avenue available to the marine community for reporting emergencies is the use of Channel 16 VHF- FM (156.8 MHz). This frequency is monitored continuously by USCG Sector Virginia.

B. Initial Actions

1. Gather the basic information concerning the marine fire incident.	
Ensure all basic information is passed during notification.	*Appendix B, pgs. 64-65*
2. Notify Sector Virginia Command Center at (757) 683-6637 {24 hrs.}	
CDO will dispatch Sector representative to scene.	*Chapter III, Section D, pg. 16*
3. Sector Virginia Command Center will keep all fire departments and responders informed.	
Movement of vessels coordinated by CDO.	*Chapter IV, Section X, pg. 57*
4. Sector Virginia Command Center will request Navy assistance as necessary.	
Specific items and lead-time will be considered.	*Chapter IV, Section H,*

C. Level of Response

1. Not all marine disasters require a full response. Lesser emergencies obviously will not require a full organizational effort. The following guide can be used by responding fire departments:

a. LEVEL I - a marine disaster on a small vessel (65 feet or less) or a facility that does not pose a major threat to the harbor. This level of emergency can usually be handled by one fire department with minimal waterside support. USCG Sector Virginia shall be notified and may send a representative to the scene.

b. LEVEL II - a marine disaster on a vessel or facility that has the potential to be a significant risk to the harbor. This level of emergency will involve two or more fire departments and waterside support. The full scope of this plan may need to be executed, including emergency services support. Calls will be made to each participating fire department to dispatch a representative (shift commander or above) to assist at the Command Post. USCG Sector Virginia shall be notified by calling the Command Center at (757) 638-6637.

D. Response Organization

1. Marine Firefighting Incident Response Organization: Given the complexity, scope, and potential consequences of marine fire incidents, a coordinated effort must be made between all Port of Virginia stakeholders as well as all local, state, and federal agencies. Even with the dynamics of multiple judications within a complex port, coordination and open communication amongst all parties will be required. In compliance with Homeland Security Presidential Directive 5, the National Incident Management System, specifically the Incident Command System (ICS), is the required incident management system used by federal, state, and local response organizations and other involved parties to manage marine firefighting incidents meeting the applicability of this plan. A major waterfront facility or vessel fire will involve response teams and assets from federal, state, and local agencies as well as those provided by the responsible party. The nature, location, or response 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.

2. Incident Command: The highest-ranking municipal fire service officer present will normally serve as the initial Incident Commander. Transfer of leadership within this IC organization may be required based on the size of the incident, arrival of senior leadership to assume command, resources on scene, and jurisdiction. The USCG Captain of the Port will not assume control of firefighting operations when the appropriate and qualified leadership is present and has assumed operational control.

3. Unified Command: In the likely instance when several jurisdictions are involved, or several agencies have significant management interest or responsibility, a Unified Command with lead agency designation may be more appropriate for an incident than a single command response organization. General, a Unified Command structure is called for when an incident occurs that crosses jurisdictional boundaries, involves various government levels, impacts functional responsibilities, or a combination thereof. Such circumstances would pertain for almost any fire at a facility or a vessel at preside or anchorage located in the Sector Virginia COTP Zone because of similar responsibilities of local fire departments, other emergency response organization, and the Coast Guard for saving of life, the environment, and property.

4. Incident Organization: The Incident Command Structure developed for the initial response phase of a marine firefighting incident will be smaller than a Unified Command structure formed upon the arrival of supporting agencies and resources. The following Incident/Unified Command organizations are provided for reference only and display the potential positions that may support complex and extended response organizations.

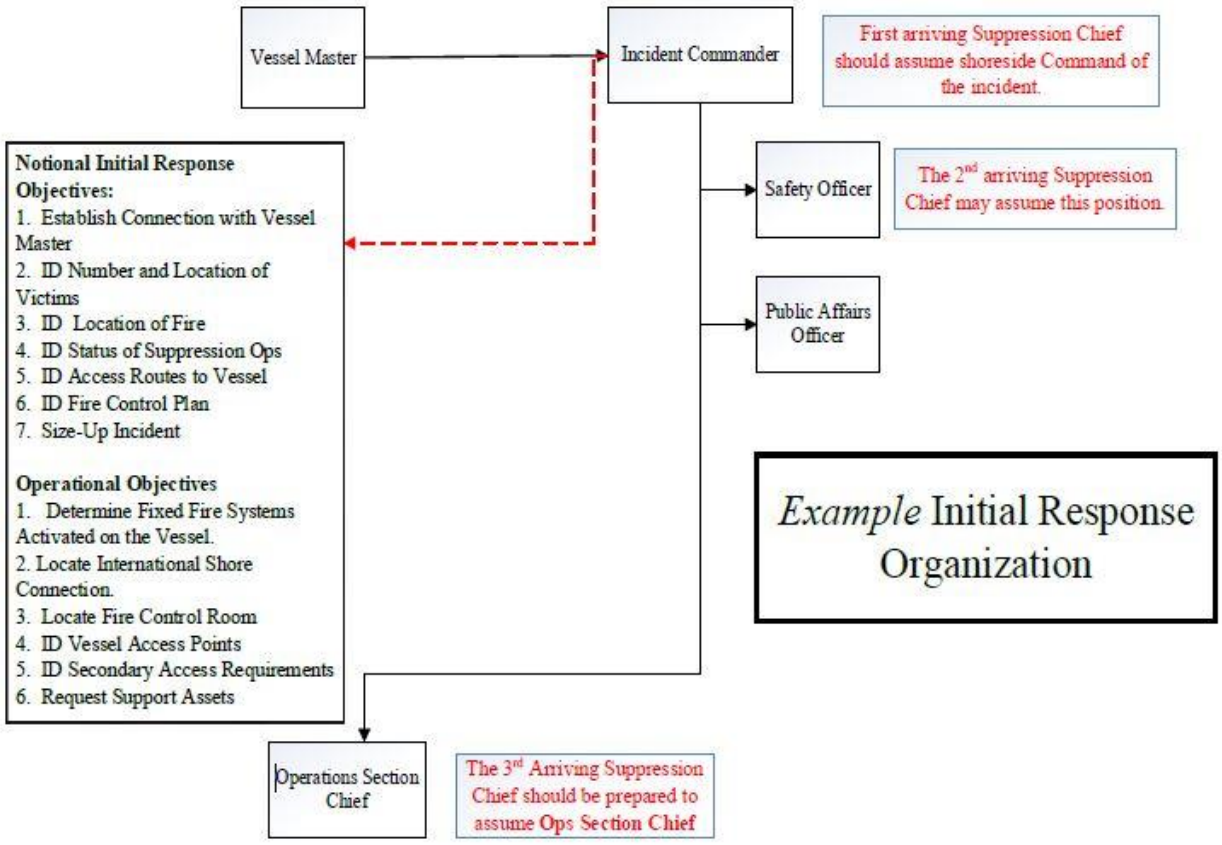


Figure 1 Notional Initial Response Organization

5. When responding to a commercial vessel fire, the first arriving municipal fire department representative should ensure that the Coast Guard Sector Virginia Command Center has been contacted at (757-683-6637). The local municipality and fire agency should request the following:
    - Vessel-specific subject matter experts
    - Establishment of a Safety Zone
    - Identification of the applicability of the Salvage & Marine Firefighting regulations

    a. As resources and support agencies arrive, consideration should be given to establishing a Unified Command (UC). The UC construct will link the responding agencies and organizations to the incident and provide a forum to make essential decisions and allocate/identify resources essential to the strategic needs of the response. Members of the UC must have the statutory authority or legal obligation for response operations and have jurisdiction in the affected area(s).

    b. UC membership should not only be at the command level but should extend throughout the organization. Development or transition to a UC organization should not interrupt ongoing emergency response activities.

Previous lessons learned have highlighted that integration of land-based firefighters and ship's crew is ESSENTIAL when conducting marine firefighting operations. Vessel crew members, owner/operator representatives, or those with extensive knowledge of the respective vessel can provide useful suggestions and tactics to the Operations Section Chief and the UC.

