

Santa Barbara City Fire Department - Standard Operating Procedures Emergency Operations	Code: E-VIII-1
Harbor/Marina Operations	
Chpt: VIII Harbor/Marina Operations	Revised: 2/6/12 Pages: 8

I. SAFETY

- A. Command should consider establishing a RIC team in the event a firefighter falls into the water
 - 1. RIC should have PFDs, throw ring, throw line, pike pole or other long handle tool, check with HP for other safety tools.
- B. Members should work in teams and always keep track of team member
- C. Due to the unpredictability of the weather and water conditions, command should consider establishing LCES
- D. In the event that personnel should fall into the water with full turnouts
 - 1. Don't panic
 - 2. Turnouts will trap some air and create a buoyant effect
 - 3. Take helmet off and trap air in it to provide more floatation.
 - 4. Call for help and use flashlight if possible to signal for rescue.
- E. Structure PPE will be utilized

II. RESPONSE AND STAGING

- A. Marina and Harbor area
 - 1. Engine 1, 2, 3, 6, Truck, Battalion Chief.
 - 2. Engine 6 and Truck respond to Harbor to board Boat 2 or Boat 3 at most advantageous location near emergency scene.
 - 3. First two Engines proceed to incident site, take Command, begin landward rescue, suppression and control operations
 - 4. Perform utility control, evacuation and exposure protection.
 - 5. Remaining engine stage near incident scene and await instructions.
- B. Open anchorage area and boats on open water accessible by water only.
 - 1. Respond Engine 1, 2, 3, 6, Truck, Battalion Chief.

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2. First arriving Engine and Truck respond to Harbormaster's Dock to await transport to incident site if required.
3. Remaining Engines stage at Harbor Way prepared to respond to shore location where vessel may be towed.
4. Fire Department unit take command of the incident once on scene.

III. COMMAND AND SIZE-UP

A. First on scene Harbor Patrol Officer will go on scene, take Command, initiate control of the incident, and choose from the same basic set of alternatives available to the first-in Engine Company Officer modified for a Harbor-Marina environment. Specific marine options available to HP:

1. Perform Rescue
2. Quick Attack with Bow Monitor for Control Purposes (Manpower Permitting).
3. Exposure Protection with Bow Monitor (Manpower Permitting).
4. Remove Exposures (Tow Away).
5. Isolate Problem Area
6. Shut Down Utilities/Close Shut-Off Valves.
7. Direct Land Access for Firefighters.
8. Specify Vessel Pick-Up Points for Firefighters.
9. Begin Organizing for Major Incident.

B. Other size up considerations

1. Safety
2. Wind direction and velocity
3. Rescue approach and egress
4. Exposure protection and firefighting tactics
5. Victims in the water
6. Fuel type
7. Boat construction (wood, fiberglass, steel, etc.).

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8. Possible fuel spills

IV. TACTICAL GUIDELINES

A. Responsibilities

1. Fire Department will exercise tactical and operational control of fire and hazardous materials incidents until the public safety is guaranteed.
2. Harbor Patrol may temporarily exercise initial technical and operational control until Firefighter Incident Commanders arrive on the scene. Harbor Patrol Officers exercise legal responsibility inside the Harbor-Marina area.
3. Coast Guard and California Fish and Game have environmental responsibility for hazardous materials incidents inside the Harbor-Marina-Wharf areas.

B. Incident Command

1. Incident Command will shift from Harbor Patrol Officers to City Firefighters once the latter are on scene and in position to take Command.

C. Vessel Command

1. Vessel Command will always be retained by the Harbor Patrol Officer who will confer with the Incident Commander regarding vessel placement.

D. Access

1. There are many locations in the Harbor-Marina-Wharf area that Fire apparatus can be driven directly onto or very close to: Fishermen's Float #1 and #2, Boat Hoist Pier, Navy Pier, Unocal Oil Fuel Dock, Santa Barbara Boat Rentals Dock, Boat Launching Ramp, Sea Landing Jetty
2. Rescue 1, Patrol 1, Patrol 7, and ambulance vans may be driven to the end of the Breakwater.

