



## VESSEL RESPONSE PLANS AND FIRE



# Vessel Fires – Then and Now

- **THEN– OMNISEA FIRE 1991 – FD Response**

On September 16, 1991 the Seattle Fire Department successfully extinguished a major fire aboard a fish processing ship, the 324-foot *OMNISEA*, which was docked and undergoing refitting at Pier 91.

Seattle Fire Department's Marine Unit used carbon dioxide as the prime extinguishing agent. Seattle had plans for using CO2 in ship fires and had exercised with CO2 but had never used it on a ship fire before.

Hand lines and monitors were used to cool hazardous materials stored on the deck, to cool the ship deck and hulls and to keep the fire from spreading to the pier. CO2 delivery was delayed and did not arrive for over four hours after the initial response.

The carbon dioxide was injected after five hours of effort to seal hatches and portholes to make the ship tight enough to hold the CO2. Ten truckloads of CO2 were used because of the difficulty in making the ship airtight (less than two truckloads were needed in theory).

- **NOW – ADD VRP Response**

- Commercial Vessels contract with resource providers for marine firefighting (MFF) services
- Vessels are required to activate their VRPs for spills and the significant threat of spills, such as fires.
- MFF resource providers plan to respond within timeframes and coordinate with Fire Departments.
- Planning includes providing contracted providers with vessel-specific information to enhance effectiveness.



# VRP Fire Response

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## ACTIVATE THE VRP.

The vessel's fire response resources are activated to address the fire aboard the vessel, according to the VRP, and coordinating with the area response team. Begin with ship stability and structural integrity assessments.

## ACTIVATE THE ACP.

The area's fire response resources are activated to address the fire in the port and coordinate with the vessel's team.

## INSTITUTE THE INCIDENT COMMAND SYSTEM

Move from the initial response plans to an Incident Action Plan.



# VRP FiFi Resources

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TIMEFRAME	AT PIER
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- |         |  |
|---------|--|
| 1 Hour  | <ul style="list-style-type: none"><li>• Remote Assessment and Consultation</li></ul>   |
| 2 Hours | <ul style="list-style-type: none"><li>• On-Site Assessment</li></ul>                   |
| 4 Hours | <ul style="list-style-type: none"><li>• External Firefighting Team</li></ul>           |
| 4 Hours | <ul style="list-style-type: none"><li>• External Vessel Firefighting Systems</li></ul> |



# VRP Pre-Planning Prevents Response Delay

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- ***Qualified Individual***  
pre-authorized to act on behalf of vessel owner or operator
- ***Marine Firefighter***  
adequate, per vessel owner or operator
- ***Contract***  
already signed by vessel owner or operator
- ***Funding Agreement***  
already agreed by vessel owner or operator
- ***VRP's Shipboard Response Section***  
already distributed to Marine Firefighting resource provider
- ***Vessel Pre-fire Plan***  
already distributed with vessel specific fire drawings and information



# IMPLEMENTATION ISSUES

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## OBSTACLES

VESSEL RESPONSE PLAN not followed

AREA CONTINGENCY PLAN not followed

INCIDENT COMMAND SYSTEM

implementation is problematic for  
public and/or private firefighting  
resources.

## SOLUTIONS

Education,

Exercise the plans,  
and

Enforce regulations



# USCG HQ – VRP Program

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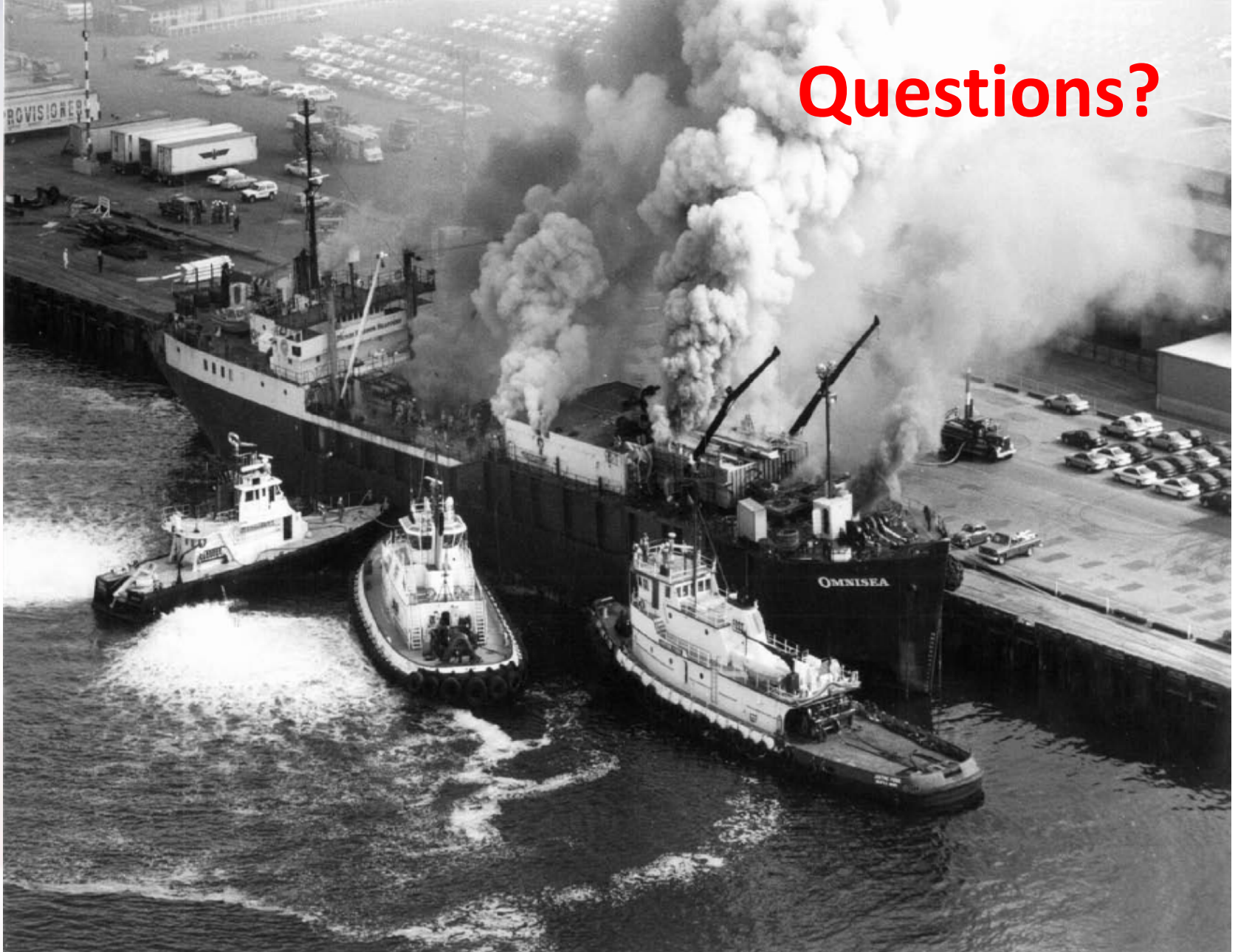
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United States  
Coast Guard





# Questions?



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