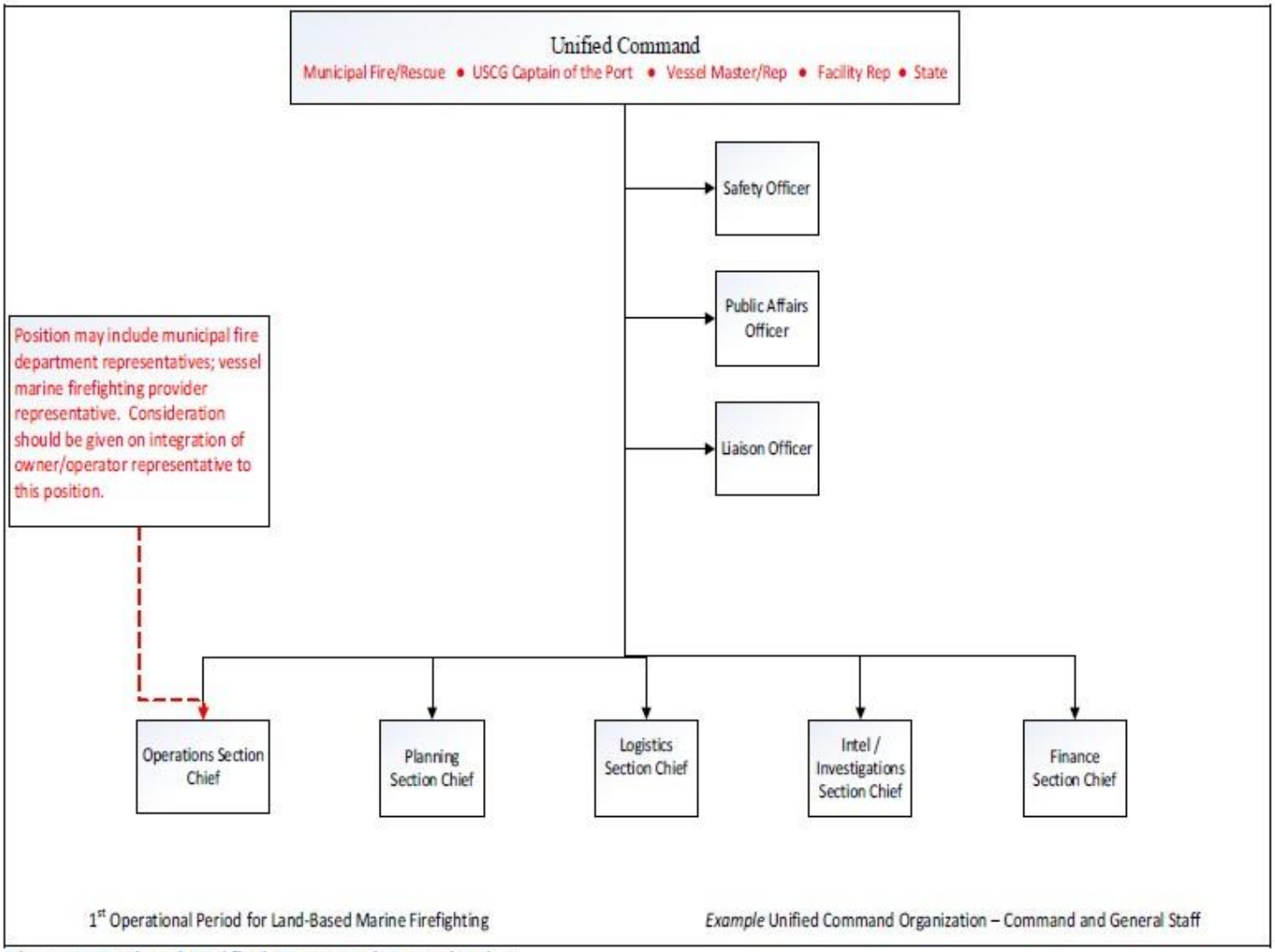


Figure 2 Notional Unified Command Organization

5. In the case of a marine fire, the COTP will activate the Coast Guard Incident Management Team (IMT) at Sector Virginia which is staffed by Sector personnel with pre-designated Watch, Quarter, and Station Bill (WQSB) positions. The WQSB structure is based upon an Incident Command System (ICS) framework, and Federal, Commonwealth, local representatives, and responsible parties may be brought in and integrated as necessary. Coast Guard command and control functions will be routed from the IMT. This organization, however, is not intended to replace or conflict with the Command Post or ICS organization set up by local responder's on-scene. The Sector's IMT structure is highly flexible, and the on-scene IMT must be integrated with the organization set up by the COTP.

NOTE: When a marine fire response involves a Search and Rescue (SAR) evolution, USCG Sector Virginia will prioritize SAR operations over ship firefighting operations. There is

usually a transition, often seamless and invisible, between the SAR and firefighting response. Rescue of lives in immediate distress always takes priority.

6. Successfully combating a marine fire pier-side requires effective communication between the fire department, the ship's master and facility managers. Those directing the response must have detailed information on the layout of the vessel or facility, have efficient communications with the firefighters and all support personnel, and be situated in an atmosphere conducive for planning and reacting to developing situations. An on-scene Command Post shall be established as soon as possible. The organization of the on-scene Command Post will follow the ICS format. This organization consists of the Incident Commander or Unified Command, Operations, Planning, and as necessary, Logistics, Finance, and Intelligence sections. This organization will include:

   a. Chief or Designee of Responsible Fire Department - directs shipboard firefighters and formulates tactics on how best to extinguish the fire; works closely with vessel's master or terminal manager, POVMIRT representative, and Coast Guard COTP (or representative).

   b. Coast Guard Captain of the Port (COTP) or Representative - responsible for safety of harbor and facilities; mobilizes Coast Guard resources to control vessel traffic; provides limited waterside capability; assist in locating and interpreting ships plans, layout, etc.; conducts general planning, cargo assessment, and hazard assessment; and conducts stability assessment for vessels fire. The COTP representative will direct all on-scene Coast Guard forces, liaison directly with the fire chief and keep in contact with the Sector IMT.

   The following personnel may, at a minimum, provide vital information and/or resources in response to the incident. In some cases, they may fill ICS positions.

   c. Vessel Master - is responsible for the crew, vessel and cargo. The master should be a member of the Unified Command and will be required to implement the vessel salvage and marine firefighting plan. The plan will provide additional resources from the vessel owner to respond and support the firefighting effort. This will include:
      - Marine Salvage Company
      - Marine Surveyor
      - Marine Lawyer
      - Marine Environmental Company

   d. Terminal Manager – ultimately responsible for the facility, and as such must assist the fire department in every way. The terminal manager (and their staff) will provide information on all aspects of the physical problem. They will also provide, organize and direct additional manpower to assist firefighters.

   e. Marine Chemist - will provide technical advice regarding hazardous materials and their potential chemical reactions in fires. The Marine Chemist is an expert on atmosphere compositions and the ways to measure them. This information is used to protect responders from toxic or oxygen lacking atmospheres. Chapter IV provides a listing of Marine Chemists in the Hampton Roads area.

   f. Telephone/Power Company Representatives - for facility fires, special consideration should be given to having a telephone company representative assist

with setting up outside communications and determining the location of trunk cables. A Virginia Dominion Power Company representative should be called to assist in securing power to warehouses or sections of affected facilities.

g. Army Corps of Engineers (ACOE) Representative - has responsibility for maintaining navigable channels. If the response to a particular fire requires anchoring a distressed vessel within the harbor, the ACOE should be consulted (in addition to the COTP) to preclude creating an obstruction or hazard to navigation.

h. Naval Architect - will provide technical advice regarding shipboard stability and the effects of excess water on shipboard stability. Chapter IV provides a listing of Naval Architects in the Hampton Roads area.

i. American Red Cross - maintains a data bank of multilingual persons in the local area. Translators are often very helpful when dealing with a foreign ship crew during an emergency. The contact number is (757) 440-1111.

E. Marine Fire Fighting Issues

1. Vessel Stability Considerations - the stability of a vessel is its ability to resist heeling from the upright position at small angles of inclination. The large volumes of water often used combating fires can have a negative impact on vessel stability, jeopardizing the safety of the vessel and personnel on board. The introduction of large amounts of water onto the vessel can create a free surface effect which is particularly dangerous if the water is confined above the vessel's normal center of gravity. Personnel and equipment moving through watertight doors cause potential problems by disrupting flooding boundaries. For questions and recommendations on vessel stability issues, several sources can be contacted: Vessel officers, USCG Strike Team, USCG Salvage Engineering Response Team (SERT), Naval Architects, and Navy Supervisor of Salvage (SUPSALV).

