U.S. Department of Transportation
United States Coast Guard

Commander
First Coast Guard District

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16471

FEB 17 1998

From: Commander, First Coast Guard District
To: Commanding Officer, Marine Safety Office Portland

Subj: APPROVAL OF "CHANGE 4 TO THE MAINE AND NEW HAMPSHIRE AREA CONTINGENCY PLAN".

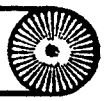
Ref: (a) Your letter 16450 dtd 15 Dec 97 with enclosed CH-4 to your ACP

1. Reference (a) has been reviewed by my staff and determined to be in substantial compliance with prescribed requirements.

2. Continued improvement and revision of the Area Contingency Plans help to ensure that we are always prepared to effectively respond to oil and hazardous substance spills in the coastal zone. I thank the Area Committee for the effort that went into Change 4, and I encourage the Area Committee to continue improving and refining the Area Contingency Plan over the next revision cycle.

3. The Maine and New Hampshire Area Contingency Plan, as modified by Change 4, is hereby approved.

R. M. LARRABEE



ATTENTION

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INFORMATION AS POSSIBLE.

Change 4 to the Maine and New Hampshire Area Contingency Plan

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U.S. Department of Transportation
United States Coast Guard

Commanding Officer
U. S. Coast Guard
Marine Safety Office

P. O. Box 108
Portland, ME 04112
(207) 780-3251

16471
29 June 1993

Maine and New Hampshire Area Contingency Plan

Letter of Promulgation

1. Purpose. The Maine and New Hampshire Area Contingency Plan is intended to expand on local preparedness and response planning to ensure coordination of response plans at all levels within the National Response System. The Plan reflects amendments to federal removal authorities for the OSC to direct all response efforts in the event of a discharge, or threat of discharge, of oil or hazardous substances which poses a substantial threat to the public's health or welfare or the environment. In addition, the Plan ensures preplanning of all stages of joint response efforts for the effective removal of a discharge and mitigation or prevention of a substantial threat of a discharge.

2. Cancellation. This plan replaces the Subregional Oil and Hazardous Substances Pollution Contingency Plan dated August 1991.

3. Discussion. The Oil Pollution Act of 1990 amended the Federal Water Pollution Control Act to establish Area Committees within the National Response System for the purpose of preparing Area Contingency Plans. The Maine and New Hampshire Area Contingency Plan has been developed by the members of the Maine and New Hampshire Area Committee working together in cooperation with industry representatives, educators, marine pilots, environmental organizations, as well as many other concerned groups.

4. Amendments. This Plan shall be reviewed and updated annually until 1997 by the Maine and New Hampshire Area Committee. Written comments and suggestions are welcome and should be addressed to the Port Contingency Planning Officer at the above address. After 1997, the Plan will be updated every 5 years.

S. E. PASCOE
Commander, U. S. Coast Guard
Captain of the Port
Chairman, Maine and New Hampshire Area Committee

Mr. Rich Berry
Vice-chair, Maine and New Hampshire Area Committee,
Chief, Emergency Response, Oil Compliance Section, Groundwater Protection Bureau,
New Hampshire Dept. of Environmental Services

Mr. David Sait
Vice-chair, Maine and New Hampshire Area Committee,
Director, Division of Response Services, Maine Dept. of Environmental Protection

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II. SPILL OF NATIONAL SIGNIFICANCE (SONS)

A. GENERAL: A SONS is a rare, catastrophic spill which greatly exceeds the response capabilities at the local and regional levels. When responding to an incident of this type, the Coast Guard will continue to use the ICS as its response management structure, with the addition of a strategic management and support function called the ICS Incident Area Command. The ICS Incident Area Command structure can be used in any incident of regional or national significance, or in any case where the Federal On Scene Coordinator (FOSC), First District Commander, or Atlantic Area Commander feels it would be appropriate. Although the general concept for a nationally significant response involves an oil spill, the establishment of an ICS Incident Area Command is appropriate anytime there are large incidents affecting multi-jurisdictional areas.

B. SONS DECLARATION AND INCIDENT AREA COMMAND ACTIVATION: The Commandant of the Coast Guard alone is empowered to declare a SONS in the coastal zone, taking into account environmental risks, weather conditions, response capabilities, and the amount, or potential amount, of product spilled. The Coast Guard Atlantic Area Commander or First District Commander may recommend to the Commandant that a SONS be declared. Factors to be considered in declaring a SONS include:

- Multiple OSC zones, districts, or international borders affected;
- Significant impact or threat to the public health and welfare, wildlife, population, economy and/or property over a broad geographic area;
- Prolonged period of discharge and/or expected cleanup;
- Significant public concern and demand for action by parties associated with the event; and,
- The existence of, or the potential for, a high level of political and media interest.

Once the Commandant declares a SONS, the following actions will occur:

- An Incident Area Commander will be designated.
- Other Departments/Agencies will be notified.
- A unified Area Command will be established.
- Pre-designated LANTAREA Incident Area Command staff personnel will be activated.

C. GENERAL ORGANIZATION: The Incident Area Commander will have overall responsibility for strategic management of the spill event. If the response under the authority of the Incident Area Command is multi-jurisdictional, a unified Incident Area Command should be established. This arrangement allows each jurisdiction to have representation in the Incident Area Command. Representatives to the Incident Area Command would typically be at the highest executive levels within a responding organization such as a state governor or direct representative, CEO or President of the affected commercial entity. For the incident (s) under its authority, Incident Area Command has the responsibility to:

- Set the overall incident-related strategic priorities.
- Allocate critical resources based on those priorities.
- Ensure that the incident is properly managed.
- Ensure that incident objectives are met and do not conflict with each other or with agency policy.

When an Incident Area Command is established, Incident Commanders (COTPs) will report to the Incident Area Commander. The Incident Area Commander is accountable to the Commandant.

It is important to remember that Incident Area Command does not replace the Incident Command level ICS organization or functions. Incident Commanders under the designated Incident Area Commander are responsible to, and should be considered as part of, the overall Incident Area Command organization. They must be provided adequate and clear delegation of authority, especially relating to who specifically is designated as the FOSC, as per 40 CFR 300.140 (just on e person is designated and acts as FOSC). This designation will change as necessary if as the adverse effects of the spill progress.

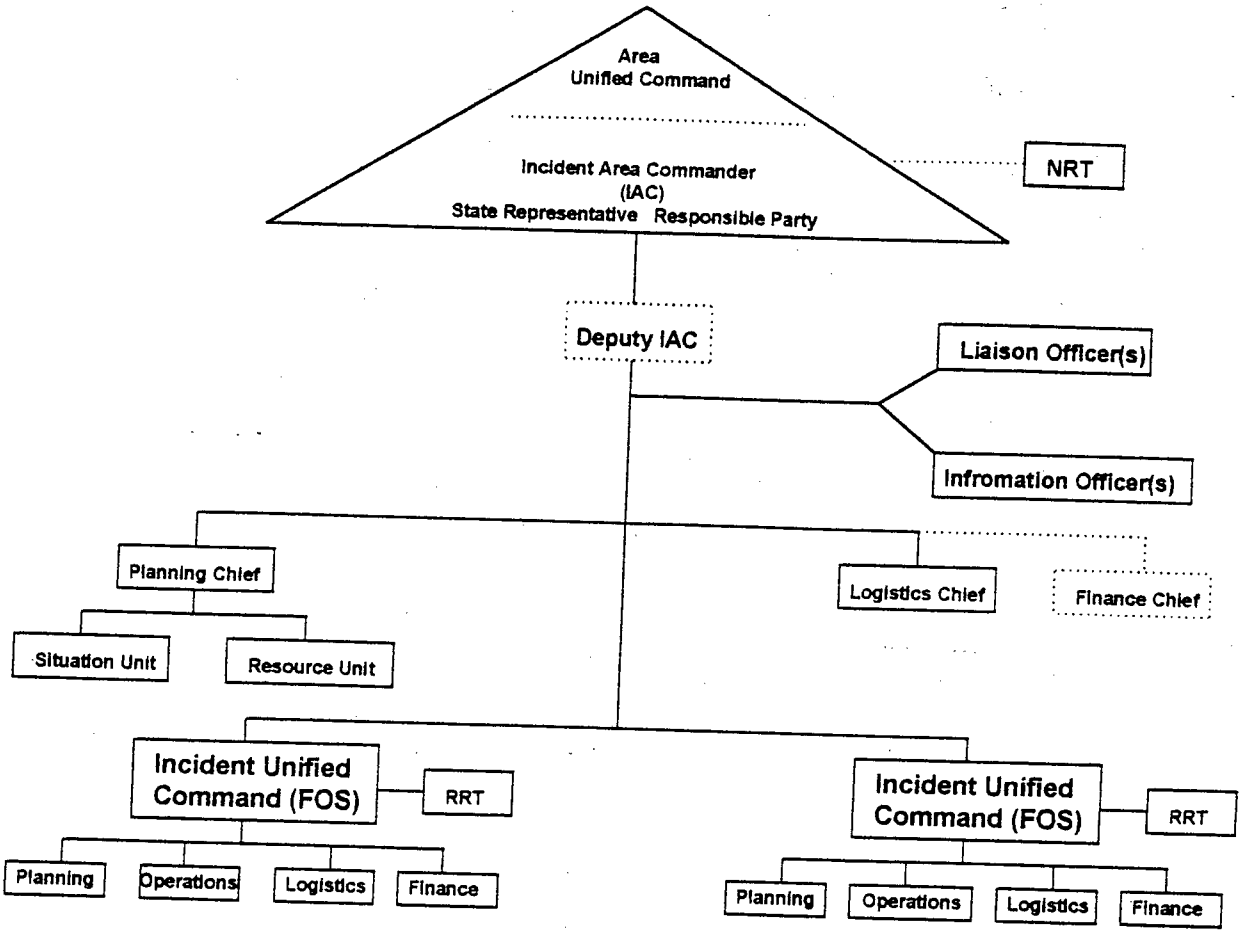
D. INCIDENT AREA COMMAND COMPOSITION: The following is the suggested make up of the Unified Incident Area Command Chief positions:

Incident Area Command Position	**Suggested/Recommended Billet**
Unified Incident Area Commander	USCG Area Commander
Deputy Incident Area Commander	District (d), LANT Area (Am) (O-6) G-MO (O-6), or CO NSFCC (O-6)
Liaison Officer	District (m)/RRT Co-Chair (O-6)
Information Officer	G-CP (O-6)
Protocol Officer	G-CC (O-5)
Public Affairs Officer	LANT Area (ACP) (O-4)
Planning Section Chief	NSFCC CO/XO (O-6/5)
Situation Unit Leader	NSFCC PREP Team Leader (O-4)
Resource Unit Leader	NSFCC OPS (O-4)
Logistics Section Chief	MLC LANT (O-6)
Finance/Admin Chief	NPFC (O-6)

Figure 1 represents a possible staffing structure for an ICS Area Command.

Figure 1

Suggested Incident Command System Area Command Organization



PAGES A-V-H-6 THROUGH A-V-H-17
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ANNEX A, APPENDIX V, TAB I, - LOCAL SPILL MANAGEMENT TEAM

I. LOCAL SPILL MANANGEMENT TEAM POLICY

1. GENERAL. The Responsible Party (RP) is required under OPA 90 to engage resources as necessary to respond to spills. In almost all cases, RP contracted Spill Management Teams (SMTs) will arrive from out-of-town which involves an inherent logistical delay. Additionally, it is reasonable to expect that many members of the contract team will be essentially unfamiliar with the local port and environmental conditions. Typically their local knowledge will be in large part based solely on the Area Contingency Plan (ACP). Therefore, additional time may be necessary after their on-scene arrival to familiarize themselves with local issues prior to assuming any responsibilities within the Federal On Scene Commander's (FOSC) command and control organization. It is not unreasonable to expect that 18-24 hours will elapse before any elements of an RP's SMT will be in place and able to contribute to the spill response effort. During this most critical time in a spill response it is essential that all available resources be effectively utilized to promptly mitigate the effects of the spill.

2. LOCAL SPILL MANAGEMENT TEAM (LSMT). Local Spill Management Teams (LSMTs) have been established within the appropriate ports of the FOSC's area of responsibility. The LSMT is a local organization, with representatives from both industry and environmental interest groups working together to respond to and cleanup the spill. LSMTs enhance first-response capabilities during the first 18-24 hours by drawing on existing expertise within the local port communities. Numerous individuals exist within the port community who possess sufficient expertise to significantly contribute to a spill response effort. LSMTs provide the FOSC an immediate mechanism to incorporate the expertise of these individuals at a time when personnel resource demand is most critical.

3. LSMT ACTIVATION. Activation of the LSMT is by FOSC authorization alone and coincides with the opening of the National Pollution Fund. The SOSC or RP may recommend to the FOSC that the LSMT be activated. LSMT personnel will arrive on scene within 2-12 hours after the initial report of the spill, and will have the resources to function for up to 72 hours.

As with existing Incident Command System/Unified Command System (ICS/UCS) structure, the FOSC would assume liability for any decisions made or actions taken within the framework of the established command and control structure.

Participation on a LSMT is on a voluntary basis and is subordinate to any employer commitments. The LSMT must incorporate sufficient flexibility to enable a terminal effected by a spill to determine the specific role of their employee within the LSMT. Individuals participating in the LSMT would be eligible for financial reimbursement of their time through the National Pollution Fund by authorization of the FOSC.

4. LSMT NOTIFICATION. Upon its activation LSMT personnel shall be notified by MSO Portland, Maine via their respective offices. Annex A, Appendix V,Tab I, Section II contains a notification checklist for the Portland LSMT. Checklists for the other LSMTs (Portsmouth, Searsport/Bucksport, and Eastport) are under development.

5. LSMT DEACTIVATION. Deactivation of the LSMT must be well planned for and clearly delineate who has the authority to deactivate a function and who will assume responsibility for a deactivated function.

As is the case for activation, the FOSC alone can deactivate the LSMT. Recommendations for deactivation will come from the Command Staff and General Staff. The LSMT should be deactivated when it is determined that all operations, tactical and strategic, can be turned over to the respective contracted SMT.

The LSMT will be responsible for developing a plan for an orderly deactivation of the LSMT. The FOSC and the relieving SMT shall be thoroughly briefed by the appropriate LSMT members prior to deactivation of the LSMT. The specifics of deactivation will vary according to the details of each incident.