E. Other command considerations

1. In the case of flammable liquid or electrical type fires, chemical and foam applicators and appliance shall be made ready.
2. Communications must be established and maintained between the Harbor Patrol and the Fire Department. Primary response frequency will be Green 1.
3. Notifications: Code 20, Haz Mat Team, Coast Guard, Fish and Game, Environmental Health, etc.,
4. Utilize HP for equipment and manpower shuttle, floating hydrants

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5. Always working from the upwind or least contaminated side.
6. Avoid spreading fuel fires with hose streams
7. Rescue and Evacuation are always best effected by normal access channels. Entry and egress should be through main hatches or companion ways and via main docks

V. EXPOSURES

- A. The Protection of Exposures can most often be accomplished by the rapid extinguishment of the fire.
- B. Methods of Exposure Protection:
 1. Apply water directly on Exposures.
 2. Foam application around Exposures on the downwind side.
 3. Boats may be untied and towed to the upwind side and re-secured using their line.
 4. The burning vessel may have to be towed using a grapple hook and cable. This should be done under the safety of protective fog streams. Secure the vessel in the Boat Launching Ramp area and extinguish the fire.

VI. BOAT FIRES

- A. Secure utilities by disconnecting shoreline to boat
- B. Beware of large quantities of fuel, propane tanks, back draft potential, and confined spaces that may have trapped flammable vapors.
- C. Consider use of truck crew for forcible entry
- D. Fires may be fuel driven, consider use of foam attack
- E. Unless rescue is needed, consider use of defensive or indirect method of attack
- F. When the area is re-opened, watch for flash fire.
- G. After extinguishment, shut off electrical, gas and fuel. Start salvage work.
- H. As soon as possible shut off electrical, gas and fuel.

VII. FLAMMABLE LIQUID FIRES

- A. The main attack on the fire should be through mass application of Foam.

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- B. Where foam alone is used as the principle agent, a back up agent may be required to deal with pockets of fire inaccessible to direct foam application.
- C. Application of foam should be methodical and gentle. It should be started from the upwind positions
- D. Re-application of foam should be done frequently due to instability of surface.
- E. Watch that additional hose streams don't disrupt or break up continuity of foam blanket
- F. For major flammable liquid fires extra foam should be immediately requested.

VIII. SALVAGE AND DAMAGE CONTROL

- A. Check vessel for excessive water. De-watering pumps are available from the Harbor Patrol and the Coast Guard.
- B. Check vessels for watertight integrity and hazardous condition.
- C. Vessels in danger of sinking should be hauled out immediately at Boat Hoist Pier or the Boat Launching Ramp.

IX. FLAMMABLE LIQUIDS AND GASES IN BOATS

- A. If the vessel has to be boarded, crews will have full structure PPE on and shall have minimum dry chemical extinguisher. A charged hose line back up will be put in place if available.
- B. Gasoline
 - 1. Close and secure area near vessel for public safety.
 - 2. Obtain information as to the whereabouts of main switches and batteries.
 - 3. Disconnect all Shore Power at the Dock Box.

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4. Before boarding the vessel
 - a) Ventilate the vessel by opening engine covers, hatches and windows using a boat-pole or pike-pole, if possible. Rocking the vessel may activate the automatic bilge pump float switch, which may cause a spark and/or pump fuel overboard causing a larger hazardous materials incident.
 - b) Spread a blanket of foam into the bilge, cabin, etc.
5. Board vessel with fire extinguisher and/or charged line and battery kit, taking care not to rock the boat. Place a weight on all automatic bilge pump float switches that are located to prevent activation. Continue spreading a blanket of foam into the bilge, cabin, etc.
6. DO NOT OPERATE or manipulate any electrical switches, connections or wires. Locate the D/C Batteries if possible
 - a) Disconnect the battery by removing the GROUND (-) connection. Do not remove the POSITIVE (+) connection.
 - b) Secure the ground cable away from any positive connection.
7. Use natural ventilation by Removing and opening hatches.
8. Shut off fuel systems.
9. Locate and stop leak if possible (shutting off fuel might have accomplished this).
10. In a small fuel spill, the fuel may be diluted with water and pumped out with a hand pump into appropriate safety containers. Bilges should then be flooded with water and pumped out again. Repeat this process until no hazard exists.
11. On larger spills, vessels may be towed to the isolation area at the northeast corner of the Boat Launching Ramp. The same pumping out procedures will be followed.
12. Owner must be advised to make immediate and permanent repair and provide for Hazardous Materials disposal. Failure to comply may mean impound, haul-out, and repair at owner's expense.

C. Liquid Petroleum Gas (LPG)

1. Disconnect all shore power at the Dock Box.
2. Shut off main valves. Open ventilators and hatches.
3. Follow gasoline electrical shut off procedures.

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D. Hydrogen (Battery) Gas

1. Usually caused from charging batteries without proper ventilation.
2. Disconnect battery charger and all shore power at Dock Box.
3. Open up hatches directly above batteries.
4. Hydrogen gas is lighter than air, extremely explosive. All areas above batteries that might have trapped gas must be ventilated.
5. Follow gasoline electrical shut off procedures.