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

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

c. Several vessel documents can be useful in determining vessel stability. The most important of these is the vessel's trim and stability booklet. Other useful documents are the cargo plan, the docking plan, and the ship's particulars, which include capacity specifications and pertinent diagrams. If this information is for some reason not available on board the vessel, it should be available from the vessel's owner or operator.

2. Water Discipline - water is the most prevalent fire extinguishing agent. However, the indiscriminate use of water on a vessel fire can be as dangerous as the fire. In considering the use of water verses other extinguishing agents, the questions of potential electrical hazards, the presence of any water reactive materials, and the problems of flooding and the resulting stability issues must be answered before proceeding.

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

4. Shipboard Firefighting Systems - every vessel has onboard fixed and portable firefighting systems. To determine what firefighting systems the vessel has, consult the Fire Control Plan located on the main deck, and on both port and starboard sides of the superstructure. The vessel crew or Coast Guard representative on-scene can assist with locating the Fire Control Plan.

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

b. Water Sprinkler Systems: The primary role of sprinkler systems are structural protection and to maintain escape routes. Sprinkler systems are automatic or manual. Automatic systems are maintained under pressure and are heat activated. Hazards associated with water sprinkler systems are: possible flooding and the subsequent degradation of ship stability.

c. Carbon Dioxide Systems: Carbon dioxide is a versatile extinguishing agent as it does no damage to cargo, does not conduct electricity, and provides its own pressure discharge. However, CO_2 is only effective if all ventilation and openings to the space are secured. As a smothering agent, CO_2 lacks any considerable cooling properties, therefore the CO_2 concentration in the space must be maintained until heat levels in the fire area drop below the ignition temperature of the fuel source. Additionally, CO_2 poses a significant human health threat due to its ability to displace oxygen, causing asphyxiation. This may occur even in low concentrations. CO_2 systems are primarily installed in machinery spaces and cargo holds. Discharge

is accomplished manually; either remotely by two pull handles outside the affected compartment or by directing the discharge point for the CO2 bottle (high pressure system) or the storage tank (low pressure system).

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

e. Foam Systems: Foam is primarily used to combat class B fires. Foam is a smothering agent, although it does possess some cooling properties. Mechanical foam is produced by mixing foam concentrate with water and then rapidly aerating the resultant solution. The ratio of water to foam concentrate determines the expansion ratio and, therefore, physical properties of the foam. Foam with a low expansion ratio will be wetter, heavier, more heat resistant, and less affected by the wind. These properties, however, also make low expansion foam less adherent to vertical surfaces and more electrically conductive. A lower expansion ratio will also provide better flow around obstructions, making this mixture well suited for service in class B machinery space and tank vessel deck fires. High Expansion Foam concentrates are low energy foaming agents designed for use with corresponding high expansion foam generators. High expansion foams are unique as their expansion ratio is very high – over 200 times its original volume– meaning very little foam is needed to fill a large space. Because of this high expansion ratio and their light weight, high expansion foams are typically used in confined indoor spaces such as air craft hangars, ships, machinery spaces and mine shafts.

F. Firefighting Alternatives

1. Few disasters provide optimal circumstances. A major vessel fire may occur at anchor away from the resources necessary to combat it, or within a shipyard where onboard fire control systems are out of service. A facility fire may occur in a little-used warehouse space where access is difficult and firefighting facilities are minimal. Fire prevention is still the best means of countering these disasters. For vessels, however, certain alternatives or options usually exist. Vessels, other than those aground or involved in a collision, are generally mobile and may be maneuvered away from further damage, or brought to a location which optimizes firefighting efforts. To this end, it is prudent to consider, as a preplanning step, the selection of several potential locations to fight a vessel fire. Both marine terminals and anchorages should be considered to cover the possibility of a vessel fire getting out of hand. The contingency of moving the vessel to an isolated area may be of prime importance. Due to concerns over liability, terminal operators may be unwilling to allow burning vessels to moor at their facility. The COTP can, in the interest of protecting life, property and the environment, order that a vessel be moored at a particular pier or terminal to facilitate firefighting efforts. However, since such action could subject the federal government to liability for costs and damages incurred by the property owner, such action can be anticipated only in the absence of

other alternatives.

2. In selecting a firefighting pier, the first consideration is that the pier be constructed of noncombustible material (e.g., concrete). Also, the adjacent areas should not be placed in danger. A large staging area should be available. Public access must be controllable. The depth of the water alongside the pier should be enough at low tide to allow for the navigation of small craft such as tugs and barges. The depth should, however, not be so deep as to cover the vessel's main deck in the event of sinking. The bottom contour should be level or nearly so, and if possible be of a sandy composition. A hard bottom may puncture the vessels skin in heavy weather, possibly releasing fuel or cargo. A sloping bottom may allow a sunken vessel to slide off into deeper water, where it might capsize. Any decision as to the use of a particular pier for firefighting shall be made in consultation with the facility owners, the municipality Fire Chief, and the COTP.

3. Selection of a firefighting anchorage requires many of the same considerations. However, due to the many variables including draft, weather, cargo and the proximity of other vessels at anchor, each incident will have to be evaluated on a case by case basis.

4. A fire aboard a vessel with a draft over 45 feet is of particular concern due to the limited number of deep draft anchorages and the 45 foot controlling draft of the inbound channel. Anchorages Foxtrot 3 and 4, Golf 3 and 4, and India 1 and 2 are the only suitable anchorages to which these vessels can be brought inside the port. Once past these anchorages, an outbound vessel over 45 feet in draft cannot return to port except within the outbound channel. Since outbound traffic would have to be notified and cleared before this could happen, in most cases vessels over 45 feet in draft will have no alternative except to continue on to the vicinity of Cape Henry to locate a suitable anchorage.

5. A vessel approaching the port while on fire must be evaluated to ascertain the potential hazard to the port prior to entry. If any uncertainty exists, these vessels will normally be directed by the COTP to a suitable anchorage in the vicinity of the Tail of the Horseshoe (deep water north of Cape Henry) until the situation can be evaluated with the assistance of the POVMIRT. The COTP is the controlling authority for permitting or directing the movement of a vessel and will, when feasible, work with impacted municipalities on positioning stricken vessels within the harbor.

G. Portable Fire Pumps and Fireboats

1. The Port of Virginia has access to the use of three trailer mounted, portable 3,000 gallon per minute fire pumps. These pumps weigh 7000 lbs each and can operate 4 - 6 hours before refueling. They are fully self-serving, carrying fuel, suction hoses. The pumps are stored in 3 local firehouses and are towed by POVMIRT Support Trucks. The trucks carry equipment to support the pumps and additional specialized marine firefighting equipment. The pumps are transported to the scene by fire department personnel where the units are stored. Once transported to the scene, they must be loaded onto the desired vessel or platform. It is therefore important to remember to make arrangements for a crane, if necessary. The City of Chesapeake has a 4000 GPM submersible pump with a suction lift up to 50 ft. on a towable trailer call the Typhoon. The submersible pump is driven by a hydraulic pump and delivers water to the boost pump. From there, it can be discharged into multiple 5” supply lines or a 8” supply line. The City of Chesapeake also has a

towable trailer with 3,000 ft. of 8" hose. Basically, an above ground water main.

2. The portable pumps are located at Norfolk Fire Station #12, Chesapeake Fire Station #3, and Henrico Fire Station #2. The POVMIRT is the point of contact for use of the fire pumps and will supply the personnel required to operate the fire pumps. The Typhoon pump is located at Chesapeake Fire Station #2. Contact numbers for the POVMIRT can be found in Chapter II, D. of this plan. The City of Chesapeake is the POC for the Typhoon pump.

3. The Port of Hampton Roads has multiple fireboats positioned within the port. The local fire departments own and operate the vessels. The number and type of vessels can be found in Chapter IV, J of this plan.