II. PORTLAND LSMT NOTIFICATION LIST

INDUSTRY

Company	Telephone No.
Koch Materials	207-767-2405
Portland Pipe Line Corp	207-767-0430
Northeast Petroleum	207-799-2294
Central ME Power	207-846-9055
Sprague Energy	207-799-4899
Star Enterprise	207-799-3394
Mobil Oil Corp.	207-767-3251
Gulf Oil	207-797-0862
Merrill's	207-762-2461
Moran Shipping	207-772-6515
Prince of Fundy/Cruises	207-775-5611
ME Petroleum Assoc.	207-622-5881
William Brennan & Assoc.	207-772-5094
John Stuart & Co.	207-767-5761
Ash Cove Consultants	207-846-0122

CONTRACTORS AND ENVIRONMENTAL GROUPS

Contractor/Group	Telephone No.
Clean Casco Bay	207-828-4511
Clean Harbors	207-799-8111
FOSC Baykeeper	207-799-8574

MSRC	207-780-8801
NRC	207-879-2423
SOS	207-774-2111

ANNEX F, APPENDIX III, TAB R RAILROADS

1. Canadian National Railway
   Grand Trunk Railway System
   One India Street
   Portland, ME 04101
   207-772-9734
   603-752-7600

2. Maine Central Railroad Company
   Rigby Road
   South Portland, ME 04106
   207-773-1020
   207-775-1501

3. Bangor and Aroostook Railroad Co.
   Northern Maine Junction Park
   RR2
   Bangor, ME 04401
   (Dispatch) 207-848-3339
   (Office) 207-848-5711
   207-848-5712
   207-848-5721

ANNEX F, APPENDIX III, TAB S STATE ARCHEOLOGISTS/HISTORIANS

1. Maine, State Historic Preservation Officer
   Earle G. Shettleworth, Jr.
   Maine Historic Preservation Commission
   55 Capitol Street, Station 65
   Augusta, ME 04333

   Office: (207) 287-2132
   Fax: (207) 287-2335
   E-mail: sheshet@state.me.us

2. New Hampshire, State Historic Preservation Officer
   Nancy Muller
   NH Division of Historical Resource
   PO Box 2043
   Concord, NH 03302-2043

   Office: (603) 271-6435
   Fax: (603) 271-3433
   TTD: (800) 735-2964

ANNEX F, Appendix V Personnel Mobilization Plan

1. PURPOSE. The goals of this personnel mobilization plan are to:

a. Enable the sustainability of the Unified Command/Incident Command System (UC/ICS) for the duration of any major pollution response operation;

b. Reconcile projected worst case personnel needs with actual needs based on incident-specific ICS cell organization, as detailed by the UC/ICS Resources Unit in completed ICS Forms 203, 204, and 207; and

c. Ensure the efficient ramp-up and demobilization of personnel in supporting the response operation.

2. RESPONSIBILITIES.

The responsibilities of component Coast Guard organizations are as follows:

a. FIRST DISTRICT COMMAND CENTER. The First District Command Center is the one-stop shopping center for all UC/ICS governmental personnel needs. The command center will coordinate activation of the D1 District Response Group, assist in personnel requests directed to Coast Guard units outside the limits of the First District chain of command (ISC Boston, ESU Boston, NSFCC, other districts, MLC Atlantic, etc.) and to other governmental agencies (RRT), and will establish a Crisis Action Center (CAC), consisting of the D1 DRAT Chief and (mor) officer, either of whom will be available to the UC/ICS on a 24 hour basis, for D1 VOSS or SORS deployment, access to D1's infrared cameras, RRT support, or mobilization of ICS-trained personnel from other D1 marine safety field units.

b. FIRST DISTRICT UNITS. All First District units will be available to the UC/ICS, as directed by the command center, and assist as necessary in responding to any major pollution incident.

c. ISC BOSTON. ISC Boston will assist in assessing UC/ICS needs on site and in mobilizing appropriate Active Duty, Reserve, and Auxiliary personnel to support the response operation, as per MLC Atlantic Disaster Support Plan 9700-97 and COMDTINST 5400.1.

d. UC/ICS RESOURCES UNIT. UC/ICS Resources Unit will work with the advance ISC Boston Damage Assessment Team to determine response operation personnel needs and shortfalls and work with the ISC and the command center in satisfying identified needs, assigning the best qualified people at the most reasonable cost with the least impact on mission accomplishment.

3. OPERATIONS.

a. DISCUSSION. During major pollution incidents the FOSC will oversee the UC/ICS to ensure a proper functioning, NIIMS-based Incident Command System is established, as per COMDTINST 16471.1. The response management system and cell organization will be modified appropriately, adjusted to address the relative size and complexity of the spill event. Important variables include the amount and type of oil spilled, whether the cleanup will be conducted both day and night or daytime only, the degree to which the responsible party responds, and the availability of local personnel (leave, TAD, etc.). Primary responsibility for staffing the ICS rests with the responsible party, who should be prepared to activate a Spill Management Team (SMT) capable of running a sustained cleanup operation. The FOSC and appropriate Area Committee members must be ready to step in and run the response operation themselves in those instances where there is a time delay while the responsible party ramps up or when the responsible party is ineffective in rallying sufficient personnel resources to properly manage the cleanup. These contingencies can create personnel shortages which the FOSC may need to overcome quickly in order to manage a response operation effectively. To ease communication between the FOSC and command center, COMDTINST 16471.2 specifies four classifications of spill types, with Type 1 incidents being the most complex. Staffing for Type 3 and 4 incidents will involve primarily local Coast Guard MSO and Group personnel, Area Committee members, and some district or NSF personnel. More complex incidents will involve activation of the Atlantic Strike Team (AST)'s Incident Management Augmentation & Assist Team (IMAAT), to assist the FOSC, not to supersede or preempt the local response management organization.

b. INITIAL UC/ICS PERSONNEL ACTIONS. Assuming a delay of at least 24 hours before the RP's SMT arrives on scene, the FOSC must mobilize as many local port resources as quickly as possible and identify gaps between the local WQSB and the ICS organization developed for the specific incident (ISC FORMS 203, 204 and 207 should be filled out and faxed to the First District Command Center). The FOSC should also liase directly with the AST to get an appropriate number of Strike Team members on the move. The D1 DRAT Chief maintains a listing of AST members who are qualified to fill various ICS WQSB billets. With the arrival of ISC Boston's advance team, the UC/ICS Resources Unit should work with ISC and the RP to project personnel needs over the next 24-72 hour period and convey those needs to the First District Command Center. Requests for active duty augmentation should be specific, identifying the number of people required, rate/rank, special skills, experience, knowledge, and expected duration of service. Concurrently, the affected local Coast Guard units should initiate a call-up of their own local reservists and auxiliarists.

Guidelines for Mobilizing Unit Reservists. Members of the Coast Guard Ready Reserve who drill at local units are immediate force multipliers during surge operations, but it is important that lines of authority for their call-up are kept clear. In order to obtain the fastest response of reservists for surge operations, the unit should rely first on its own drilling members and use Inactive Duty Training (IDT), Annual Duty Training (ADT), or Voluntary Unpaid Drills to its own best advantage. In order to meet surge requirements, Reserve members in a drilling

status are authorized 48 paid IDT drills and 12 (up to 15) ADT days per year. There is no limit to the number of unpaid drills a reservist may perform in a voluntary capacity. The servicing PERSRU of the unit to which reservists are assigned (unit's RPAL billets) is responsible for processing reservists to support surge operations for IDT and ADT. For paid IDT, drills cannot exceed 48 in a fiscal year, 24 per quarter, 12 per month or 6 per week. ADT can be rescheduled flexibly, with the permission of the affected reservist and the approval of the District Commander. To use ADT, contact the reservist and request the performance of ADT at the desired time and location. Use of reservists beyond these three types of ways, involves coordination between the new D1(opr) Branch and the ISC Boston Force Optimization Branch. Requests for reservists in response to domestic emergencies must be made through the command center, via the First District Operations and Readiness Branch (opr). Requests for reservists to meet the surge demands of a Coast Guard component involves the initiation of the District Commander's authority under 10 USC 12301 (d). This authority authorizes the District Commander to initiate a voluntary recall of up to 10 officers and 100 enlisted reservists for a period not to exceed 30 days for any one domestic emergency. Reserve personnel needs beyond the capability of the component Coast Guard unit to fill on its own need to be transmitted to the PERSRU at ISC Boston, and must identify as a minimum the number of reservists required by rate/rank, special skills, experience, knowledge, and anticipated duration of the surge operation. ISC Boston will solicit volunteers to fulfill the request and then identify reservists to fill the need.

c. INITIAL D1(CC) PERSONNEL ACTIONS. Assuming the local units will need as much help as possible right away, the command center will immediately activate a CAC and, as appropriate, begin to dispatch district personnel to the scene, including: (dpa) rep, (dt) rep, (dl) rep, DRAT equipment and environmental specialists, and an AIRSTA Flight Services Officer to coordinate flight safety. Related logistical needs, which should be anticipated, are the scheduling of a Coast Guard overflight if no commercial alternative is available, a Coast Guard cutter to assist in directing on-water operations, and one or more buoy tenders for the ready deployment of the D1 VOSS or SORS equipment. The command center will also immediately notify the ISC Boston OOD and request the dispatch of: an ISC advance team and the ISC Industrial Hygienist. Personnel support is a critical issue for the command center CAC. D1(cc) CAC members will work closely with ISC Boston to fill UC/ICS needs; the D1 DRAT Chief will coordinate directly with other First District marine safety field units to identify suitable qualified personnel to assist in the cleanup operation. The D1 DRAT Chief will also liase with other federal, state, and local agencies as necessary to support personnel issues the UC/ICS requests assistance in resolving.

d. COORDINATION OF COAST GUARD RESOURCES BEYOND D1 GEOGRAPHIC LIMITS. The D1 Command Center will work with ISC Boston to obtain additional resources beyond the D1 DRG as the need arises. The Atlantic Area Commander and MLC Atlantic will be consulted to provide out-of-district personnel during major spill incidents. The points at which out-of-district resources will be requested will be twofold: when specific resources needed on scene are not available in the First District or when the magnitude of the incident is such that the district cannot maintain its ability to keep the response operation adequately sustained. An example of the first situation would be a request to bring AIREYE or

dispersant application assets and personnel on scene; whereas, the second would be mobilization of the AST IMAAT, consisting of the following personnel:

Atlantic Area IMAAT Members

Deputy Incident Commander	CDR Gaudiosi, AST CO
Information Officer	CWO Haley, NSFCC PIAT
Liaison Officer	CDR Obernesser, D5 (mor)
Safety Officer	LCDR Davenport, MLC Atlantic
Planning Sect. Chief	LCDR Matthew, AST XO
Ops Sect. Chief	CDR Hartley, GST
Deputy Ops Sect Chief	LT Hanzalik, GST
Logistics Sect. Chief	LT Wisener, PST
Finance Sect. Chief	CWO Peterson, AST
Documentation Unit Leader	CWO Galapate, PST
Demob/Ground/Vsl Support	CWO Alenitsch, AST
Resource Unit Leader	LT Flynn, AST
Situation Unit Leader	LTJG Cioffi, AST
Time/Cost Unit	YN1 Leahy, AST
Procurement Unit Leader	Ms. Deegan, MLCA
Comms Unit Leader	SCPO Tracy, CAMSLANT
Supply Unit Leader	SKCS Pesante, D5
ICS Technical Spec.	LT Burke, NSFCC

4. DEMOBLIZATION. The UC/ICS Demobilization Unit will monitor and track personnel activity and develop a plan for demobilizing equipment and personnel, determining which resources are in excess and using ICS Form 221 to communicate with the appropriate ICS cell chief or leader, as necessary, so the response organization can shut down in a planned and orderly fashion.

detrimental to trust resources. The appropriate contact person for the DOI must be contacted directly. Voice mail messages do not constitute "contact." No response by the DOI would constitute approval of the use of dispersant in this SCA.

Special Consideration Area 2

Geographic Scope:
SCA 2 is defined as the waters that lie within 2.0 nm from the boundaries of any offshore islands owned or managed by the DOI that are beyond 0.5 nm from the Territorial Sea Baseline.

Approval for SCA 2:
The use of dispersants in this SCA is approved up to the 0.5 nm limit (with the further restriction of SCA 1 above within the 0.5 to 2.0 nm) except in the following windows of time:

a. From May 15 to August 15 dispersant use in this SCA requires concurrence and consultation with the DOI.

b. From January 1 to March 31 it is recommended that concurrence with the DOI be obtained prior to dispersant use.

4. PROTOCOLS

As attested by the approval of this Preauthorization Plan, the RRT I representatives from EPA, MEDEP, and NHDES, and the DOI and DOC/NOAA natural resource trustees, agree that the predesignated FOSC has the authority and may order the use of dispersants on oil discharges using the guides found in Subpart J of the NCP, Appendix 300.945 and 300.950 of the Region I RCP and this Annex of the Maine and New Hampshire ACP and subject to the following conditions:

a. The decision to use dispersants within these guidelines rests with the pre-designated FOSC, in consultation with MEDEP and NHDES.

b. The FOSC may authorize the use of dispersants on a release or discharge to prevent or substantially reduce a hazard to human life without obtaining concurrences from EPA, affected States, DOI, and DOC/NOAA, without following protocols established in this Plan, and without following the guides in the RCP and ACP. If dispersants are used in this manner, notification to EPA, affected States, DOI, and DOC/NOAA shall be made as soon as practical. Once the risk to human life has subsided, these exceptions no longer apply.

c. The dispersants listed in the NCP Product Schedule and as further preapproved by Federal natural resource trustees may be authorized for use in Zone 1 by the FOSC, in consultation with MEDEP and NHDES, without further specific concurrence from EPA, DOI, and DOC/NOAA.

d. If a decision has been made by the FOSC, in consultation with MEDEP and NHDES, to use dispersants under the provisions of this Plan, the FOSC will immediately notify the EPA, DOI, and DOC/NOAA of that decision. This initial notification will include, but is not limited to, the following information to the extent available:

* Type and amount of oil discharged
* Areas affected
* The projected area of impact of the oil if not dispersed
* Reasons why chemical agent has been selected
* Type of chemical agent to be used
* Application rate and method of application
* On-scene weather

e. If dispersants are used as described in this Plan or for the protection of human life, a post incident debriefing will take place within 45 days to gather information concerning the effectiveness of the chemical agents used and whether any changes to this Plan are necessary. The results of the debrief will be included in the FOSC report.

f. Monitoring for dispersant application and effectiveness will be conducted in accordance with the Dispersant Monitoring Protocol which is currently under development. An inability to implement the Monitoring Protocol in a timely manner will not revoke the FOSC's authorization to use dispersants under this Protocol. However, the FOSC should make all attempts to implement the Monitoring Protocol as soon as practical.

5. AMENDMENTS

This Preauthorization Plan shall be reviewed annually by the Maine and New Hampshire Area Committee at the first meeting of the full Area Committee in the calendar year.