X. FLAMMABLE LIQUID SPILLS IN HARBOR

A. Perform Size Up Determine:

1. Type - gasoline, fuel oil, paint thinner, pre-mix, etc.
2. Size - the area covered can rapidly change due to wind and weather conditions.
3. Source: Knowledge of wind direction will aid in locating the source.
4. Establish Communications and make notifications
 - a) Notify the Coast Guard, Dept. of Fish and Game, HazMat team, environmental health (HazMat team can make notifications, refer????)

B. Confinement:

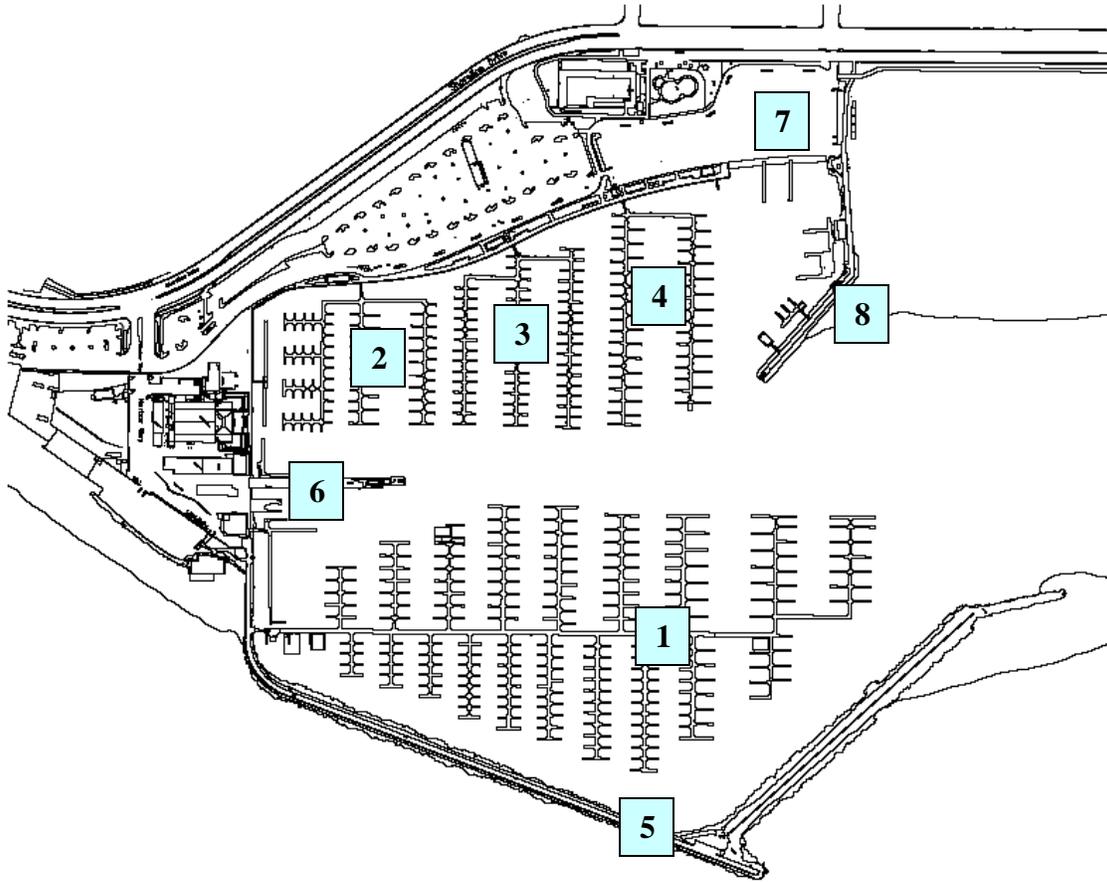
1. Spills may be confined to the smallest and safest areas by confinement techniques employed by the Harbor Patrol, Coast Guard, or commercial clean-up firms available on call.
2. In no wind conditions, foam may be applied by effectively surrounding the contaminated area. Unless necessary for safety, do not apply foam on contaminated area.

C. During and after removal:

1. Re-check downwind areas and dead ends.

D. See next page for map and terms of Marina area.

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XI. MARINA AREA TERMINOLOGY

A. The Marina Area of the Santa Barbara Harbor is composed of the following definable locations, the numbers correspond to the numbers on the map. Use these terms in your size up:

1. Marina 1
2. Marina 2
3. Marina 3
4. Marina 4
5. Breakwater
6. Navy Pier/Unocal Oil Fuel Dock / Boat Hoist Pier
7. Boat Launching Ramp
8. Sea Landing Rock Groin