H. Response Communications

1. Effective and timely communications are vital to the success of any response effort. A multi- agency response to a marine firefighting incident requires close inter-agency cooperation and controlled coordination of communications policies, procedures and systems between all involved agencies. In the event of a firefighting response, the ICS will be implemented on-scene. As a result, a Unified Command will be established of the involved fire departments and other agencies will be represented in the ICS staff. However, communications within the involved agencies to command, support, and field elements will continue to function through the existing systems for each agency. Communications for a multi-agency response will work in the following manner:

    a. Command and control decisions will usually be made from on-scene by the first arriving fire department Incident Commander. The Fire Department Incident Commander will develop strategies and tactics to best mitigate the incident. Their respective representatives will notify the responsible or assisting agencies within the ICS organization. Agencies that are represented in the Command Section will receive information and direction from their representative. The command and control elements of the on-scene Incident Commander will then direct the appropriate activities of their command, support, and field elements through existing communications policies, procedures, and systems.

    b. Traditional ICS structure includes a Liaison Officer. Agencies and groups not directly represented in the ICS Command Section will receive information from the Liaison Officer or an agency representative detailed to assist the Liaison Officer. The information disseminated in this manner is non-command and control information, such as situation reports. In return, agencies make their operational concerns known to the ICS Command element through the Liaison Officer.

2. As with any multi-agency response, there will be the need for field elements involved in the response to communicate directly with each other for on-scene coordination and safety. Currently, with few exceptions, most local and state responders have the ability to communicate within their 700/ 800 MHz system or utilize either ORION or STARS radio systems. The POVMIRT has a cache of 30 UHF portable radios that are effective in communicating within the shipboard environment.

3. The Virginia State Radio Cache has the ability to set-up an on-site communications system to support maritime events. The unit can provide several hundred portable radios.

The unit has the technology to link several radio systems and is housed on the Southside by the Chesapeake Fire Department and on the Peninsula by the Hampton Fire Department.

I. Embarkation Points

The advance identification of potential embarkation points throughout the port is necessary so that in the event of an offshore fire, responding fire departments can quickly stage and transfer personnel and equipment to combat the disaster. These points should be close to potential firefighting anchorages and of sufficient size to allow for the movement of large quantities of equipment.

Possible embarkation points:

Location	City
Coast Guard Station Little Creek	Virginia Beach
Newport News Marine Terminal	Newport News
Norfolk International Terminal	Norfolk
Portsmouth Marine Terminal	Portsmouth
Rudee Inlet (Owls Creek Ramp)	Virginia Beach

CHAPTER IV: RESPONSE/ASSISTANCE DIRECTORY

A. Barges:

AGENCY / EQUIPMENT	BARGE TYPE	PHONE #
Cottrell Engineering Corporation	Fuel / Deck	757-547-9611
Lockwood Marine, Inc.	Deck	757-722-1946
McAllister Towing of Virginia, Inc.	Deck	757-627-3651
McDonough Marine Services	Hopper, Fuel (small)	757-545-0100
Norfolk Dredging Company	Hopper	757-547-9391
Vane Brothers	Oil, Chemical	757-391-0372
Skanska USA	Crane/Deck	757-547-2182
Crofton Construction	Crane/Deck	757-397-1131
Weeks Marine	Crane/Deck	757-483-3756

B. Boat Ramps:

AGENCY / EQUIPMENT	PHONE #
13th View Street (City of Norfolk)	757-625-2000
Harbor Park Stadium (City of Norfolk)	757-625-2000
Haven Creek (City of Norfolk)	757-625-2000
Lafayette Park at Norfolk Zoo (City of Norfolk)	757-625-2000
City Park on Portsmouth Blvd (City of Portsmouth)	757-465-2937
Great Bridge Locks Park (City of Chesapeake)	757-382-6411
Elizabeth River Boat Landing – Jordan Bridge (City of Chesapeake)	757-382-6411
Owl Creek (City of Virginia Beach)	757-471-5828
Munden Point Park (City of Virginia Beach)	757-471-5828
Ingram Bay Marina (Great Wicomico River)	804-580-7292
Great Wicomico Marina (Great Wicomico River)	804-453-3351
Glebe Point Campground (Great Wicomico River)	804-453-3440
Chesapeake Boat Basin (Great Wicomico River)	804-435-3110
Burrell's Marina (Rappahannock River)	804-758-5016
Garrett's Marina (Rappahannock River)	804-443-2573
Upper Deck Restaurant (Rappahannock River)	804-462-7400
Greenvale Creek Marina (Rappahannock River)	804-462-0646
Irvington Marina (Rappahannock River)	804-438-5112
Locklies Marina (Rappahannock River)	804-758-2871
J & M Marina (Rappahannock River)	804-776-9860
Urbanna Yachting Center (Rappahannock River)	804-758-2342
Walden's Marina (Rappahannock River)	804-776-9440
Windmill Point Resort & Yacht Harbor (Rappahannock River)	804-435-1166
Yankee Point Marina (Rappahannock River)	804-462-7018
Ginney Point Marina (Piankatank River)	804-725-7407

B. Boat Ramps (Continued):

AGENCY / EQUIPMENT	PHONE #
Freeport Marina (Piankatank River)	804-693-4217
Matthews Yacht Club (Piankatank River)	804-725-3165
Holiday Marina (Mobjack Bay)	804-642-2528
Mobjack Bay Marina (Mobjack Bay)	804-725-7242
Cook's Landing Marina (York River)	804-642-6177
Gloucester Point Marina (York River)	804-642-6156
Mills Marina (Poquoson River)	757-898-4411
Owens Marina (Poquoson River)	757-868-8407
Poquoson Marina (Poquoson River)	757-868-6171
Thomas Marina (Poquoson River)	757-898-4592
Bluewater Yacht Sales (Hampton River)	757-723-0793
Hopewell Yacht Club (James River)	804-541-3308
Jamestown Yacht Basin (James River)	757-229-8309
Jordon Point Yacht Haven (James River)	804-458-3398
Kingsland Reach Marina (James River)	804-795-1213
Kingsmill Resort (James River)	757-253-1703
Colonial Harbor Marina (James River)	804-966-5523
Menchville Marine Supply (James River)	757-877-0207
Cobbs Marina (Little Creek Inlet)	757-588-5401
Langley AFB Yacht Club	757-764-7220
Naval Amphibase Marina	757-462-7140
Norfolk Naval Sailing Center	757-444-2918
Old Point Comfort Marina (Fort Monroe)	757-727-4308

C. Bridges:

AGENCY / EQUIPMENT	BODY OF WATER	PHONE #
Barrets Ferry Bridge (Swing)	Chickahominy River	804-253-4835
Benjamin Harrison Highway Bridge (Lift)	James River near Hopewell	804-541-8282 (24 hrs)
Berkley Bridge (Bascule)	Elizabeth River, Eastern Branch	757-494-2490 (24 hrs)
Campostella Bridge (Fixed)	Elizabeth River, Eastern Branch	757-441-2952
Centerville Turnpike Bridge (Swing)	Albemarle & Chesapeake Canal	757-547-3631
Chesapeake Bay Bridge Tunnel	Lower Chesapeake Bay	757-331-2960 (24 hrs)
Chincoteague Channel Bridge (Swing)	Chincoteague Inlet	
Churchland Bridge (Fixed)	Elizabeth River, Western Branch	757-393-8592
CSX Appomattox River Railroad Bridge (Swing)	Appomattox River	800-232-0146 (24 hrs) 804-359-7551 (24 hrs)
CSX East Route Railroad Bridge (Fixed)	James River at Richmond	800-232-0146 (24 hrs) 804-359-7551 (24 hrs)
CSX West Route Railroad Bridge (Fixed)	James River at Richmond	800-232-0146 (24 hrs) 904-359-7551 (24 hrs)
Deep Creek Bridge (Bascule)	Deep Creek - ICW - Dismal Swamp Canal	757-487-0831 (24 hrs)
Deep Creek Locks	Deep Creek - ICW - Dismal Swamp Canal	757-487-0831 (24 hrs)
Eltham Swing Bridge (Swing)	Pamunkey River near West Point	804-843-3242 (24 hrs)
G. A. Treakle Bridge (I-64 Highrise Bridge) (Bascule) Southside Fixed	Elizabeth River, Southern Branch	only manned for lifts 757-545-8656
George Coleman Memorial Bridge (Swing)	York River	804-898-8516 (24 hrs)
Gilmerton Highway Bridge (Bascule)	Elizabeth River, Southern Branch	757-545-1512 (24 hrs)
Granby Street Bridge (Fixed)	Lafayette River	757-441-2952
Great Bridge Locks	ICW - Albemarle & Chesapeake Canal	757-547-3311 (24 hrs)
Great Bridge Bridge – Battlefield Blvd (Lift)	ICW - Albemarle & Chesapeake Canal	757-482-2613 (24 hrs)