- assess skills, capabilities and interests of available public information staff (with the assistance of the JIC Supervisors) and match staff with appropriate positions when possible
- review information supplied by information coordinators, ensure accuracy and consistency and determine appropriate method for dissemination (to production for updates, copying for JIC staff, etc.)
- elevate unresolved or sensitive issues to the JIC Supervisors
- ensure news media updates, news releases and fact sheets are distributed to JIC staff, command post staff, on-site news media, off-site news media, off-site agency officials and other interested parties
- provide orientation for newly arriving or assigned public information staff.

c. INFORMATION COORDINATORS. These positions are assigned by the JIC Manager and will be held by experienced public affairs information specialists with a technical knowledge of spill operations. Information coordinators should be assigned to:

- Operations (offshore activities)
- Operations (onshore activities)
- Planning/Logistics/Finance
- Environmental/Economic Impact

(1) General Responsibilities: Information coordinators report to the JIC Manager and are responsible for gathering specific information about the spill response effort directly from Operations, Planning, etc. Information coordinators will work closely with the appropriate section supervisor and/or the designated section public information contact. Information gathered is provided to the JIC Manager for dissemination.

d. MEDIA RELATIONS TEAM. Positions in this group are staffed by experienced public affairs information specialists that may have local knowledge of the area (for example, geographical features) and the news media.

(1) Responsibilities: The media relations team reports to the JIC Manager and is responsible for answering news media inquiries from onsite and off-site reporters. This team is also responsible for setting up facilities for news conferences and briefings. In addition, the Media Relations Team is responsible for processing information internally to inform our own people of the status of our activities. Informing the members of the response community of the status of the response is vital if consistent and accurate information is to be conveyed to all interested parties. At a minimum, all personnel assigned to response duties should be provided with access to the daily fact sheet. This will help ensure a consistent and accurate flow of

~~sheet. This will help ensure a consistent and accurate flow of~~ information. Following are the specific responsibilities of the Media Relations Team:

(a) Media Relations Supervisor: The media relations supervisor is responsible for ensuring that news media inquiries are responded to in a timely and accurate manner. Works with the JIC Manager to ensure requests for information are responded to in a timely manner. Ensures all media relations staff have the most current information on the spill response effort.

(b) Media Relations Staff will:

- answer inquiries from the news media
- direct reporter calls to appropriate media phone staff when an "agency" or "responsible party" response is warranted
- provide supervisor with questions and "rumors" that need to be researched or checked-out
- draft press releases, fact sheets, Internet page and any other information.
- ensure information on fish and wildlife impacts, provided by representatives from a state or federal natural resource agency, are incorporated into press releases, fact sheets, press briefings/conferences and any other information.
- ensure press releases/fact sheets are provided to members of the response organization.

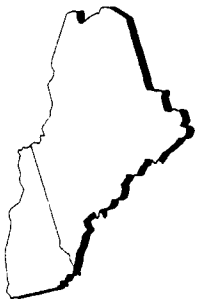
(c) On-site Media Staff will monitor news coverage and:

- provide answers and written materials to reporters (including press releases)
- work with media relations supervisor to locate appropriate staff for interviews when warranted
- escort reporters and photographers as necessary
- set up facility for onsite news conferences and facilitate "pool" coverage when necessary
- provide direction to field locations as appropriate

e. GOVERNMENT RELATIONS TEAM. The government relations team reports to the JIC Manager and is comprised of legislative, government specialists or public affairs representatives that have local knowledge of the area and governmental affairs.

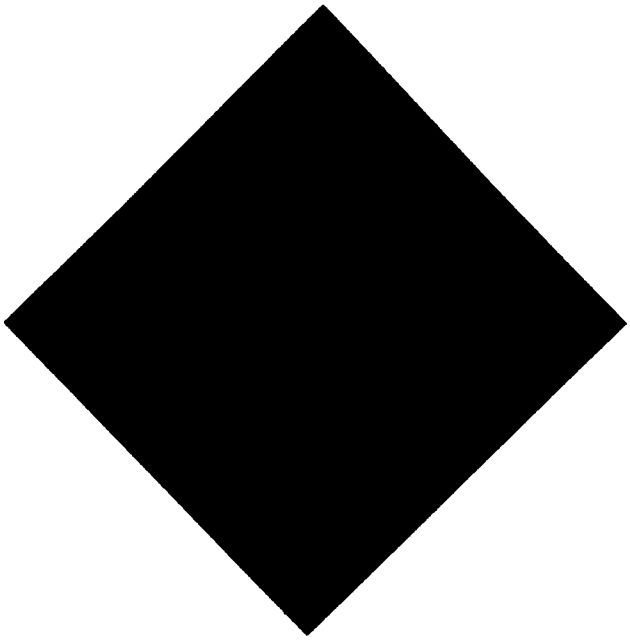
(1) Responsibilities: The Government Relations Team is responsible for responding to inquiries from state and Congressional representatives or staff, and coordinating VIP site tours. The Government Relations Team works with government agencies at the state level and higher. Local level interaction is handled by the Community Relations Team. Specific responsibilities of the Government Relations Team include:

(a) Government Relations Supervisor: Reports to the JIC Manager and is responsible for ensuring that an effective government relations team is established. Makes sure activities are coordinated among the various agencies and the responsible



MAINE & NEW HAMPSHIRE

HAZARDOUS MATERIAL RESPONSE PLAN



HAZARDOUS MATERIAL RESPONSE PLAN

SECTION 7000

OF THE

MAINE & NEW HAMPSHIRE AREA CONTINGENCY PLAN

PREPARED BY:
MAINE & NEW HAMPSHIRE AREA COMMITTEE
C/O USCG MARINE SAFETY OFFICE PORTLAND
PO BOX 108
PORTLAND, MAINE 04112

15 DECEMBER 1997

Response Contact Sheet

Required Notifications For Hazardous Substance Or Oil Spills

USCG National Response Center	**800-424-8802**
In Maine:	
Department of Environmental Protection	**800-482-0777**
In New Hampshire:	
Department of Environmental Services	**603-271-3636**

U.S. Coast Guard

National Response Center	800-424-8802
Marine Safety Center Salvage Team	202-366-6441
Marine Safety Office Portland:	207-780-3251
Fax	207-780-3567
Marine Safety Field Office Portsmouth	603-433-7324
Fax	603-433-7570
Marine Safety Field Office Bucksport	207-469-2394
Fax	207-469-2538
Atlantic Strike Team	609-724-0008
District 1:	
M/drat	617-223-8586
Command Center	617-223-8555
Safety Officer	617-223-3202
Public Affairs	617-223-8515
Group Portland	207-767-0303
Group Southwest Harbor	207-244-4236
SARDET Eastport	207-853-2845
Station Jonesport	207-497-2200
Station Rockland	207-596-6667
Station South Portland	207-767-0303
Station Boothbay	207-633-2661
Station Portsmouth Harbor	603-436-4415
Airstation Cape Cod	508-968-6300
NPFC	703-235-4756

Environmental Protection Agency (EPA)

Region One Spill Response	617-223-7265
RCRA/CERCLA Hotline	800-424-9346

National Oceanic Atmosphere Administration (NOAA)

Scientific Support Coordination	617-223-8016
SkyPage	800-759-7243 then 5798814
Weather Service	207-773-0352

Canadian

Canadian Coast Guard	902-426-6030

Federal Trustees

Department of Interior	617-223-8565
U.S. Fish & Wildlife	207-469-7300
NOAA	202-267-1321

U.S. Navy

Portsmouth Naval Shipyard	207-438-1871
Supervisor of Salvage	202-695-0231

Army Corps Of Engineers

Hazards to Navigation	617-647-8328

Response Contractors

CAB Services	603-749-6355
Clean Casco Bay	207-828-4511
Clean Harbors *	207-799-8111
Jet-Line Services	603-749-5735
Marine Spill Response Corp.	207-767-0060
National Response Corporation	207-879-2423
Passamoquoddy Spill Coop	207-853-6197
Piscataqua River Coop	603-431-5131
Pollution Control Services	207-892-0884
PROPAC	207-548-2531
Seacoast Ocean Services *	207-774-2111
Total Waste Management	603-431-2420

* Contract with U.S. Coast Guard

Pilots

Eastport Pilots	207-259-7770
Penobscot Bay Pilots	207-338-1640
Portland Pilots	207-774-5623
Portland Docking Pilots	207-7442902
Portsmouth Pilots	603-436-1209

State of Maine

Dept. of Environmental Protection	800-482-0777
Dept. of Inland Fish & Wildlife	207-287-2043
Dept. of Marine Resources	207-633-9500
Maine Marine Patrol	207-799-3380
Emergency Management Agency	207-287-4080
Governor's Office	207-287-2531
State Police	800-482-0730

State of New Hampshire

Environmental Services	603-271-3636
Office of Emergency Management	603-271-2231
NH Marine Patrol	603-293-2037
NH Fish & Game	603-868-1095
State Police HAZMAT	800-346-4009
State Police	603-271-3505

Table of Contents

RECORD OF CHANGES

Date	Change Number	Summary of Changes

7000 INTRODUCTION

7010 AUTHORITY

The Oil Pollution Act of 1990 (OPA 90) directed that Area Committees develop Area Contingency Plans (ACPs) that address both oil and hazardous material releases for their area of responsibility. This section of the ACP provides guidance pertaining to hazardous material (HAZMAT) releases. Specific handling requirements for a HAZMAT response are outlined in 29 CFR 1910.120. General concepts and guidance for conducting either a HAZMAT release or oil spill response are contained in the initial sections of this ACP.

It should be noted that any release of hazardous materials has a high probability of occurring in coincidence with a fire and that Section 8000 of the ACP, the Marine Fire Fighting Plan, has been designed to work in conjunction with this plan.

7020 ACRONYMS AND DEFINITIONS

ACARP	As Clean As Reasonably Possible
ACP	Area Contingency Plan
AST	Coast Guard Atlantic Strike Team
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
EAP	Emergency Action Plan
First Responders	The first responding agency on scene, usually the local Fire Department.
HAZMAT	Hazardous substances, wastes, or materials including those listed in 49 CFR 172
HAZMAT incident or event	Any release or spill of a hazardous material, substance or waste requiring pollution control response.
HMRP	HAZMAT Response Plan, Section 8000 of the ACP
ICS	Incident Command System.
IAP	Incident Action Plan.
NPFC	Coast Guard National Pollution Funds Center
OSLTF	Oil Spill Liability Trust Fund
SSP	Site Safety Plan
SSO	Site Safety Officer
UC	Unified Command

7030 PURPOSE AND OBJECTIVES

Recognizing that there are a growing number of HAZMAT response plans, often mandated by law, being developed at all levels of jurisdiction. Therefore, rather than rewriting the plans written at the municipal, county and state levels, this plan provides a framework for the use of those plans during a HAZMAT incident.

The framework of this plan was developed by a subcommittee of the Area Committee that included representatives from local, county, state and federal government agencies, fire departments and environmental agencies.

7100 COMMAND

7110 RESPONSE ORGANIZATION - ICS

7110.1 Command Structure

Any response undertaken shall implement the NIIMS ICS system as outlined in Annex B, Appendix II of this ACP.

7110.2 Operational Command

The Response Organization during a HAZ-MAT incident is highly dependent on both the severity of the incident and size of the responding force. The initial Incident Commander is usually a Public Safety Official from the municipality in which the incident occurred. As Federal, State and local government agencies, the Responsible Party and response contractors become involved response organization shall implement the Incident Command System.

7110.3 Unified Command

The members of the Unified Command shall include the Federal On Scene Coordinator, the State On Scene Coordinator, the designated Public Safety Official from each municipality affected and the Responsible Party. Other members of the UC may include the trustees of affected Federal or State owned lands and/or entities from agencies that have a regulatory responsibility to respond. The designated FOSC for incidents located in the Coastal Zone is the U.S. Coast Guard. The US EPA is the designated FOSC for incidents inland of the Coastal Zone. The SOSC will be a designated representative from the Maine DEP, the New Hampshire OEM or both in the event of a cross border incident.

7110.4 Operations

The Operations Section shall operate in accordance with ICS guidelines. This Section will contain response technicians, workers and contractors.

7110.5 Planning

The Planning Section shall operate in accordance with ICS guidelines. It is important to note that the Planning and Operations Department need to work closely together in the incipient stages of an incident in order to develop initial response strategy. The Scientific Support Team operates as a unit of the Planning Section. This collection of scientific experts advises the Planning and Operations Sections and the UC on technical issues.

7110.6 Logistics

The Logistics Section shall be established as soon as practicable and shall operate in accordance with ICS guidelines.

7110.7 Finance

The Finance Section shall be established as soon as practicable and shall operate in accordance with ICS guidelines.

7200 OPERATIONS

7210 GENERAL

The nature of HAZ-MAT responses is extremely diverse in comparison to a response to a spill of oil. Strategies must then be stated in a general sense and outline concerns for all releases. This section will outline considerations that must be addressed for all incidences and describe the Operational organization.

7220 COUNTY AND MUNICIPALITY PLANS

The response to any HAZ-MAT incident shall be in accordance with the county contingency plan in which the incident occurred. The UC shall review this plan for adequacy in relation to the specific event and make changes as appropriate. The UC shall also review the plans for all counties or municipalities affected (such as in a traveling plume) and incorporate them as necessary.

The FOSC shall keep on hand a copy of each Municipality (New Hampshire) and County (Maine) Contingency Plan, which are updated by the drafting authorities every two years. However, it is vitally important that the County EMA provide an updated copy to the UC as soon as they are notified of the incident.

7230 INCIDENTS OUTSIDE COUNTIES OR MUNICIPALITIES

If a HAZMAT release occurs outside the jurisdiction of any County or Municipality (i.e. offshore or on federal land) the FOSC, SOSC and Responsible Party shall comprise the UC. County and Municipality plans will be consulted if a shoreside evacuation or other impact is anticipated. If any HAZMAT comes ashore the appropriate local Public Safety Official shall be included in the UC.

7240 INCIDENTS ON DEPARTMENT OF DEFENSE FACILITIES

If a HAZMAT release occurs on a DOD facility, the sponsor of that facility (U.S. Navy, U.S. Army, U.S. Air Force, U.S. Marines) is the FOSC and will conduct the response.

7250 OPERATION AND STRATEGIES (GENERAL)

7250.1 Pollution Response Action

The evolution of action during a HAZMAT incident response should follow five basic steps. The five steps are Recognition and Notification, Evaluation, Control, Remediation, and Conclusion. Each of these steps need to be addressed and each step will need to be tailored to the specific incident.

Recognition and Notification- This step involves the identification of the hazardous material involved, the associated hazards, and the degree of hazard. This initial step will normally be conducted by the reporting agency or person. THIS STEP DOES NOT INCLUDE RECON. Recognition should be general in nature and include the nature of the incident (e.g., overturned truck in river) and the hazardous material involved (e.g., placard UN# 1718). Once on-scene, the OSC shall identify what hazards may exist (e.g., Physical hazard of the truck, 1718 = Sulfuric Acid, evacuation call). The OSC shall establish a "Hot Zone," ensure all required agencies and persons are notified, and designate the personnel or agency to make the initial site recognizance and the level of PPE for those responders. The OSC shall designate a Site Safety Officer and a site safety plan must be completed prior to any action on site.

Site Safety Officer (SSO) - By law, the OSC and Site Safety Officer must be prior to any response operations occur involving HAZ-MAT.

Evaluation- This step includes assessing the risk that the situation poses to the public, response personnel, and the environment. This is the step in which initial entry or approach to the site occurs.

Response personnel will use analytical techniques to determine the level of contamination and identify the existence of any explosion, fire or toxic hazards. This step includes PPE and monitoring equipment requirements. The Scientific Support Team will use the information gathered by on-site personnel to identify the level of risk to the public and responders. The OSC will re-evaluate the evacuation policy and set PPE limits for all responders.

Control- This step includes identifying methods to reduce or eliminate the hazard. In reality, this step and the Evaluation step could happen simultaneously or in reverse order. This step is the physical work of shoring, diking, berming, adsorption of material, stabilization of physical hazards, preventive hazing of wildlife, etc.

Remediation- Remediation may in fact be the same as the Control step for simple events. Remediation is the long term clean up of an site and may involve such activities as soil removal, dredging, ground water clean up or other long term projects. The OSC will ensure the site has been properly cleaned up and taken over by a Remediation agency or contractor.

Conclusion- Once the OSC has decided that the site is clean to a ACARP level, that a hazard no longer exists, or that a proper Remediation is under way they will conclude the incident, ensure the proper funding and legal documentation is completed, and debrief the responders.

7260 NIIMS ICS

A response involving more than one jurisdiction (e.g. FOSC, SOSC, Fire Dept., Responsible Party) shall implement the Incident Command System as described in Annex B, Appendix II of this ACP. The UC staff shall take additional guidance from the respective sections of this Plan.

7260.1 Role of the Initial IC

The initial IC (usually the local Fire Department) is responsible for fully briefing incoming members of the UC on the status of the incident response (this information can be summarized in NIIMS ICS form 201).

7260.2 Incident Action Plan (IAP)

Once established, the role of the UC is to focus on moving the response from the Emergency Phase to the Response Phase. The development of an IAP, as outlined in NIIMS ICS should be the instrument for this conversion.

7270 CHECK OFF SHEETS

The following check-off lists are provided for any agency/person responding to a HAZ-MAT incident pursuant to this plan. They are general in nature, and should only be used as a guideline to actions taken. Each HAZ-MAT event is unique due to the wide variety of substances and environments that they may occur in.

7270.1 Notification of Spill / Release Check-Off List

INITIAL INFORMATION

Date/Time of Report: _____

Received By: _____

Notified By: _____

Telephone No.: _____ Fax No.: _____

Location of Release: _____

Material Spilled: _____

Date/ Time Spilled: _____

Nature of Release: Air / Water / Land

Quantity of Material Spilled: _____ Quantity in Container: _____

Description of Incident: _____

Water Body Impacted: _____

Source/ Responsible Party: _____

Cause/ Operation in Progress: _____

Actions Taken: _____

_____

Weather On Scene: _____

Agencies Already Notified: _____

Resources On Scene: _____

Incident Commander: _____ Telephone No.: _____

NOTIFICATIONS

- ☐ Notify Local Fire Department
- ☐ Notify NRC..... 1-800-424-8802
- ☐ Notify Coast Guard..... 207-780-3251
- ☐ Notify EPA..... 617-223-7265
- ☐ Notify State EMA:
  - Maine EMA..... 207-287-4080
  - NH OEM (State Police)..... 1-800-525-5555
- ☐ Notify County EMA
- ☐ Notify New Hampshire DES..... 613-271-3636
- ☐ Notify Maine DEP..... 1-800-482-0777

7270.2 First Response Check-Off List

This check-off list is meant to be a guide for the First Responder to a HAZMAT incident. DO NOT under any circumstances enter a contaminated area unless trained and equipped to do so with proper support and DEON preparations made. Remember you may be the only "eyes and ears" the Unified Command has on scene. Write everything you observe down.

1. POSITION YOURSELF

- ☐ Locate upwind, upstream, uphill, or upcurrent of the incident.
- ☐ Locate yourself where you can see the incident.

2. OBSERVE

- ☐ Ensure notifications are made (Use the Section 7270.1, Notification Check-off List).
- ☐ Identify the container type.
- ☐ Identify any placards, labels, or packaging (Use DOT Emergency Response Guide).
- ☐ Observe any effects on people, animals, vegetation, and environment in the area surrounding the incident.
- ☐ Identify the wind direction and weather (stay upwind).
- ☐ Identify the distance and direction to nearby dwellings or places of business.
- ☐ Identify the distance to the nearest surface water (if on land).
- ☐ Identify current speed and direction and sea state (if afloat).
- ☐ Identify any vapor or cloud including size and direction of travel.

3. ACT

- ☐ Establish a safety area (Use DOT Emergency Response Guide).
- ☐ DO NOT ENTER any contaminated area unless trained and equipped for entry and Incident Commander is on scene, EVEN TO RESCUE OTHERS.
- ☐ Render First Aid to victims outside the contaminated area
- ☐ Establish communications with UC or Incident Commander
- ☐ Brief the Incident Commander or Command representative when they arrive on scene

7300 PLANNING

7310 GENERAL

The Planning Section Chief's responsibilities are outlined in Annex B, Appendix II of this ACP.

The Planning Section of any HAZ-MAT response has a critical role in both the initial emergency phase of a response and in the long term remediation and response closure planning. In the first few hours of a response, before any operations are undertaken, the planning section will work closely with the Site Safety Officer to develop the Site Safety Plan. It is important to note that by law, 29 CFR 1910, a Site Safety Plan is required to be completed and signed by all participants prior to their approaching the site.

7320 SITE SAFETY PLAN

An Emergency Action Plan or Site Safety Plan shall be developed for each HAZMAT release response as soon as possible. The Emergency Action Plan is developed, by the first responders, to address safety issues during the Emergency phase of an incident. By law, the OSC and the Safety Officer must be named within the plan. The Unified Command, once established, may amend the Emergency Action Plan or Site Safety Plan as needed. It is the Planning Section Chief's responsibility to ensure that the plan is updated continuously. However, ultimate responsibility for this plan lies with the SSO and the OSC. The SSO and Planning Section Chief must work closely to keep this plan updated.

The following is a generic Site Safety Plan for use to develop a site specific plan. It is important to note that this plan will change as the response develops and conditions change. For example, changes may occur in the PPE and monitoring equipment required.

SITE SAFETY PLAN

A. SITE INFORMATION/DESCRIPTION

Site Location: _____ Date: _____

Surrounding Population: ___Industrial ___Residential ___Rural ___Unpopulated ___Other

Topography: ___Rocky ___Sandy Beach ___Docks ___Cliffs ___Marshes ___Other:

Major Hazards:

_____

_____

_____

_____

_____

B. WORK PLAN AND ENTRY OBJECTIVES:

_____

_____

_____

_____

_____

_____

C. ON-SITE ORGANIZATION: (OSC and SITE SAFETY OFFICER are required by law)

_____

_____

_____

_____

_____

D. SITE CONTROL

1. All personnel will receive briefings before and after each shift, before making a hot zone entry, and when significant changes are made to the site safety plan.
2. Training/ Briefings: In general all personnel shall be adequately trained for the task they are assigned. All personnel shall comply with the training requirements in 29 CFR 1910 and to the guidelines and regulations of the agency or corporation in which they are employed.
3. Check In: Procedures for all personnel to report in when entering or departing work area.
4. Site Safety Plan: No person shall enter the site without subscribing to this or another approved site safety plan.
5. Site Map:
6. Control zones: Description of control zones, Hot/Warm/Cold.
7. Site Boundaries: Control boundaries described as on the Site Safety Map.

8. Medical Monitoring: Personnel entering the contaminated zones shall be enrolled in an occupational medical monitoring program in accordance with 29 CFR 1910.120 and as prescribed by their employer.

   Personnel wearing level A, B, or C ensembles shall be monitored before suiting up and after exiting decon.

E. HAZARD EVALUATION

1. CHEMICAL HAZARDS -

Known hazardous materials on site.

Hazardous Material:	Concentration (if known):	Primary Hazard (e.g. toxic, inhalations):

2. Environmental Monitoring for Chemical Hazards

Instrument:	Frequency:
Combustible Gas	
Oxygen	
HNU	
OVA	
WBGT/heat stress	
Noise	
Radiation	
Teletemp	
3M OV dosimeter	
Other:	

3. Safety Hazards

The following factors should be considered in order to evaluate other hazards on scene.

___ Lighting - Lighting requirements for dark work areas or after sunset are listed in 29 CFR 1910.120.

___ Work near or on water (PFDs)

___ Heat Stress

___ Cold Stress

___ High Noise Levels

___ Drum Handling - Drums must be handled in accordance with 29 CFR 1910.120

___ Confined Spaces

___ Poisonous/ Infectious Insects

___ Poisonous Plants

___ Electrical Hazards

___ Trap Hazards

___ Carbon Monoxide

___ Falling Objects

___ UV Light Exposure

___ Helicopter Operations

This is not an all inclusive list, the Site Safety Officer should ensure that no other hazards exist on site unnoticed before commencement of operations.

G. PERSONAL PROTECTIVE EQUIPMENT

LOCATION	TASK	LEVEL (Circle one)	OTHER/FILTER (Level C)
HOT ZONE	Survey teams	A B C D	
	Sampling teams	A B C D	
	Mitigation teams	A B C D	
WARM ZONE	Decon teams	A B C D	
	Back-up teams	A B C D	
COLD ZONE	Response Personnel	D	
	Visitors	D	

Special Prescriptions for PPE:

LEVEL A

LEVEL B

LEVEL C

LEVEL D

H. DECONTAMINATION PROCEDURES. Decontamination of contaminated personnel and equipment shall be conducted in accordance with the following procedures and layout:

I. SANITATION & PERSONAL HYGIENE. Potable water, toilets, and personal hygiene facilities shall be readily available.

J. COMMUNICATIONS PROCEDURES. Communications shall be conducted as follows:

Channel ___ has been designated as the radio frequency for personnel in the HOT ZONE

Channel ___

Channel ___

Channel ___

Cellular phone/ Telephone numbers:

_____ is the emergency signal to indicate all personnel should leave the HOT ZONE. Any failure of radio communication requires an evaluation of whether the personnel should leave the HOT ZONE.

The following standards hand signals will be used in case of a radio failure:

- hand gripping throat	"Out of air, can't breathe"
- gripping partners wrist or both hands around wrist	"Leave area immediately"
- hands on top of head	"Need assistance"
- thumbs up	"OK, I'm all right, I understand"
- thumbs down	"No, negative"

J. EMERGENCY PROCEDURES

In all cases when an on site emergency occurs, personnel shall not reenter the work area or restart work until:

- The condition resulting in the emergency has been investigated by supervisory personnel, and has been corrected
- Hazards have been reassessed
- Site personnel have been briefed on any changes in the operation and site safety plan

The decontamination team will at all times maintain the ability and equipment specifically assigned to decontaminate an injured responder or victim in the HOT ZONE.

K. EMERGENCY MEDICAL PROCEDURES

Contact designated EMT or medical personnel designated in organization

The closest hospital for regular emergencies is

_____

_____

_____

The closest hospital for contaminated victims is:
(SSO must confirm with hospital before approval of this plan)

_____

_____

_____

K. PERSONAL MONITORING. The following personal monitoring will be in effect on site:

Personal exposure sampling:

_____

_____

_____

_____

_____

_____

Medical monitoring:

_____

_____

_____

_____

_____

_____

L. SIGNATURE

All site personnel have read the above plan and are familiar with its provisions.

Position:	Name:	Signature:
OSC		
SSO		
SSC		
Operations		
Planning		

7330 PLANNING REQUIREMENTS

7330.1 Compliance Requirements

Any response to a HAZ-MAT incident shall comply with 29 CFR 1910.120 in all aspects concerning both emergency response and hazardous materials operations. The Unified Command shall determine when operations shift from emergency operations, requiring an EAP, to normal operations requiring a SSP.

7330.2 Training

The Operations Chief shall insure that all responders are trained in accordance with 29 CFR 1910.120 for the tasks that they are assigned.

7330.3 Volunteers

The Logistics Section shall ensure that all volunteers have the proper HAZWOPER training for the tasks that they are assigned.

7340 AREA RELEASE HISTORY

7340.1 General

There have been no recorded significant Hazardous Materials incidents in this Area with the exception of the M/V Empire Knight wreck, containing 221 flasks of mercury, that was discovered in 1990.

7340.2 M/V EMPIRE KNIGHT

In February of 1944, the M/V EMPIRE KNIGHT, a 428 foot British freight ship ran around on Boon Island Ledge, Maine, and later broke into two sections. The stern section, which includes the ship's cargo holds, sank in approximately 260 feet of water, one and one half miles from Boon Island Ledge. In August of 1990, the Coast Guard became aware of the existence of a "proposed" plan of stowage dating from 1944 for the M/V EMPIRE KNIGHT which indicated that 221 flasks containing mercury may have been loaded onto the vessel.

The Coast Guard convened an Incident Specific Regional Response Team (RRT) consisting of representatives from the Maine Department of Environmental Protection, the New Hampshire Department of Environmental Services, the Maine Department of Marine Resources, the New Hampshire Department of Fish and Game, the U. S. Environmental Protection Agency, the U. S. National Oceanic and Atmospheric Administration, and the U. S. Coast Guard to gather information about the M/V EMPIRE KNIGHT and its cargo, and to identify possible courses of action.

Emergency site assessment and removal operations, conducted in 1993 by the Coast Guard, confirmed the presence of mercury on board. All 221 manifested mercury flasks were located in cargo hold 5 and subsequently recovered, but they were found in badly deteriorated condition and were nearly empty. Removal operations were able to recover approximately 1,230 pounds of mercury and 2,200 pounds of mercury contaminated debris before being suspended due to degenerating weather conditions. An estimated 16,000 pounds of mercury remain unrecovered and is believed to have settled in the low point of cargo hold 5.

Further site sample analysis showed that while mercury concentrations were elevated inside the cargo hold they quickly dropped off to background levels in the bottom sediment outside the hold. Scientific forecast of the site indicated that the site was currently stable and that the remaining mercury would not pose a substantial threat to the environment as long as the wreck remained undisturbed. In September 1994, the RRT concluded that the wreck of the EMPIRE KNIGHT did not meet the condition of "imminent and substantial" threat under CERCLA and that additional emergency response operations would not be conducted.