C. Bridges (Continued):

AGENCY / EQUIPMENT	BODY OF WATER	PHONE #
Great Neck Road Bridge (Fixed)	Broad Bay Canal	
Hampton Blvd Bridge (Fixed)	Lafayette River	804-441-2952
Hampton Roads Bridge Tunnel	Hampton Roads Entrance	757-727-4800
Hodges Ferry Bridge/West Norfolk Bridge (Fixed)	Elizabeth River, Western Branch	No phone on bridge, contact State Police
James River Bridge (Lift)	James River	804-247-2133/2141
Jordan Bridge (Fixed)	Elizabeth River Southern Branch	855-690-7652
Kings Highway Bridge (Swing)	Nanesmond River	757-255-4730
Lesner Bridge (Fixed)	Lynnhaven River	No phone on bridge; contact V.B. Police
Mills E. Godwin Bridge (Fixed)	Nanesmond River	757-925-2261 757-925-2546
Monitor Merrimack Bridge Tunnel	Newport News Channel - James River	804-247-8040
Muggler Bridge (Fixed)	Phoebus Channel	No phone on bridge; contact Ft. Monroe & Hampton Police
Norfolk & Western Railroad Bridge No. 5 (Bascule)	Elizabeth River, Eastern Branch	757-446-5320
Norfolk & Western Railroad Bridge No. 7 (Bascule)	Elizabeth River, Southern Branch	757-446-5349
Norfolk & Southern Eastern Branch Bridge (Swing)	Elizabeth River, Eastern Branch east of Campostella Bridge	757-622-9221
Norfolk & Western Railroad Southern Branch Bridge (Lift)	Elizabeth River, Southern Branch upriver from Jordan Bridge	757-494-7371
Norfolk & Portsmouth Belt Line (N. & P.B.L.) Railroad Lift Bridge (Lift)	Elizabeth River, Southern Branch	757-543-1996/1673 757-545-2941
Pungo Ferry Bridge (Fixed)	North Landing River	No phone on bridge; contact V.B. Police
Veterans Bridge	Elizabeth River, Southern Branch	(855) 813-9123

D. Construction Companies:

AGENCY / EQUIPMENT	PHONE #
Lockwood Bros.	757-722-1946
McLean	757-543-1676
Skanska USA	757-547-2182
Crofton Construction	757-397-1131
Weeks Marine	757-483-3756

E. Crane Companies:

AGENCY / EQUIPMENT	PHONE #
Crofton Construction	757-397-1131
E.T. Gresham	757-622-2500
Fort Eustis Harbor Master	757-878-4687
James River Reserve Fleet [barge]	757-887-3233
Lyon Shipyard Crane Barge "Bonnie B"	757-622-4661
McLean Contracting [barge]	757-543-1676
Skanska USA	757-547-2182
Virginia Crane	757-368-3777
Weeks Marine	757-483-3756

F. Diving Companies:

AGENCY / EQUIPMENT	PHONE #
Crofton Diving Corporation	757-397-1131
Seaward Marine Service	757-853-7683

G. Dredging Companies:

AGENCY / EQUIPMENT	PHONE #
Cottrell Engineering Corporation	757-547-9611
Great Lakes	708-574-3000
Norfolk Dredging	757-547-9391

H. Federal Agencies:

AGENCY / EQUIPMENT	PHONE #
Army Corps of Engineers	757-201-7500
Cheatham Annex / Naval Salvage	757-887-7222
Craney Island Fuel Depot	757-322-9088
James River Reserve Fleet	757-887-3233
NOAA, National Ocean Service NOAA, Hazardous Materials	757-548-3051 206-526-4911
Norfolk Naval Station	757-444-3333
US Customs	757-533-4200 800-973-2867
USCG (Sector Virginia)	757-483-8567
US Naval Weapons Station	757-887-4000
US Navy Firefighting School	757-444-5318
US Navy Tugs (contracted)/Regional – Navy Port OPS	757-444-7118

I. Local Fire Chiefs:

NAME/ LOCATION	PHONE #
Abingdon Volunteer Fire and Rescue	804-642-0033 24hr. 804-693-1365
Chesapeake FD	757-382-6297 24hr: 757-494-1113
Chesterfield Fire and EMS	804–748-1912 24hr: 804-748-6240
Norfolk Fire Rescue	757-664-6600 24hr: 757-441-5610
Portsmouth FD	757-393-8765
Virginia Beach FD	757-393-8797 24hr: 757-393-5300
Hampton FD	757-727-6580 24hr: 757-727-6111
Henrico Fire Department	804-501-4900 24hr: 804-514-9755
Newport News FD	757-727-6580 24hr: 757-727-6111
York County FD	757-890-3600 24hr: 757-890-3919
Suffolk FD	757-890-3600
Navy Regional Mid-Atlantic All Naval Military Assets	757-925-1439 24hr: 757-923-2350
Northrop Grumman	757-322-2392 24hr: 544-4714
Navy - Port Services Officer	757-380-2224 24hr: 757-380-2940
Langley Air Force Base FD	757-444-4426 24hr: 757-444-2351

Fort Eustis FD	757-764-8497 24hr: 757-764-4222
Richmond Fire Department	804-646-5451 24 hr: 804-646-5120
Newport News Shipbuilding Fire Department	877-871-2058 24 hr: 757-380-2222

J. Fire Departments:

Abingdon Volunteer Fire and Rescue: 804-693-1365

Specialized Equipment	Number#
Fireboats	1
Rescue Boats	4
Foam Units	0
Bulk Foam	0
Hazmat Team	0
Technical Recue Team	0
Dive Team	0
Heavy Rescues w/ Air Compressors	0
Specialized Marine FF Appliances	0
Rehab Units	0
Mobile Command Posts	0

Chesapeake Fire Department: 757-382-6215

Specialized Equipment	Number#
Fireboats	0
Rescue Boats	5
Foam Units AR Universal Gold Greem-300 gals ea.	2
Foam Trailer 1000 gals.ea and storage	2
Hazmat Team	1
Technical Recue Team	1
Dive Team	0
Heavy Rescues w/ Air Compressors	1
Specialized Marine FF Appliances	1
Rehab Units	1
Mobile Command Vehicle	1

Chesterfield Fire and EMS: 804-748-6240

Specialized Equipment	Number#
Fireboats	2
Rescue Boats	3
Foam Units	1
Bulk Foam 1 truck and trailer and storage	2
Hazmat Team	1
Technical Recue Team	1
Dive Team	1
Heavy Rescues w/ Air Compressors	1
Specialized Marine FF Appliances	0
Rehab Units	1
Mobile Command Posts	1

Hampton Fire Department: 757-727-6111

Specialized Equipment	Number#
Fireboats	2
Rescue Boats	2
Foam Units	0
Bulk Foam	0
Hazmat Team	1
Technical Recue Team	1
Dive Team	1
Heavy Rescues w/Air Compressors	0
Specialized Marine FF Appliances	1
Rehab Units	2
Mobile Command Posts	1

Henrico Fire Department: 804-514-9755

Specialized Equipment	Number#
Fireboats	1
Rescue Boats	3
Foam Units	0
Bulk Foam (Hazmat) response 1 Box Truck 125gal.	1
Hazmat Team	1
Technical Recue Team	1
Dive Team	1
Heavy Rescues (compressed air only)	3
Specialized Marine Appliances MIRT Fire pump	1
Rehab Units: Utility Truck with Compressed Air	1
Mobile Command Posts	0

Langley Fire Department: 757-764-4222

Specialized Equipment	Number#
Fireboats	0
Rescue Boats	0
Foam Units 1000 gallon trailer	1
Bulk Foam	1000 gallons
Hazmat Team	0
Technical Recue Team	0
Dive Team	0
Heavy Rescues w/ Air Compressors	0
Specialized Marine FF Appliances	0
Rehab Units	0
Mobile Command Posts	0

Fire Departments (Continued):

Newport News Fire Department: 757-247-2500

Specialized Equipment	Number#
Fireboats	2
Rescue Boats	3
Foam Units	1
Bulk Foam	0
Hazmat Team	1
Technical Recue Team	1
Dive Team	1
Heavy Rescues w/ Air Compressors	2
Specialized Marine FF Appliances	1
Rehab Units	1
Mobile Command Posts	0

Northrop Grumman Newport News Fire Department: 757-380-2223

Specialized Equipment	Number#
Fireboats	0
Rescue Boats	2
Foam Units	0
Bulk Foam	0
Hazmat Team	0
Technical Recue Team	1
Dive Team	0
Heavy Rescues w/Air Compressors	0
Specialized Marine FF Appliances	1
Rehab Units	0
Mobile Command Posts	0

Norfolk Fire Department: 757-441-5610

Specialized Equipment	Number#
Fireboats	2
Rescue Boats	2
Foam Units	0
Bulk Foam	0
Hazmat Team	1
Technical Recue Team	1
Dive Team	0
Heavy Rescues w/ Air Compressors	2
Specialized Marine FF Appliances	1
Rehab Units	1
Mobile Command Posts	1

Norfolk Naval Fire Department: 757-444-2324

Specialized Equipment	Number#
Fireboats	0
Rescue Boats	0
Foam Units	Yes
Bulk Foam	1
Hazmat Team	1
Technical Recue Team	1
Dive Team	0
Heavy Rescues w/ Air Compressors	2
Specialized Marine FF Appliances	1
Rehab Units	0
Mobile Command Posts	1

Newport News Shipbuilding Fire Department: 757-380-4031

Specialized Equipment	Number#
Fireboats	0
Rescue Boats	0
Foam Units	0
Bulk Foam	0
Hazmat Team	0
Technical Recue Team	1
Dive Team	0
Portable Air Trailer	1
Specialized Marine FF Appliances	0
Rehab Units	0
Mobile Command Posts	0

Portsmouth Fire Department: 757-393-5300

Specialized Equipment	Number#
Fireboats	0
Rescue Boats	1
Foam Units	0
Bulk Foam	0
Hazmat Team	1
Technical Recue Team	1
Dive Team	0
Heavy Rescues w/ Air Compressors	0
Specialized Marine FF Appliances	1
Rehab Units	1
Mobile Command Posts	1

Richmond Fire Department: 804-646/5120

Specialized Equipment	Number#
Fireboats	0
Rescue Boats	3
Foam Units	3
Bulk Foam (two totes)	2
Hazmat Team	1
Technical Recue Team	1
Dive Team	0
Heavy Rescues w/ Air Compressors	1
Specialized Marine FF Appliances	0
Rehab Units	0
Mobile Command Posts	1

Virginia Beach Fire Department: 757-427-5000

Specialized Equipment	Number#
Fireboats	3
Rescue Boats	3
Foam Units	1
Bulk Foam	0
Hazmat Team	1
Technical Recue Team	1
Dive Team	0
Heavy Rescues w/ Air Compressors	2
Specialized Marine FF Appliances	1
Rehab Units	0
Mobile Command Posts	1

York County Fire and Life Safety 757-890-3600

Specialized Equipment	Number#
Fireboats	1
Rescue Boats	1
Foam Units	0
Bulk Foam	0
Hazmat Team	1
Technical Recue Team	1
Dive Team	1
Heavy Rescues w/ Air Compressors	2
Specialized Marine FF Appliances	0
Rehab Units	0
Mobile Command Posts	1
Also House the Port Vessel Marine 6 at Station 6	1

Foam & CO2 Sources:

CO2: AGENCY / EQUIPMENT	**PHONE #**
Hiller Systems	757-549-9123
PRAXAIR Corp.	800-772-9247

FOAM: AGENCY / EQUIPMENT	PHONE #
Langley AFB (CFR units and 1000 gal. trailer)	757-764-4222
Chesapeake FD	757-494-4113
Norfolk FD	757-441-5610
Kidde National Foam	610-363-1400
Norfolk Naval Base	757-322-2403
Norfolk International Airport	757-857-3495

J. Launches:

AGENCY / EQUIPMENT	PHONE #
Jacks Launch/Norfolk	757-496-9194
Cape Henry Launch	757-499-9856

K. Marine Chemists:

AGENCY / EQUIPMENT	PHONE #
Marine Chemist Service, Inc.	757-873-0933
Beachum, Thomas	757-494-2940
Walker, John	757-393-6030
Coastwise Marine Chemists POC: Mr. Kerri Nunn	757-876-6921 (cell)

L. Maritime Incident Response Team:

AGENCY / EQUIPMENT	PHONE #
Portable Fire Pumps - 3 3000 gpm	757-615-6661 757-683-2195(Police)
4 – Support Response Trucks	Same
1 – Small Response Truck	Same
4 – Thermal Imagers	Same
Assortment of Piercing Nozzles	Same
Assortment of Temperature Monitoring Equipment	Same
Assortment of Specialized Marine Firefighting Equipment	Same
Portable De-watering Pumps	Same
3 – Sets of Cutting Torches	Same
PAC-1 Mobile Command Unit	Same

M. Naval Architects:

AGENCY / EQUIPMENT	PHONE #
Associated Naval Architects	757-484-5320
Blount and Associates, Inc.	757-545-3700
CDI Marine	757-397-8000
Gibbs & Cox	757-896-0200
Navy SUPSALV	703-695-0231 (24 hrs)
Rosenblatt M & Son	703-415-7800
Tidewater Naval Architects	757-399-0320
USCG Marine Safety Center	202-267-2100 (24 hrs)

N. Pilots:

AGENCY / EQUIPMENT	PHONE #
Association of Virginia Docking Pilots	757-499-8911
Chesapeake and Interstate Pilots Association	757-855-2733
Independent Docking Pilots	757-473-0439
Virginia Pilot Association (can also reach tower & MD pilots)	757-496-0995

O. Response Organizations:

AGENCY / EQUIPMENT	PHONE #
Clean Harbor Environmental Service	781-849-1800
DonJon Environmental Marine Service	908-964-8812
Heritage Environmental	708-378-1600
HEPACO (IMS)	757-436-3000
LCM Corporation	757-722-9911
Marine Spill Response Corporation	757-464-5064
National Response Corporation	800-899-4672
Petrochem Recovery Services	757-627-8791

P. Salvage:

AGENCY / EQUIPMENT	PHONE #
Bisso Marine Company, Inc.	757-498-3682
Crofton Diving	757-397-1131
Don Jon Marine Company, Inc. (Hillside, NJ)	908-964-8812
Navy SUPSALV	703-695-0231 (24hrs)
Weeks Marine, Inc. (Cranford, NJ)	757-483-3756

Q. Ship Owners / Agents:

AGENCY / EQUIPMENT	PHONE #
Ander Williams Ship	757-446-7300
Argent Marine	757-867-9480
Atlantic Container	757-518-8561
Blue Star	757-625-1192
Browning W.J.	757-622-3321
Capes Shipping	757-625-3658
Coal Export	757-627-5454
Conner, John	757-627-3910
Consol	757-627-6261
Container Care	757-487-5100
Contship	757-486-1808
D.G. Agency	757-623-5900
Eimskip USA	757-627-4444
Evergreen America	757-629-2900
Farrell Lines	757-440-2600
Hapag-lloyd	757-440-0077
Hasler& Company	757-625-3641
Host, T. Parker	757-627-6286
ILVA America	757-623-3662
Inchcape Shipping	757-625-6145
“K” Line	757-366-4264
Kerr Steamship	757-366-5550
Maersk Sealand lines	757-627-4504
Massey Coal Export	757-788-1800
Mediterranean Shipping	757-625-0132

S. Ship Owners / Agents (Continued):

Mitsui OSK Lines	757-627-1130
Nedlloyd / P&O Lines	757-420-4200
NOL	757-548-1778
Norton Lilly	757-366-5550
NSCSA America	757-440-2400
NYK Line	201-319-5976
OOCL	757-455-5264
Overseas Freight	757-625-5933
Ramsey , Scarlett Agencies	757-625-8394
Rice,Unruh Reynolds	757-624-1310
Sea-land Services	757-393-4071
Strachan Shipping	757-466-0100
Universal Maritime	757-397-8353
U.S. Marine Management	757-857-4800
Wilhelmsen Lines	757-431-4760
Williams, Dimond	757-625-3249