7350 AREA THREAT ASSESSMENT

7350.1 Area of Responsibility

The Area of Responsibility and Sensitive Areas under this Section are the same as outlined in Annex E of this plan

7350.2 Marine Commerce

The Area covered by this plan is not a major destination or point of origin for large shipments of hazardous materials other than LPG or petroleum products. However, it is recognized that large shipments of hazardous materials could be passing through the area en route to or from Canada by sea.

7350.3 Transfer, Storage, and Processing Facilities

There are several storage areas for hazardous materials in this Area. These facilities are outlined in each municipal or county plan.

7350.4 Transportation Overland through the Coastal Zone

Transportation of hazardous materials trough the coastal zone, by rail or by truck poses the most significant transportation risk in this Area. Interstate 95 is the primary route of concern. A compressive study of the exact amounts and identification of all substances being transported through this area has not been conducted.

7360 PLAN REVIEW

The HAZMAT Response Plan shall be reviewed and updated in accordance with Annex D, Appendix I of this ACP.

7400 LOGISTICS

7410 GENERAL

The Logistics Section Chief's responsibilities are outlined in Annex B, Appendix II of this ACP. The Logistics Section Chief shall consult the county or municipal response plan for listings of local resources.

7420 AREA RESOURCES

7420.1 List of Area HAZMAT Teams.

James River Corporation
Steve Foster/Bob LaFlamme
PO Box 547 Old Town, ME 04468
207-827-7711

Bowater Great Northern Paper
Carl Ackeley West Mill
Millinocket, ME 04462
207-723-2278

Georgia Pacific Corporation
Paul Spinney and Hal Mulholland
Woodland, ME 04694
207-427-3311 ext. 14

Fraser Paper Company
30 18th Avenue
Madawaska, ME 04756
c/o Chief Cyr at Madawaska FD

Washington County Hazmat Team
(Just organizing)
c/o Paul Thompson
EMA Director Washington County
PO Box 297 Machias, ME 04654
207-255-3931

International Paper Hazmat Team
Ray Lagasse Chief
Androscoggin Mill, Jay, ME 04239
207-897-1314

Crown Vantage Paper Mills
(formerly James River Corp)
c/o Elmer Lang Safety Director
650 Main Street Berlin, NH 03570
603-449-3487

Chief Ronald Smith
Bridgeton Fire Department
Hazmat Team
RR2, Box 198 Bridgeton, ME 04009
207-647-2609

Penobscot County Hazmat Team
(still organizing)
Steve Watson Emergency Mgt Director
Penobscot County EMA
97 Hammond Street Bangor, ME 04401
207-942-8535 ext. 34
(also contact Penobscot County Fire Chiefs)

Boise Cascade and Rumford Fire Department
Chief Arthur Boivan RFD
207-364-2901

Chief Bill Hussey HM Team
Rumford, ME
207-562-7079

Champion International Corporation
c/o Chief Denny Robertson
River Road Box 1200
Bucksport, ME 04416
207-469-1700

S.D. Warren Paper Company
c/o Ken McCaughey and Joe Bolduc
RR 3 Skowhegan, ME 04976
207-453-9301 ext. 5351

S.D. Warren Paper Company
c/o Jean Wheat, Safety Director
89 Cumberland St. PO Box 5000
Westbrook, ME 04098
207-856-4257

Madison Paper & Anson/Madison RFs
c/o Joe McCarthy, Safety Director
PO Box 129 Madison, ME 04950
207-696-1202

OSRAM Sylvania
Keith Hodsden
Friendship Street Waldoboro ME 04572
207-832-5313

Chinet Company & Kennebec County
c/o Charles Bridges
242 College Ave. Waterville, ME 04901
207-877-6467
Chief Darrell Fournier Waterville FD
207-873-3347

Scott Paper Company
Ed Cornwall, Jr.
Winslow, ME 04901
207-877-5000

National Semiconductor Corp
Bruce Lewis Emer. Serv. Supvr.
333 Western Ave., Mail Stop 01-31
South Portland, ME 04016
207-775-8585

Lincoln Pulp & Paper
(does not have a team/but is involved actively)
Bill Judkins, Safety Director
Lincoln, ME 04457
207-794-6721

Eastern Fine Paper
Phil Mateja Safety Director
South Main Street Brewer, ME 04412
207-989-7070

Madison Fire Department
Chief Walter Hayden
207-696-3971

South Portland Fire Department
Chief John True
207-799-3311

Madawaska Fire Department
Chief Norman Cyr
207-728-7083

Rockland Fire Department
Chief Ray Wooster
207-594-8431

East Millinocket Fire Dept
Chief Les Brown
207-746-9951

Windham, Gorham, Westbrook Fire Dept's.
Chief Charles Hammond
207-892-1911

Chief Bob Lefrbvre
207-839-5037

Chief Byron Rogers
207-854-0654

Orono Fire Department
Chief Robert Burke
207-866-2556

Old Town Fire Department
Chief Edwin Pollard
207-827-3961

Anson Fire Department
Chief Dan Caldwell
207-696-3297

Farmington, Wilton, Jay, Levermore Falls FDs
Chief Bob McCleery
207778-6538

Chief Doug Smith
207-897-4920

Chief Ken Jones
207-897-6912

Chief Ted Baxter
207-645-3073

7500 FINANCE

7510 GENERAL

The Finance Section Chief's responsibilities are outlined in Annex B, Appendix II of this ACP. However, there are a some responsibilities specific to a HAZ-MAT response that are identified in the following information.

7520 NPFC USER REFERENCE GUIDE

The primary reference for the Finance Section Chief should be the National Pollution Funds Center, User Reference Guide. A check-off list for the Finance Section Chief Section 7570.

7530 CERCLA/THE SUPERFUND

The primary Federal fund for the response and remediation of a HAZMAT release is the CERCLA fund, also known as "the Superfund", not the OSLTF. Use of this fund is activated by the FOSC when the following three elements are present in a response:

1. There is a release or threatened release of a hazardous material;

2. The release poses an immanent and substantial threat to public health and/or safety; and

3. The Responsible Party failings or is unable to take appropriate action.

The FOSC is responsible for determining if these elements exist.

7540 FOSC ACCESS TO THE FUND

The FOSC must take the following steps in order to activate the CERCLA fund:

1. Notify a NPFC Case Officer by the most expeditious means possible and request issuance of a CERCLA Project Number (CPN) and corresponding ceiling amount. The following information must be provided to the NPFC Case Officer:

A. Incident name;
B. Coast Guard MSO conducting response operations;
C. FOSC point of contact, phone number and FAX number;
D. Location of the incident (including latitude and longitude);
E. Date the incident occurred and/or was discovered and the date that FOSC action commenced;
F. Description of the threat;
G. Ceiling amount requested;
H. List of hired contractors and the amount obligated to each.

2. The NPFC will respond promptly to all requests and provide confirmation, via Coast Guard message traffic, by the following day.

3. A FOSC determination that there is a substantial and immanent threat is required in order to access the CERCLA fund. This determination should be stated in the initial Coast Guard generated Pollution Report (POLREP 1). The POLREP should include the following information:

A. Hazardous material, pollutant or contaminant involved;
B. Description of the affected or threatened area (people, animals, crops, drinking water, etc.);
C. Statement indicating that this situation presents an immanent and substantial threat to the health and safety of the public and/or the environment;
D. Description of the response actions necessary to neutralize the threat.

7550 CERCLA LIMITATIONS

The CERCLA fund initial ceiling amount for a HAZMAT release response is limited to a maximum $250,000. Requests to raise the initial ceiling amount are considered on a case-by-case basis. A request for a raise of the ceiling amount must be supported by an Action Memorandum from the FOSC to the NPFC. Directions for completing an Action Memorandum are included in Chapter 4, Section K of the NPFC User Reference Guide.

7550.1 Documentation

FOSCs shall follow NPFC Resource Documentation TOPs procedures as outlined in the NPFC User Reference Guide. The forms used are equally applicable to both HAZMAT release and oil spill responses.

The FOSC shall retain all documentation generated during a CERCLA funded response for 10 years.

7550.2 Cost Summary Report

Within 30 days of the completion of the a CERCLA funded response, the FOSC shall submit a Cost Summary Report to the NPFC.

7560 CLAIMS

Claims shall be handled in the same manner as in an oil spill.

7570 FINANCE SECTION CHIEF CHECK OFF LIST (CERCLA RESPONSE)

CASE INFORMATION

Case Title: _____

Responsible Party Name: _____

Location of Spill: _____

Material Spilled: _____

Amount of Funds needed: _____

Contractor(s) hired: _____

ACCESSING THE FUND

❑ Call NPFC 703-235-4756/ 235-4767/ 235-4768 (after hours contact 1-800-759-7243 then enter PIN # 2073906 and call back number)

❑ Provide the Case Information.

❑ The NPFC personnel will authorize the use of CERCLA funds.

Authorizing Person:_____ Amount:_____

Date/ Time:_____ CN Assigned:_____

Accounting String:_____ Document Control #:_____

❑ Ensure Coast Guard MSO Portland, ME sends POLREP as described in Section 7603.

OBLIGATIONS

❑ Determine equipment needs

❑ Determine obligations and amount

❑ Hire contractor(s):

Name:_____ Amount Obligated:_____

Address:_____

Name:_____ Amount Obligated:_____

Address:_____

❑ Provide Coast Guard MSO Portland with case, access and obligation information.

CLEANUP DOCUMENTATION

- ❑ Ensure Documentation
- ❑ Use Coast Guard Form CG 5136 (obtain from the COTP) for CG personnel and equipment
- ❑ Ensure Contractors use the same or equivalent form
- ❑ Ensure Coast Guard MSO Portland, ME sends POLREPS including the following information:

  CN in subject line

  Ceiling

  Total obligations

INVOICE CERTIFICATION

- ❑ Date stamp invoices received from contractors
- ❑ Obtain the certification for the invoices from the FOSC
- ❑ Mail certifications to Coast Guard MLC(f) within 5 days

FPN DEACTIVATION

- ❑ When CERCLA funds are not expended, deactivate the FPN
- ❑ Ensure Coast Guard MSO Portland, ME sends a Deactivation Message

MAINE & NEW HAMPSHIRE MARINE FIREFIGHTING PLAN

MARINE FIREFIGHTING PLAN

SECTION 8000

OF THE

MAINE & NEW HAMPSHIRE AREA CONTINGENCY PLAN

PREPARED BY:
MAINE & NEW HAMPSHIRE AREA COMMITTEE
C/O USCG MARINE SAFETY OFFICE PORTLAND
PO BOX 108
PORTLAND, MAINE 04112

15 DECEMBER 1997

Response Contact Sheet

Required Notifications For Hazardous Substance Or Oil Spills

USCG National Response Center	
In Maine:	**800-424-8802**
Department of Environmental Protection	
In New Hamsphire:	**800-482-0777**
Department of Environmental Services	
	603-271-3636

U.S. Coast Guard

National Response Center	800-424-8802
Marine Safety Center Salvage Team	202-366-6441
Marine Safety Office Portland:	207-780-3251
Fax	207-780-3567
Marine Safety Field Office Portsmouth	603-433-7324
Fax	603-433-7570
Marine Safety Field Office Bucksport	207-469-2394
Fax	207-469-2538
Atlantic Strike Team	609-724-0008
District 1:	
M/drat	617-223-8586
Command Center	617-223-8555
Safety Officer	617-223-3202
Public Affairs	617-223-8515
Group Portland	207-767-0303
Group Southwest Harbor	207-244-4236
SARDET Eastport	207-853-2845
Station Jonesport	207-497-2200
Station Rockland	207-596-6667
Station South Portland	207-767-0303
Station Boothbay	207-633-2661
Station Portsmouth Harbor	603-436-4415
Airstation Cape Cod	508-968-6300
NPFC	703-235-4756

Environmental Protection Agency (EPA)

Region One Spill Response	617-223-7265
RCRA/CERCLA Hotline	800-424-9346

National Oceanic Atmosphere Administration

Scientific Support Coordination	617-223-8016
SkyPage	800-759-7243 then 5798814
Weather Service	207-773-0352

Canadian

Canadian Coast Guard	902-426-6030

Department Of Interior

Environmental Affairs	617-223-8565
U.S. Fish & Wildlife	207-469-7300

U.S. Navy

Portsmouth Naval Shipyard	207-438-1871
Supervisor of Salvage	202-695-0231

Army Corps Of Engineers

Hazards to Navigation	617-647-8328

Fire Departments

Portsmouth	603-427-1515
Newington	603-436-5737
Eliot	207-439-1813
Portland	207-874-8400
South Portland	207-799-3311
Rockland	207-594-8612
Bangor	207-942-6335
Bar Harbor	207-288-5533
Searsport	207-548-2304
Bucksport	207-469-3869
Eastport	207-843-5233

Pilots

Eastport Pilots	207-259-7770
Penobscot Bay Pilots	207-338-1640
Portland Pilots	207-774-5623
Portland Docking Pilots	207-744-2902
Portsmouth Pilots	603-436-1209

State of Maine

Dept of Environmental Protection	800-482-0777
Dept of Inland Fish & Wildlife	207-287-2043
Dept of Marine Resources	207-633-9500
Maine Marine Patrol	207-799-3380
Emergency Management Agency	207-287-4080
Governor's Office	207-287-2531
State Police	800-482-0730

State of New Hampshire

Environmental Services	603-271-3636
Office of Emergency Management	603-271-2231
NH Marine Patrol	603-293-2037
NH Fish & Game	603-868-1095
State Police HAZMAT	800-346-4009
State Police	603-271-3505

TABLE OF CONTENTS

RECORD OF CHANGES

Date	Change Number	Summary of Changes

8000 MARINE FIREFIGHTING PLAN

8100 INTRODUCTION

8110 AUTHORITY

Among the provisions of the Ports and Waterways Safety Act of 1972 (PWSA) (33 U.S.C. 1221 et seq.) is an acknowledgment that increased supervision of port operations is necessary to prevent damage to structures in, on, or adjacent to the navigable waters of the U.S., and to reduce the possibility of vessel or cargo loss, or damage to life, property, and the marine environment. This statute, along with the traditional functions and powers of the Coast Guard to render aid and save property (14 U.S.C. 88(b), is the basis for Coast Guard firefighting activities. 42 U.S.C. 1856-1856d provide that 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. This statute further provides that emergency assistance may be rendered in the absence of a reciprocal agreement, when it is determined by the head of that agency to be in the best interest of the United States.

8120 PURPOSE

This document provides for a coordinated response by the U.S. Coast Guard and other federal, state, local, and civilian forces to major fires on board vessels or waterfront facilities. It provides policies, responsibilities, and procedures for coordination of on scene forces. It is designed for use in conjunction with other state, regional, and local contingency plans.

8130 SCOPE

This document is the primary firefighting instruction for the coastal region of Maine and New Hampshire for fires at facilities and/or on vessels. This plan further describes the responsibilities of all agencies involved. It is to be used to coordinate agency response and action. This plan also sets forth a command structure and a list of resources.

This document is not intended to be a marine firefighting technical handbook.

8140 MARINE FIREFIGHTING TASK FORCE (MFTF)

This task force will be comprised of subscribers to the contingency plan. The Task Force shall recruit and identify members of the port and firefighting community that will be pre-designated and accepted as technical experts. This group should include qualified firefighters, experts in shipboard systems, naval architects, marine engineers, and port operations with skills in public safety and regional communications. This group shall be called upon from time to time to support the planning process including inter-agency coordination. At the time of a marine disaster this group would assume an advisory role at the incident commanders command post.

8150 POLICY

8150.1 Federal Policy

Federal Fire Prevention and Control Act of 1974(pl 93-498) states that fire prevention and control is and should remain a state and local responsibility, although the Federal government must help to reduce fire losses.

8150.2 Coast Guard Policy

Coast Guard Firefighting policy is established in the Coast Guard Marine Safety Manual Vol VI, chapter 8. It states that, where a organized fire department exists, the local Fire Chief is in charge of the firefighting operations on vessels and at facilities. The Coast guard will render assistance as available equal to each units level of training and adequacy of equipment. This is not intended to convey the

impression that the Coast Guard is prepared to relieve local Fire Commanders of firefighting responsibilities.

8150.3 MSO/COTP Policy

The Coast Guard Policy on firefighting does not relieve the Coast Guard Captain of the Port (COTP) of the responsibility for the overall safety of the port, nor does it restrict the lawful authority of the COTP to act in the best interest of the safety of life, property and the environment. Federal law gives the Captain of the Port authority to take full or partial control or direct the operation of any vessel within the territorial waters of the United States under his jurisdiction, whenever it appears to the COTP that such action is necessary in order to secure such vessel from damage or injury, or to prevent damage or injury to any vessel or waterfront facility. The COTP, or his representative, will respond to assist as necessary, with waterside traffic control, minimum waterside firefighting assistance, and personnel familiar with shipboard construction, layout, common firefighting systems, and stability.

8150.4 State Policy

According to State Laws, the local fire chief has sole and exclusive power to perform all duties for the government pertaining to the management and extinguishment of all fires occurring within the jurisdiction of their department. The decision to declare a local fire disaster, necessitating the response of the local/county Response Plan remains with the local fire chief based on his evaluation of the situation.

Within the limits of the fire department's jurisdiction, it will respond to all notifications of fire as manpower, equipment, and training allow. This includes marine facilities located within its boundaries and vessels moored alongside those facilities. Further, it may involve fighting a vessel fire occurring in portions of the harbor within their jurisdiction.

8160 RESPONSIBILITY

8160.1 USCG COTP Portland Responsibilities

The COTP exercises primary federal responsibility for the safety and security of the port. This responsibility is discharged by enforcing dangerous cargo regulations, marine terminal safety regulations, and pollution prevention regulations. In emergencies, the COTP may control the movement of ships and boats, establish safety zones and provide on scene forces. Responsibilities of the COTP include:

- Coordinate firefighting activities with the Incident Commander (IC).
- Assume Incident Commander for burning vessel underway or at anchor when:
    - the fire department with jurisdiction is unable to respond,
    - no fire department has jurisdiction.
- Coordinate all Coast Guard firefighting forces and equipment responding to the incident.
- Coordinate harbor safety and harbor traffic management with the Incident Commander. Control harbor traffic as necessary in the incident area to minimize the adverse impact of the fire on marine traffic and to facilitate firefighting 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 facility, if available.
- Provide technical data on ship's construction and stability.
- Respond to oil or hazardous materials discharges. Actual removal may be delayed until the firefighting operations are complete.
- Obtain tugs to assist in relocating moored or anchored vessels.
- Alert owners/operators of terminals or vessels at risk.

8160.2 Local Fire Department

Local fire departments are responsible for fire protection within their jurisdictions. Fire department responsibilities include:

- Assume the position of Incident Commander. In this capacity, exercise overall control of firefighting operations for the incident.

- Establish an Incident Command Post.
- Establish and maintain communications between the Incident Commander and all participating units.
- Request necessary personnel and equipment, and appropriate medical aid.
- Determine the need for, and request mutual aid.
- Make all requests for Coast Guard/federal personnel, equipment, and waterside security through the COTP.
- Establish liaison with police department for land-side traffic and crowd control, scene security and evacuation.

8160.3 Vessel Master

This plan is not intended to relieve the Master of his command nor restrict his authority concerning normal shipboard operation. However, it must be recognized that the local fire chief normally has more experience in the art of fire fighting. In addition, the fire chief has the responsibility for the safety of his firefighters, equipment and to the community to contain and extinguish any fires. The success of the operation is contingent on one person being in charge of all the fire fighting aspects. In the case of shipboard fires, the local fire chief will be the person in charge of the fire fighting operation. The master plays a very important role in lending his experience and assisting the fire chief to insure a successful operation. The presence of the fire chief in no way relieves the master of command of his vessel.

However, the master shall not countermand any orders made by the fire chief in the performance of the fire fighting operation. The master, officers, and crew of the vessel shall assist in the fire fighting operation. The master shall be liaison between the fire chief and his crew. He shall furnish, if possible, the fire chief with any information requested. He should provide the fire chief with members of his crew to act as guides. The master shall control the actions of his crew. In the absence of the Master, the Chief Mate or Chief Engineer is expected to represent the vessel.

8160.4 Joint Responsibilities

The Coast Guard and local fire departments will cooperate and assist each other:

- In carrying out their respective duties. This includes, but is not limited to, sending representatives of both organizations to meetings and other functions relating to marine firefighting within the port area.
- Annually review the Marine Firefighting Plan maintained by USCG COTP Portland. Provide input as necessary to update and revise this plan.
- Coordinating a periodic operation to exercise components of the Marine Firefighting Plan.

8170 PROCEDURES FOR REVIEWING, UPDATING, AND EXERCISING

8170.1 Responsibility

To ensure the validity of this plan, the Maine and New Hampshire Area Committee will appoint a working group to periodically review all arrangements, jurisdictional relationships, and information contained within the plan. Coastal fire departments will review the plan and provide input as necessary to update and revise this plan.

8170.2 Exercises

Drills will be conducted to test the adequacy of the plan. The working group will propose a scenario for each drill, as well as a timetable for drill events. The exercise will, at a minimum, 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; a fire on a vessel at anchor, and drills on less accessible facilities. Exercises shall be conducted generally during the day, but night time exercises will be considered. The exercises and real-life events will be the basis for updating of this plan, generally through a post-event critique.

8170.3 Fire Department Training

Each fire department which is responsible for fighting shipboard fires should establish a training program within their unit. To the extent possible, familiarization training and exercises should be conducted on vessels that call on the port. MSO Portland and its Field Offices should coordinate familiarization training in conjunction with routine vessel inspections to allow fire department crews to tour vessels and become familiar with various vessel layouts.

8180 ABBREVIATIONS

CFR:	Code of Federal Regulations
COMDT:	Commandant, U.S. Coast Guard. Head of this federal agency.
COTP:	Captain of the Port; the Coast Guard officer responsible for the enforcement of port safety and security and marine environmental protection regulations.
CWA:	Clean Water Act
DCM:	Dangerous Cargo Manifest
EPA:	Environmental Protection Agency.
MSM:	Marine Safety Manual.
MSO:	U.S. Coast Guard Marine Safety Office
NRC:	National Response Center
OCMI:	Coast Guard officer who is responsible for the inspection of U.S. vessels to assure compliance with applicable laws and regulations relating to safe construction, equipment, manning and operation.
OPA 90:	Oil Pollution Act of 1990
OSC:	On Scene Coordinator; designated official who coordinates all Coast Guard forces and equipment during an emergency response.
PWSA:	Ports and Waterways Safety Act
SOLAS:	The International Conference on Safety of Life at Sea.

8190 DEFINITIONS

After (aft):	The direction towards the stern of the vessel.
Athwartship:	Side to side, at right angles to the fore and aft centerline.
Ballast:	A weight, liquid or solid, added to a ship to ensure stability.
Barge:	Means any non-self propelled vessel.
Bilge:	The lowest inner part of a ships hull.
Bottom Clearance:	The depth of water under the vessel's keel.
Break Bulk Terminal:	A terminal where commodities packaged in bags, drums, cartons, and crates are commonly palletized and loaded and unloaded.
Bulk Terminal:	A terminal where unpackaged commodities carried in the holds and tanks of cargo vessels and tankers are handled.
Bulkhead:	Upright vertical partitions dividing a ship into compartments(wall).
Bunkering:	A vessel taking on fuel oil or lube oil from a facility, truck, or barge.
Companionway:	An interior stair-ladder, usually enclosed.
Cargo Vessel:	Any of the following self-propelled vessels: • Bulk Cargo Ship • Container Ship • Tank Ship
Damage stability data:	Data required by Regulation 7, Chapter II, SOLAS 1960 or Regulation 23, Chapter II-1, SOLAS 1974.
District Commander:	Coast Guard officer who has final authority for the performance of Coast Guard functions and missions within district boundaries. The COTP Portland zone lies within the First Coast Guard District office in Boston, MA.
Dry Bulk Terminal:	A terminal equipped to handle dry goods that are stored in tanks and holds on the vessel.
Dunnage:	Loose packing material (usually wood) protecting a ship's cargo from damage or movement during transport.

Fantail:	The stern overhang of a ship.
Fire Control Plans:	Plans required by Regulation 70, Chapter II, SOLAS 1960 or Regulation 20, Chapter II-2, SOLAS 1974.
Gangway:	Access to a vessel by means of a ladder meeting the requirements of 29 CFR 1918.11 (OSHA).
Gas-free:	Spaces certified by a recognized Marine Chemist as being gas free.
Gunwale:	The upper edge of a side of a vessel designed to prevent items from being washed overboard.
Incident Commander:	The local Fire Chief in charge of the firefighting operation.
International Shore Connection:	The fitting required by Regulation 55(h), Chapter II, SOLAS 1960 or Regulation 19, Chapter II.
Lay-up Status:	A vessel which is idle, awaiting orders, repairs, etc., and not in active operation.
Length:	Registered length of the vessel.
Lightering:	The offloading of petroleum cargo from a tank vessel or tank barge.
Local Key Technical Advisors:	Firefighters or emergency response coordinators that may be designated by a state, county or city organization who are familiar with this plan and have been trained as directed by the organization they represent. These people will be available to the local fire departments incident commander.
Master:	Captain of a merchant ship.
Mate:	A deck officer on a merchant vessel ranking below the master.
Nesting of Vessel:	Tying up a vessel offshore to a vessel which is moored to a berth.
Passageway:	A corridor or hallway.
Passenger Vessel:	Any vessel which carries passengers for hire.
Roll-on/Roll-off (Ro/Ro):	A form of cargo handling utilizing a vessel designed to load or unload cargo that rolls, such as autos or tractor trailer units.
Safety Watch:	Crewmember or other persons knowledgeable of the vessel with keys or other devices to open all locked spaces.
Shaft Alley:	A narrow, watertight compartment through the propeller shaft passes from the aft engine room bulkhead to the propeller.
Side Ports:	An opening in the vessel's hull below the main deck.
Stability data:	Data required by Regulations 19, Chapter II, SOLAS 1960 or Regulation 22, ChapterII-1, SOLAS 1974.
Stern:	The after end of the vessel.
Ullage hole:	An opening in a tank hatch that allows measuring of liquid cargo.
Waterfront Facility:	All piers, wharves, docks and similar structures to which vessels may be secured. This includes buildings on or contiguous to such structures and the equipment and materials on such structures.

8200 COMMAND

8210 INTRODUCTION

A major waterfront or shipboard fire will probably involve response teams from federal, state and local agencies. The nature of the fire 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 and safe use of personnel and equipment.

8220 COMMAND AND CONTROL

Under the Incident Command System (ICS), the Incident Commander assumes overall command and control of the incident response. Other responding agencies will, within limits of operational capabilities and internal policy, provide support to the Incident Commander by providing personnel, equipment and technical expertise. The location of the fire will be the primary determining factor in determining who shall be Incident Commander or the lead agency in a unified command,

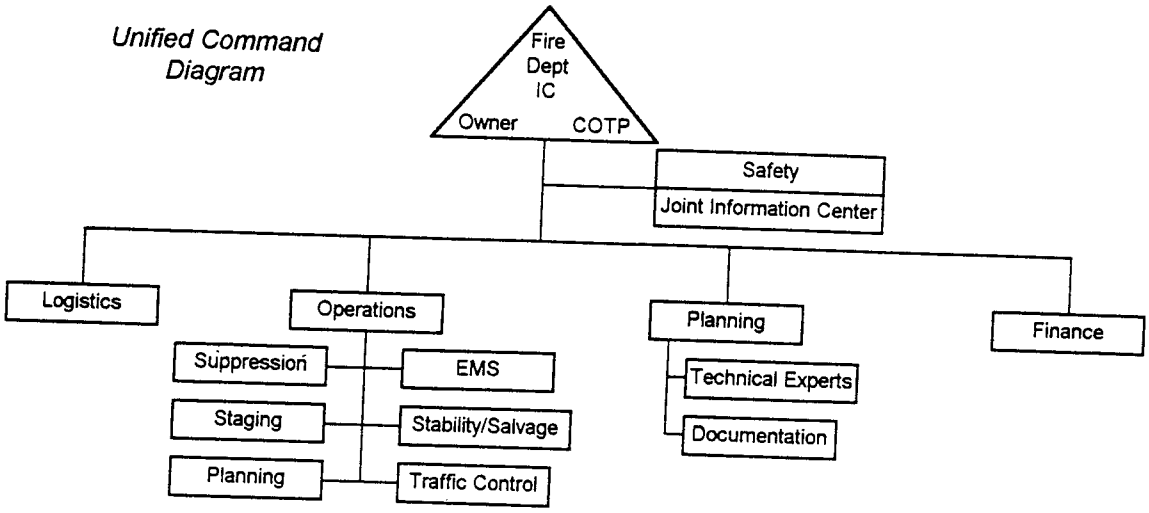
If the fire is at a facility, or on a vessel at a facility, the local fire department shall be Incident Commander or lead agency. If the vessel is underway or at anchor, Incident Commander is the Coast Guard COTP, until such time the vessel is brought to and secured at a pier, then Incident Command shall shift to the local fire department with concurrence between COTP and the fire department. If a vessel at a pier is subsequently moved, Incident Command shall shift from the fire department to COTP, or to the receiving fire department, again with concurrence between COTP and the fire departments.