T. Shipyards:

AGENCY / EQUIPMENT	PHONE #
Colonna's Shipyard	757-545-2414
Davis Boat Works	757-247-0101
Lyon Shipyard	757-622-4661
Metro Machine	757-543-6801
Earl Industries	757-397-1039
Northrop Grumman Shipbuilding	757-380-2000
MHI Ship Repair and Services	757-545-6400
Associated Naval Architects	757-484-5320

U. Terminals:

AGENCY / EQUIPMENT	PHONE #
AEPCO	757-460-3980
Kinder Morgan SE Terminal	757- 494-0470
Apex Chesapeake	757-545-4641
Virginia International Gateway (VIG)	757-686-6001
NGL Energy Partners	757-485-1019
DTA Coal pier	757-245-2275
Kinder Morgan Elizabeth River Terminal	757-543-0335
IMTT	757-485-3000
Lambert's Point	757-446-1200
Miller Oil	757-640-2124
TransMontaigne	757-545-8455
Newport News Marine Terminal	757-683-2195
Norfolk International Terminal	757-683-2195
Norfolk Southern	757-446-5343
Pier IX (Kinder Morgan)	757-928-1520
Richmond Marine Terminal	804-646-2020
Portsmouth Marine Terminal	757-683-2195
Plains Pipeline Terminal Yorktown	757-898-9700

V. Tugs:

AGENCY / EQUIPMENT	PHONE #
Robbins Marine	757-494-1701
Crofton Construction	757-397-1131
Lockwood Brothers/Lockwood Marine	757-722-1946
McAllister Towing	757-627-3651
Moran Towing	757-625-6000
Norfolk Tug Company	757-545-1981
Vulcan	757-494-3246
US Army Fort Eustis, Harbor Master	757-878-4687
US MARAD, James River Reserve Fleet	757-887-3233
US Navy Tugs (contracted)/Regional – Navy Port OPS	757-444-7118
Weeks Marine	757-483-3756

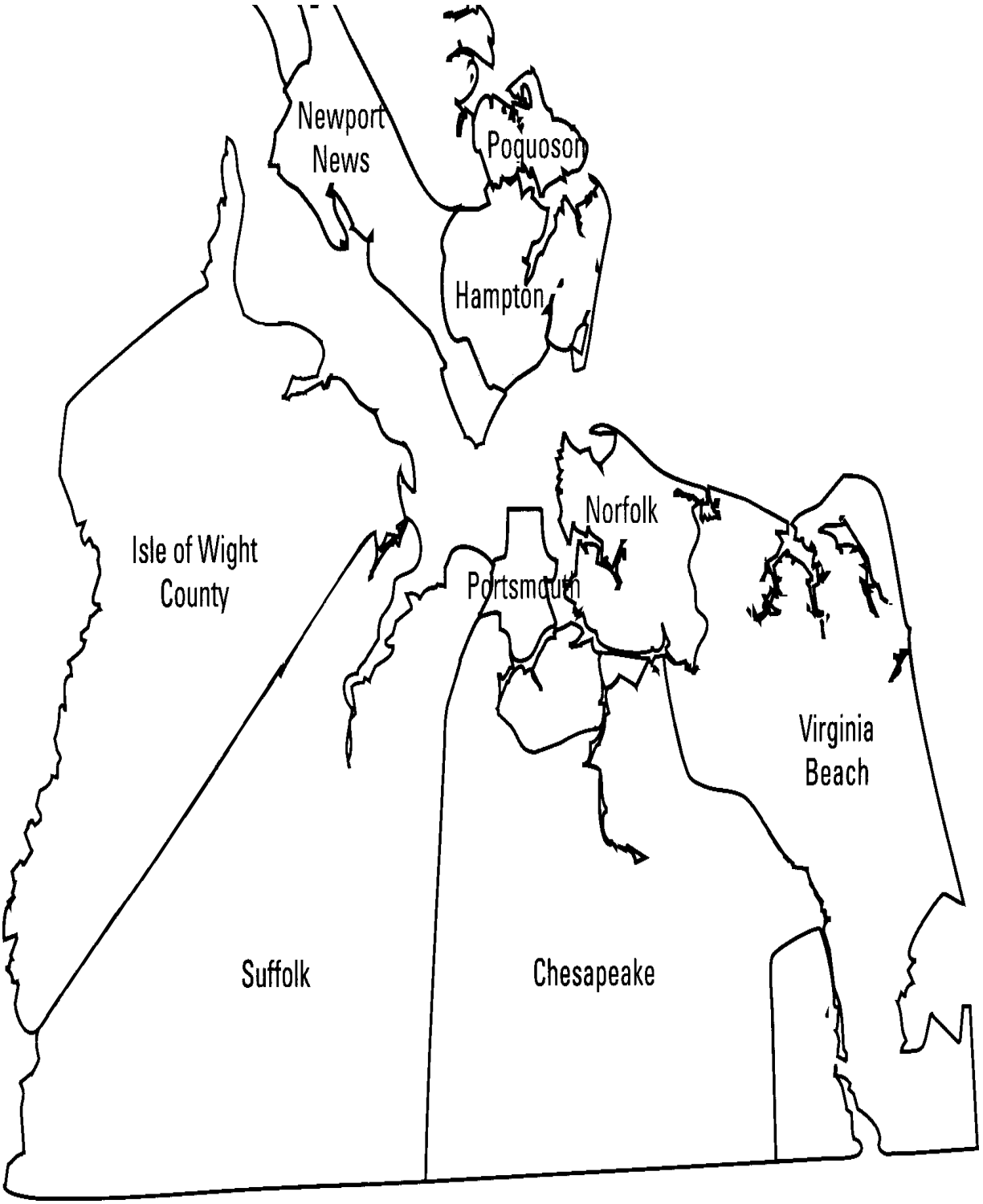
W. USCG Resources:

AGENCY / EQUIPMENT	PHONE #
USCG/COTP	757-483-8565 (office)
USCG Sector Virginia Command Center	757-638-6637
USCG Base Support Unit	757-686-4072
USCG Elizabeth City Air Base	252-335-6333
USCG Marine Safety Center	202-267-2100 (24 hrs)
USCGC SAILFISH	281-620-3950
USCGC POMPANO	757-377-3720
USCGC FRANK DREW	410-576-2640
USCG Station Portsmouth	757-483-8527
USCG Station Chincoteague	757- 336-2874
USCG Station Milford Haven	804- 725-3732
USCG Station Little Creek	757- 464-9372
USCG Station Wachapreague	757- 787-9526
USCG Station Cape Charles	757- 331-2001

X. VHF FM Channels:

CHANNEL	FREQUENCY SHIP (Mc/S)	COAST	POINTS OF COMMUNICATION	AUTHORIZED COMMUNICATION
6	156.3		Intership/only	Safety
7A	156.35	156.35	Intership & Ship to Coast	Business & Operational
8	156.4		Intership/only	Business & Operational
9	156.45	156.45	Intership & Ship to Coast	Business & Operational
10	156.5	156.5	Intership & Ship to Coast	Business & Operational
11	156.55	156.55	Intership & Ship to Coast	Business & Operational
12	156.6	156.6	Intership & Ship to Coast	Port Operations
13	156.65	156.65	Intership & Ship to Coast	Business & Operational Primary
14	156.7	156.7	Intership & Ship to Coast	Port Operations Primary Waterside Frequency
16	156.8	156.8	Intership & Ship to Coast	Safety/Calling International Distress
18A	156.9	156.9	Intership & Ship to Coast	Business & Operational
19A	156.95	156.95	Intership & Ship to Coast	Business & Operational
20	157.0	161.60	Ship to Coast	Port Operations
21	157.05		Interharbor	Secondary Waterside Frequency
22	157.01	157.1	USCG to Public	Government/ Public liaison
24	157.2	161.8	Ship to Coast	Public Correspondence
25	157.25	161.85	Ship to Coast	Public Correspondence
26	157.3	161.9	Ship to Coast	Public Correspondence
27	157.35	161.95	Ship to Coast	Public Correspondence
28	157.4	162.0	Ship to Coast	Public Correspondence