8230 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 within one jurisdiction but involves several agencies with management responsibility for it due to the nature of the incident or the resources needed to combat it. Such a circumstance would pertain for almost any fire at a facility or a vessel at pierside or anchorage in this area because of the similar responsibilities of fire departments and the Coast Guard for the protection of public health and safety.
- The incident is multi-jurisdictional in nature because it effects or has the potential to affect several jurisdictions. Shifting a burning vessel from one jurisdiction to another is such an example.

Unified Command Diagram



8240 COORDINATION OF SPECIAL FORCES

State and local special forces, including Mutual Aid responses, shall normally be requested by, and report to Incident Command. Federal special forces shall normally be requested through COTP, and shall come under direction and control of COTP and fire department Incident Commander.

8250 TERMINATION OF RESPONSE ACTIONS

Once response operations have begun, they shall not be terminated until the fire is extinguished and the situation is under control. Termination of resources shall be by mutual agreement between fire department Incident Commander and COTP.

Should there be a pollution incident, or threat of one, along with the fire, fire department resources may be released once the fire is extinguished and their assistance is no longer needed. This termination should also be a mutual agreement between IC and COTP.

8300 OPERATIONS

8310 VESSEL ACTIONS

The four main concerns for a vessel experiencing a fire on board while in port are injury to personnel, extinguishing the fire, vessel sinking, and the fire spreading to other ships or facilities. Basic shipboard firefighting theory is to contain, cool adjacent spaces including above and below, and extinguish. This theory is considered valid by many firefighters, especially when dealing with fires on passenger vessels or other vessels with a large number of compartments. The following action should be taken (this list is not all inclusive):

- Sound crew alarm. Summon crew to scene with emergency equipment. Commence firefighting operations as warranted by the situation.
- Alert passengers, if any on board. Make announcement on public address system. Commence evacuation of passengers.
- Stop all ventilation, mechanical and natural, as well as air conditioning units.
- Close and seal all ports and other openings which may create a draft.
- Close all unneeded open side ports.
- Close all or selective fire screen doors.
- Close all watertight doors.
- Set up fire watch in compartments adjacent to the space on fire. This should include the spaces above and below the affected area.
- Close all fire dampers to ducts which may transmit flame, heat or smoke to other compartments.
- Shut down all electrical systems to affected area prior to the use of water and/or other electrical conductive matter.
- Evacuate unnecessary personnel (while having regard for the possible necessity of backup firefighting teams).
- Make announcement for persons not to use elevators.
- Account for the whereabouts of all passengers and crew members as soon as possible to determine if there are injured or trapped persons on board. Send out search parties IF APPROPRIATE.
- Activate fixed firefighting systems. INSURE COMPARTMENT IS EVACUATED AND SEALED BEFORE ACTIVATION
- Notify local fire department and provide the following information:
    - Name and telephone number of person reporting.
    - Nature of the emergency/extent of fire.
    - Location of the incident.
    - Exact locations of the fire, by compartment and deck.
    - Whether or not there is anyone trapped or injured.
    - Details as best as possible as to class of fire (what is burning?)
    - Is there any hazardous cargo in or near the fire?
    - What, if any, firefighting efforts are in progress?
    - What is the vessels capability to maneuver?
    - Amount and type of bunkers.
- Notify Coast Guard/Captain of the Port.

8310.1 Entry Restrictions

Any vessel at sea experiencing a fire on board while under the jurisdiction of the COTP Portland is not allowed to enter the navigable waters of the United States unless prior permission is granted by the COTP.

8320 MSO PORTLAND NOTIFICATIONS

Once MSO Portland receives a report of a fire, the following agencies shall be notified:

- Appropriate Fire Department
- Maine Emergency Management Agency and/or New Hampshire Office of Emergency Management
- USCG Group Portland or Group Southwest Harbor
- Vessel/Facility Owner/Operator
- Local Police agencies
- First Coast Guard District
- Any other agency deemed necessary by IC or COTP.

8330 COAST GUARD INITIAL ACTIONS

On receipt of this information, the COTP will notify and consult with other interested parties, determine the movement of the vessel to be allowed and initiate a plan of action. The COTP's duties will include the following:

- Responsible for the overall safety of the port.
- Continuous monitoring of the entire incident.
- Coordinate Coast Guard forces with appropriate Coast Guard Group Commander.
- Provide a liaison or On-Scene Commander, in order to coordinate efforts with the fire chief and provide the necessary assistance.
- Provide a source of portable means of communications, i.e. MX300 hand held radios, cellular phones, etc.

8340 FIRE DEPARTMENT ACTIONS

Upon arriving at the scene, the fire chief assumes charge of all aspects of the firefighting operation. This action does not relieve the master of his command of his vessel. However, the master shall place himself and his crew at the disposal of the fire chief. At no time shall the vessel's crew or other agencies or groups, either from shoreside or waterside, engage in independent firefighting activities without the consent of the fire chief. The fire chief's duties include the following as appropriate:

- In charge of all firefighting operations, both from the shoreside and waterside.
- Formulate a plan for fighting the fire that also addresses the safety of personnel and property.
- Procure needed firefighting equipment, material and manpower.
- Direct the activities of all personnel and equipment engaged in firefighting.
- Obtain damage control plans, damage stability data and stability information from the vessel.
- Request assistance from local police for traffic and crowd control.
- Request assistance from the local bridge authority to control bridge openings during the transport of injured persons.
- Request assistance of local hospitals and doctors for medical requirements.
- Request assistance of Red Cross units for aid to survivors.
- Request ambulance service, and activate mass casualty plans as appropriate.
- Consider the adverse effects to the vessel's stability due to the introduction of firefighting water into the vessels interior.
- Establish a workable communication system with units engaged in firefighting operations, police department, civil defense and other agencies directly engaged in the overall operation.

8350 FIREFIGHTING ALTERNATIVES

A major vessel fire may occur at anchor, away from the resources necessary to combat it. On the other hand, a vessel fire may get out of control and endanger the facility where it is moored. Vessels, other than those aground or involved in a collision, may be maneuvered away from further damage or brought to a location that will optimize access for firefighting equipment. It is prudent to consider as a planning step, the selection of several areas to fight a vessel fire. Both marine terminals and anchorages should

be considered so as to cover the possibility of a vessel fire getting out of hand, necessitating the moving of the vessel to an isolated area. The Captain of the Port is the controlling authority for permitting or directing the movement of a vessel and will, when feasible, work with impacted municipalities on positioning burning vessels within the harbor.

8360 INITIAL FIRE RESPONSE CHECKLIST

The following checklist is not all inclusive. It should be used as a guide for initial considerations at an incident.

- ☐ Establish a identify Command Post location.
- ☐ Establish Incident Command System (ICS).
- ☐ Establish security perimeter (waterside and shoreside).
  - Determine if hazardous materials are involved
- ☐ Identify and communicate Offensive or Defensive tactical considerations.

Offensive Plan:

- Fire can be controlled or extinguished
- Fire can be confined to part of the vessel
- Property can be protected or saved on the vessel
- Lives can be saved, persons can be rescued on the vessel

Defensive Plan:

- Fire out of control
- Incident situation drastically changes and forces a move to Defensive Plan:
  - Explosion, rapid fire spread
  - Hazardous Materials involved
  - Drastic stability situation
  - Death or serious injury to response personnel
- Surround and drown
- Let incident stabilize itself
- Move vessel to a less impacted location
- Beach, ground or scuttle vessel - consult Coast Guard, Corps of Engineers

- ☐ Identify Objectives.
- ☐ Rescue endangered persons.
- ☐ Perform actions to keep incident from enlarging, and protect exposures.
- ☐ Stop cargo transfer, bunkering or dangerous cargo operations.
- ☐ Contact responsible persons for information and assistance.
  - Master/Chief Mate/Chief Engineer
    - General arrangement of vessel
    - cargo situation
    - stability
    - operation of ship's systems
    - fire protection equipment and systems
    - fuel/ballast tanks
    - utility shutoffs
    - generators
    - dewatering
  - Terminal Manager/Owner
- ☐ Obtain sources of information about the vessel.
  - Fire Plan (found near top of gangway in water-tight container or in Master's/Chief Mate's office)
  - General Arrangement Plan
  - Capacity Plan
  - Dangerous Cargo Manifest (found near bridge or in Chief Mate's office)
  - Cargo Stowage Plan
  - Trim and Stability Booklet
  - Stability and liquid cargo computer programs
  - Crew and passenger lists
  - Material Safety Data Sheets for Hazardous and Dangerous Cargo

- Vessel Response Plan

☐ Investigate fire and gather needed information to deal with the incident.
☐ Determine life hazard situation.
☐ Determine if stability, flooding or related damage control problems exist.
☐ Determine fire situation.
☐ Determine status and condition of ship's fire protection systems and equipment
- Fire Main
  - International shore connection and manifold location
  - Supplement ship's fire main system with shoreside water and pressure
  - Firestation location and equipment (types of couplings/threads)
  - Compatibility with fire department's equipment
  - Fire pumps
- Water spray or sprinkler systems
- Foam systems
- HALON localized and total flooding systems
- Carbon Dioxide localized and total flooding systems
- Dry Chemical systems, twin agent systems
- Steam smothering
- Fixed monitors
- Emergency gear and Damage Control lockers and contents
- Heat detection systems, Smoke detection systems
- Fire rated bulkheads, zones, doors
- Identify locations of control valves, agent storage containers
- Determine methods of operation of fire protection systems
- Remote water-tight and fire doors
- Inert Gas systems

☐ Take control of ship's fire protection systems.
☐ Determine status and take control of ship's other systems (Ventilation, propulsion, cargo)
☐ Contact outside additional resources for assistance and expertise.
☐ Review cargo considerations, if applicable.
☐ Expand Incident Command System as needed to handle incident.
☐ Continually reevaluate operations and make changes as required.

8370 FIREFIGHTING OPERATIONS

- Establish water supply to vessel
- Set fire boundaries
- Use minimum amount of water to accomplish task
- Take actions to remove/dewater firefighting water
- Continually investigate all areas of fire boundary for fire spread
- Consider using thermal imagers and taking temperature readings
- Secure ventilation and all openings to fire area
- Secure utilities, electrical and any fuel supplies to fire area
- Install floating booms around vessel or incident scene to contain debris and pollution
- Monitor vessel stability throughout incident
- Note changes in draft marks, inclinometers, etc.
  - Beware of large accumulations of water above vessel's waterline
  - Secure openings in hull to prevent water entering vessel should list occur
  - Obtain technical assistance to determine stability situation and recommend corrective actions
  - Begin adequate dewatering operations
- Mobilized and position sufficient personnel and hoselines, appliances, and extinguishing agents to control and extinguish fire

- Coordinate ventilation of fire area with fire attack
- Provide for sufficient rotation of personnel to maintain continuous extinguishing effort
- Beware of pressure buildup in secured spaces and maintain escape routes
- Begin necessary salvage operations
- When possible, set fire watch and begin overhaul and fire cause investigation

8380 MACHINERY & ENGINEERING SPACE FIRE

These types of spaces and compartments usually have extensive amounts of fuel piping, lubricating oils, and electrical systems and wiring. There are also numerous sources of ignition and reignition. These spaces also may have large, open areas that can encompass several decks.

- Determine cause of fire
    - Leaking fuel
    - Electrical
    - Other
- Shut off all fuel flow to the space
- Secure electrical power to the space
- Close and secure all doors, hatches, ventilation ducts, dampers, and other openings to the space
- Determine fire conditions
- Interview the crew
- Visual indicators
- Actual investigation
- *Quick Attack*: fire is small enough to extinguish with portable extinguishers, large fixed extinguishers and/or 1-2 hoselines. Conditions include minimum smoke, heat, and adequate visibility.
- *Fire too large for Quick Attack*:
    - Rescue any trapped persons, if possible
    - Secure all openings to space until minimal smoke is escaping
    - Establish primary and secondary fire boundaries
    - Activate Fixed Fire Extinguishing System for involved space, if available:
        - Carbon Dioxide, HALON, Foam, Sprinklers, etc.
        - May involve several valves in different locations to discharge the agent
        - Use a vessel engineering officer, if available, or other experienced person from marine community to activate the system
        - If any smoke is escaping from the involved space, so will the extinguishing agent
        - Consider supplementing the fixed system with shoreside supplies of extinguishing agent

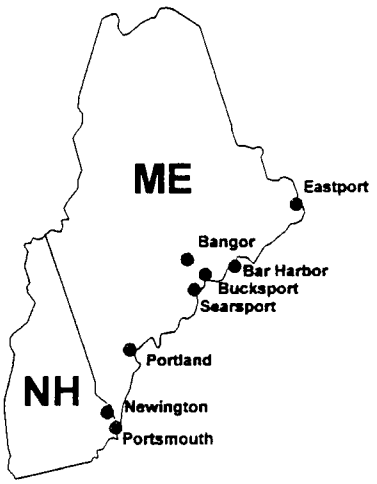
8400 PLANNING

8410 AREA SUMMARY

8410.1 Transportation Patterns

There is a considerable amount of foreign and domestic traffic in the ports within the Maine and New Hampshire area, including petroleum products, seafood products, wood and wood pulp, paper, various freight and manufacturing materials, passenger, and pleasure and recreation traffic. A vessel traffic summary for a typical year is as follows:

Eastport		**Searsport**	
Freight Vessels:	38	Freight Vessels:	31
Passenger Vessels:	0	Passenger Vessels:	0
Tank Barges:	0	Tank Barges:	27
Tank Vessels:	0	Tank Vessels:	25
Bar Harbor		**Portland**	
Freight Vessels:	0	Freight Vessels:	48
Passenger Vessels:	29	Passenger Vessels:	15
Tank Barges:	0	Tank Barges:	114
Tank Vessels:	0	Tank Vessels:	265
Bangor		**Newington**	
Freight Vessels:	2	Freight Vessels:	26
Passenger Vessels:	0	Passenger Vessels:	0
Tank Barges:	61	Tank Barges:	12
Tank Vessels:	6	Tank Vessels:	52
Bucksport		**Portsmouth**	
Freight Vessels:	0	Freight Vessels:	28
Passenger Vessels:	0	Passenger Vessels:	0
Tank Barges:	23	Tank Barges:	6
Tank Vessels:	15	Tank Vessels:	10



8410.2 High Risk Areas

The port areas of Portsmouth, Portland, Searsport/Bucksport and Eastport pose the highest level of risk due to the higher amount of vessel traffic and the concentration of waterfront facilities

8410.3 Historical Considerations

On August 22, 1996 a major fire struck the Portland Welding facility in South Portland, ME. Even though this facility was not located on the waterfront, it had an impact on Portland Harbor. Due to the hazardous nature of the contents of the building, oxygen, acetylene, and other bottled gases, COTP Portland closed Portland Harbor during the height of the fire. COTP and USCG Station South Portland established security/safety zones. Evacuations of civilian personnel from residences and boats were conducted from the waterside by Station South Portland. Portland FD's fire boat was placed in service at Portland Pipe Line.

On September 22, 1996, the T/V Julie N struck the south side of the Million Dollar Bridge. The Julie N was carrying 8.8 million gallons of # 2 fuel oil. Even though no fire resulted, Portland and South Portland fire departments responded quickly and were on scene before CG units arrived.

On February 5, 1997, the T/B BFT 39 overfilled while at Gulf Oil Terminal in South Portland, spilling an estimated 26,000 gallons of gasoline into Portland Harbor. Again, even though no fire resulted, the fire department responded due to the extreme hazard of the gasoline fumes.

On August 22, 1997, the fishing vessel CELTIC PRIDE II caught fire while conducting hotwork while moored at the Fish Pier in Portland. The Portland Fire Department initially fought the vessel fire and quickly determined the fire posed a threat to the facility and nearby vessels, and, with COTP approval, the vessel was towed and beached on a mudflat in South Portland. The South Portland Fire Department continued firefighting efforts until the fire was extinguished after 9 hours of combined firefighting efforts.

8410.4 Hydrological and Climatic Considerations

The Maine and New Hampshire coast experiences a wide range of weather conditions that must be taken into consideration during any incident response. Winters have sub-zero temperatures and occasional blizzards. Spring has late freezes and seasonal rain storms. Summer has high humidity and periodic fog. Fall has seasonal rains and a few early snow storms.

This region also experiences tidal variations of several feet between high and low tides. Information on tides and tidal currents can be found in the Tide Tables and the Tide Current Tables. Information on each port and their approaches can be found in the U.S. Coast Pilot.

8420 CONSIDERATIONS IN SELECTING A SHORESIDE LOCATION TO FIGHT A SHIPBOARD FIRE

The first consideration should be that the pier is noncombustible. Consideration should also be given to the location, so as to not place adjacent areas in danger. A large area should be available for staging equipment and briefing firefighters. Public access should be easily controllable. The depth of the water alongside the pier should be enough at low tide to allow for the navigation of all vessels involved. The depth should, however, not be so deep as to cover the burning vessels 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 sloping bottom may allow a sunken vessel to slide off into deeper water, where it might capsize. Pre-designated locations have not yet been developed but are intended to be in later revisions of this plan.

8430 CONSIDERATIONS IN SELECTING FIREFIGHTING ANCHORAGES

The considerations for the selection of a shoreside firefighting location may also be applied to a firefighting anchorage. Additional requirements are that the anchorage be located so as not to constitute a hazard to navigation and so that firefighting resources can reach anchorage. A main objective is to select a location which will be as accessible as possible and will facilitate salvage operations, yet not place port facilities in jeopardy.

8440 VESSEL INFORMATION

8440.1 Lay-up Status

Vessels which fail to depart within the normal time frames and vessels requesting entry to port for repairs or for other reasons not involving cargo operations, may be treated as a vessel in a "lay-up" status. Vessels in this category will need the approval of the COTP to remain in port or to enter port. They must meet the requirements for a vessel in a "lay-up" status. The requirements include contingency plans pertaining to firefighting, tugboat assistance and emergency communications plans between shore and shipkeeping crews. A profile of all vessels that are categorized as vessels in lay-up status are located at MSO Portland.

8440.2 Plans and Vessel Data

Passenger ships of over 100 gross tons which have staterooms for more that 50 passengers must have plans available for the following:

- Damage Stability, as required by Regulation 7, Chapter II, SOLAS 1960 or Regulation 8, Chapter II-1, SOLAS 1974.

- Stability Information, as required by Regulation 19, Chapter II, SOLAS 1960 or Regulation 22, Chapter II-1, SOLAS 1974.
- Damage Control Plans, as required by Regulation 20, Chapter II, SOLAS 1960 or Regulation 23, Chapter II-1, SOLAS 1974.
- Fire Control plans, as required by Regulation 70, Chapter II, SOLAS 1960, or Regulation 20, Chapter II-2, SOLAS 1974.

In all ships, a duplicate set of fire control plans or a booklet containing such plans shall be permanently stored in a prominently marked weathertight enclosure outside the deckhouse for the assistance of shoreside firefighting personnel as required by Regulation 20, Chapter II-2, SOLAS 1974.

8440.3 International Shore Connection

All passenger ships of 100 gross tones and more and/or more than 250 feet in length, when moored to a berth, shall have sufficient length of fire hose to reach from the ship to the pier. One end of the hose shall be connected to the ship's fire main system at all times and, in accordance with Regulation 55(h), Chapter II, SOLAS 1960, shall be equipped with an international shore connection.

8440.4 Passenger Ship in Port Fire Watch

The need for prompt reaction to the presence of smoke or fire on board passenger ships requires that critical systems be capable of immediate use. The bridge and engineroom control spaces are the main center of communications (internal and external) throughout the vessel. While passengers are on board, the bridge and engine room control spaces will be manned by qualified individuals of sufficient training and experience to initiate a prompt and effective response to the detection of smoke and/or fire on board the vessel which includes the sounding of crew and passenger alarms.

8500 LOGISTICS

8510 LOCAL RESPONSE RESOURCES

8510.1 General Resources

Captain of the Port
Responsible for safety of harbor and facilities. The COTP can mobilize Coast Guard resources to control vessel traffic, provide limited waterside firefighting capability, assist in firefighting planning and hazardous material assessment and conduct stability assessment in the case of a vessel fire. Coast Guard representative will control all Coast Guard forces and maintain liaison with the fire chief. The Captain of the Port is the controlling authority for the movement of a vessel and firefighting activities which may affect the stability of vessel or present a greater threat to the port.

Police Department (Law Enforcement)
Responsible for crowd and traffic control. Maintains law and order. Assists in shoreside evacuations and shoreside safety zones.

Vessel Master
Ultimately responsible for vessel and, as such, must assist fire department in every way possible. He/she can provide vessels stability information, damage stability data and fire control plans.

Terminal Manager
Ultimately responsible for facility, and as such must assist fire department in every way. The Terminal Manager can provide detailed information on layout, location of cargo, and provide additional personnel to assist firefighters.

Vessel Agents
Arranges for pilots and tugs, environmental protection, equipment or other assistance when directed by vessel owner or master.

Marine Chemist
Marine Chemists are consultants paid for health and safety advice. They have the equipment and expertise to obtain temperature readings, check for the presence and concentrations of gases and, in some instances, provide needed advice to the firefighting forces concerning the nature of chemical related hazards encountered.

Corps of Engineers
Responsible to maintain navigable channels for commerce. A representative will be consulted if planning is made to position a distressed vessel within the harbor. The Corps of Engineers and Captain of the Port will consult in the placement of the vessel so as not to create a hazard to navigation.

Naval Architect
Determines stability and conditions of ship in consultation with the Master, Chief Mate and/or Chief Engineer. When there is a question of stability the Captain of the Port may recommend that operations be curtailed and require the ships master to have the ship inspected by a Naval Architect/Surveyor before allowing resumption of firefighting operations.

Pilots Association
Pilotage laws require that a pilot be on board for all large vessel movements. Local pilots associations should be contacted to determine the best method of shiphandling and the possible location for firefighting staging areas, given current weather conditions.

8510.2 Firefighting Equipment Summary

New Hampshire

Mutual Aid agreements
- 10-15 Engines (750-1500 gpm)
- 4 Aerials (75-100 ft)

USCG Portsmouth Harbor Station
- 41' UTB (250 gpm fire pump)
- 44' MLB (200 gpm fire pump)

Portsmouth Naval Shipyard
- Firefighting tug and crew

External Foam supply
- Essex County Foam Bank, Danvers, MA

York County, Maine

County-wide Mutual Aid agreement
- 10-15 Engines (750-1500 gpm)
- 4 Aerials (75-100 ft)

Kennebunk Fire Boat
- 26 ft (300 gpm)

Biddeford Fire Boat
- 22 ft (125 gpm)

Note: Portsmouth Naval Shipyard Tug and Crew on Mutual Aid Agreement

USCG
- Coverage from Portsmouth Harbor Station and Portland resources listed under Cumberland County

Cumberland County, Maine

County Task Force
- 20 Engines (1000-1500 gpm)
- 6 Aerials (75-100 ft)
- 13 Tankers (2000-5000 gallons)

Portland Fire Boat
- 68 ft (7000 gpm)

USCG
Station South Portland
- 41' UTB (250 gpm fire pump)
- 44' MLB (200 gpm fire pump)

USCGC SHACKLE
- 65 ft (300 gpm pump)

USCGC WRANGLE
- 110 ft (two - 250 gpm pumps)

USCGC JEFFERSON ISLAND
- 110 ft (two - 250 gpm pumps)

Foam
- 6000 gallons Protein/AFFF available at terminals in South Portland

Sagadahoc County, Maine

Mutual Aid agreements
- 8-10 Engines (750-1000 gpm)
- 4 Aerials (75-100 ft)
- 2 Tanks (2000 gallons)

USCG
- Coverage from units listed under Cumberland and Lincoln Counties

Lincoln County, Maine

Mutual Aid agreements
- 10-15 Engines (750-1250 gpm)
- 2 Aerials (75 ft)
- 5 Tankers (2000-3000 gallons)

USCG Station Boothbay Harbor
- 41' UTB (250 gpm fire pump)
- 44' MLB (200 gpm fire pump)

Knox County, Maine

Mutual Aid agreements
- 10-15 Engines (750-1250 gpm)
- 3 Aerials (60-100 ft)
- 4 Tankers (2000-3000 gallons)

Foam
- Rockland Fire Department (115 gal)
- South Thomaston FD (105 gal)
- Thomaston FD (140 gal)

USCG
Station Rockland
- 41' UTB (250 gpm fire pump)
- 44' MLB (200 gpm fire pump)

USCGC TACKLE
- 65 ft (300 gpm)

USCGC THUNDER BAY
- 140 ft (300 gpm)

USCGC WHITE LUPINE
- 133 ft (crane boom, working platform)

Waldo County, Maine

Mutual Aid agreements

USCG
Station Southwest Harbor
- 41' UTB (250 gpm fire pump)
- 44' MLB (200 gpm fire pump)

USCGC BRIDLE
- 65ft (300 gpm)

Washington County, Maine

Mutual Aid agreements

USCG
SARDET Eastport
- 41' UTB (250 gpm fire pump)
- Coverage listed under Hancock County

8520 COMMUNICATIONS

8520.1 Marine Communications

All Coast Guard forces employed in support of a fire fighting effort, whether afloat or ashore, will be equipped with radios to communicate on VHF-FM channels. Channel 81A (157.05) will be the primary working channel between Coast Guard units. Channel 12 VHF-FM, primary, and Channel 21 VHF-FM, secondary, shall be used between Coast Guard, Navy, commercial vessels fighting fire, and FD's Fire boat. Note that Channel 12 and Channel 21 VHF-FM are non-secure channels.

8520.2 Harbor Traffic Control

Coast Guard units will direct vessel traffic on Channel 21 and/or Channel 22 VHF-FM.

8520.3 Shore Communications

The on scene frequency will be that of the controlling fire department. Inter-department communications will initially result from existing mutual assistance agreements, for example, the statewide mutual aid frequency for Maine is (154.310).

8600 FINANCE

8610 GENERAL

In most cases, each responding agency will be responsible for funding their own efforts. This may include a fire department billing the owners of the vessel or terminal for resources used during the response. In situations where the fire poses a threat or causes a release of oil or hazardous materials, the Coast Guard can access federal funds to mitigate the pollution threat. Depending on the situation, mitigation may include funding firefighting efforts.

8620 FEDERAL FUNDS

In the event that the fire involves a threat or release of oil or hazardous materials, the Coast Guard COTP, acting in his role as the pre-designated Federal On Scene Coordinator (FOSC) for oil and hazardous material spills for the coastal zone, may access federal funds to mitigate the pollution threat. Federal funds can be accessed if the FOSC determines that the vessel or terminal owner/operator lacks funding to provide response resources or refuses to fund resources. In such a situation, the FOSC will access the Oil Spill Liability Trust Fund (OSLTF) for oil or the CERCLA Fund, otherwise known as "the Superfund" for hazardous material releases.

Once a federal fund is opened, it can be used to fund other agency efforts. A Pollution Removal Funding Authorization will be established with that agency which will provide them a ceiling amount for the agency to work under. Forms will be provided to the agency for processing billing invoices.

REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

1. PB99-105546

2. REPORT DATE: 17 FEB 98

3. REPORT TYPE AND DATES COVERED: N/A

4. TITLE AND SUBTITLE
CHANGE 4 TO THE MAINE AND NEW HAMPSHIRE AREA CONTINGENCY PLAN

5. FUNDING NUMBERS: N/A

6. AUTHOR(S)
CAPTAIN OF THE PORT, PORTLAND, ME; MAINE AND NEW HAMPSHIRE AREA COMMITTEE

N/A

7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES)
MAINE AND NEW HAMPSHIRE AREA COMMITTEE
USCG Marine Safety Office
P. O. Box 108
Portland, ME 04112-0108

8. PERFORMING ORGANIZATION REPORT NUMBER: N/A

9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)
N/A

10. SPONSORING/MONITORING AGENCY REPORT NUMBER: N/A

11. SUPPLEMENTARY NOTES
DO NOT PUBLISH ON MICROFICHE

12a. DISTRIBUTION/AVAILABILITY STATEMENT
AVAILABLE TO THE PUBLIC. NOT TO BE REPRODUCED FOR RESALE; OTHERWISE, NO RESTRICTIONS ON REPRODUCTION.

12b. DISTRIBUTION CODE: N/A

13. ABSTRACT (Maximum 200 words)
Change 4 updates the Area Contingency Plan, which describes the strategy for a coordinated Federal, State, Local, and Industry response to a discharge of oil or a release of a hazardous substance in the area within the area of responsibility for Captain of the Port, PORTLAND

14. SUBJECT TERMS: Area Committee(AC), Area Contingency Plan (ACP), Captain of the Port (COTP), Oil Pollution Act of 1990 (OPA 90), Federal Water Pollution Control Act (FWPCA), Clean Water Act (CWA)

15. NUMBER OF PAGES: 92

16. PRICE CODE: A06

17. SECURITY CLASSIFICATION OF REPORT	18. SECURITY CLASSIFICATION OF THIS PAGE	19. SECURITY CLASSIFICATION OF ABSTRACT	20. LIMITATION OF ABSTRACT
UNCLAS	UNCLAS	UNCLAS	