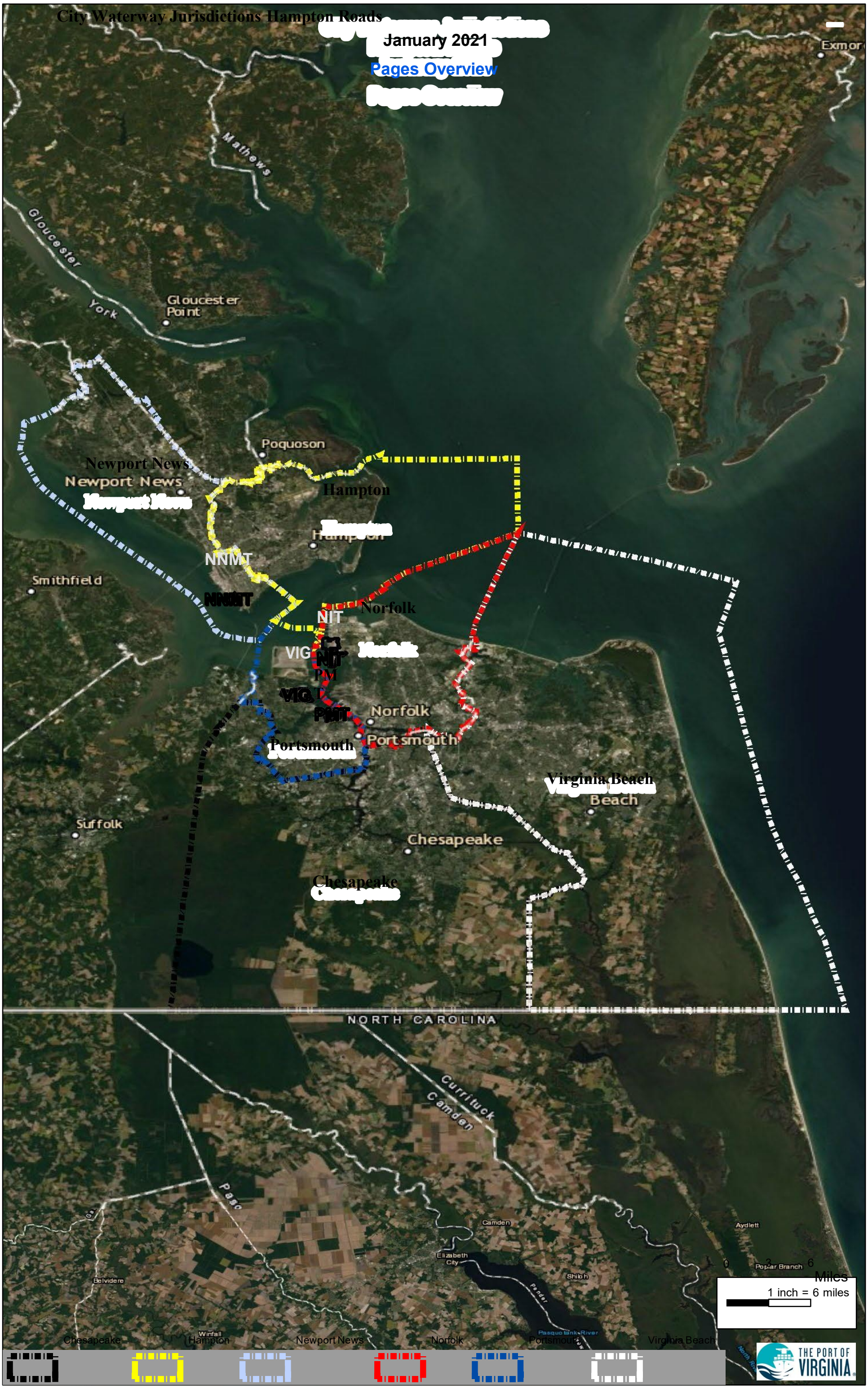
Appendix A. Geographic Boundaries



City Waterway Jurisdictions Hampton Roads

January 2021

Pages Overview



City Waterway Jurisdictions Hampton Roads

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January 2021

Page 2

Hampton

Newport News

NNMT

VIG

Portsmouth

PMT

Portsmouth

NIT

Norfolk

Chesapeake

Hampton Roads

Hampton (City)

Newport News (City)

Suffolk (City)

Chesapeake (City)

Portsmouth (City)

Norfolk (City)

Elizabeth River

Lafayette River

Batten Bay

Willoughby Bay

Hampton Coliseum

Woodlands Golf Course

Hampton University

Mill Creek

Fort Monroe

Navy Station Norfolk

Sewells Point Golf Course

US Navy Craney Island

Cedar Point Golf and Country Club

Riverfront Golf Club

Churchland High

Old Dominion University

Portsmouth Naval Hospital

Norfolk Naval Shipyard

Victory Crossing

Bide-A-Wee Golf Course

Chesapeake Deep Water Terminal

Saint Juliens Annex

Exxon Oil

Atlantic Energy

IMTT

Tri Port Terminals Inc

Chesapeake Energy Center

Jolliff Middle School

Cavalier Industrial Park

Links at City Park

Chesapeake Square

Deep Creek Park

Amoco

0 0.5 1

Miles

1 inch = 1 miles

THE PORT OF VIRGINIA

City Waterway Jurisdictions Hampton Roads

January 2021

Hampton

Norfolk

Virginia Beach

Chesapeake

Chesapeake Bay

Virginia Beach (City)

Norfolk (City)

Chesapeake (City)

Brandview Natural Preserve

Ocean View Golf Course

Forest Lawn Cemetery

Northside Park

Norfolk Botanical Garden

Lake Wright

Little Creek Cove

Eagle Haven Golf Course

Joint Expeditionary Base - Little Creek

Lynnhaven Roads

Bayville Golf Course

Lynnhaven Bay

Virginia Zoo

Met Ball Park

Chesapeake Bay Academy

Williams Farm Park

Military Circle Mall

Norfolk State University

Harbor Park

Eastern Branch Elizabeth River

Mount Trashmore Park

Regent University

Greenbrier Business

0 0.5 1

Miles

1 inch = 1 miles

Chesapeake Hampton Norfolk Virginia Beach

City Waterway Jurisdictions Hampton Roads

January 2021

Page 4

Atlantic Ocean

Joint Expeditionary Base - Fort Story

First Landing State Park

Broad Bay

Cox High School

Virginia Beach

Naval Air Station Oceana

Camp Pendleton

Red Wing Lake Golf Course

NAS Dam Neck Annex

Aeropines Golf Course

Red Wing Park

Lake Tecumseh

Virginia Beach

0 0.5 1

Miles

1 inch = 1 miles

Appendix B. Marine Fire Notification Guide

Received by:_____Date/Time: _____

MARINE FIRE NOTIFICATION GUIDE

Part I – Initial Information

Name of Reporting Person:	Phone: ( ) --	Address:

Reporting Person's Relationship to Incident (check box):

☐ Agent ☐ Master/CEO ☐ Working Party (Title:) ☐ Other (Specify:)

Nature of Incident (check box):

☐ Vessel Fire ☐ Facility Fire ☐ Explosion ☐ Collision

Part II – Location of Incident

Latitude: ° . " N	Longitude: ° . " W

Vessel Fire

Vessel Name:	Call Sign:	Exact Location of Fire (i.e. compartment, deck):
Agent Name:	Agent Phone:	Vessel Flag:

Marina:	Berth:	Anchorage:	Address (if applicable):

Facility Fire

Facility Name:	Exact Location of Fire (i.e. where on facility):
Facility Phone:	Address (if applicable):

Part III – Fire and Safety Information

Fire Details

Status of Fire (circle one):	Class of Fire (check box):
Extinguished / Contained / Out of Control	☐ 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

Appendix B. Marine Fire Notification Guide (Page 2)

Shipboard/Facility Firefighting Systems:

Type(s) Available	Type(s) EXPENDED	Remaining Resources

Safety Information

Personnel Status (check boxes):

Are there any personnel casualties? △ NO

☐ YES #: _____

☐ Missing OR trapped △ Injured △ Dead

Type(s) of Injuries: _____

Location(s): _____

MEDIVAC Requested?

☐ NO

☐ YES

Vessel Status:

Can vessel maneuver? △ NO △ YES Does Master wish to Anchor/Moor vessel? △ NO △

Part IV – 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: _____

Dangerous/Hazardous 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: _____

Nearby Vessels/Facilities:

Type:_____ Name:_____ Distance from Fire: ____

Type:_____ Name:_____ Distance from Fire: ____

Type:_____ Name:_____ Distance from Fire: _____

Type:_____ Name:_____ Distance from Fire: _____