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I. PURPOSE

To establish policies and procedures for Fire-Rescue personnel when responding to marina and boat fires

II. SCOPE

This policy shall apply to all SDFD Personnel.

III. AUTHORITY

The Fire Chief in coordination with the Assistant Fire Chief of Operations, Deputy Chief Shift Commanders authorizes the information within this policy.

IV. POLICY

A. Priority of Exposures

1. Objectives in marina and boat fires are:
 - a. Rescue
 - b. Exposures
 - c. Property fires
2. Fire-Rescue crews should protect exposures in place.
3. As a last resort vessels (exposures) should have the shore power disconnected and then untied or untied to be moved.
4. Lifeguards Services Division or Harbor Police may be needed to safely move exposures on the water.
5. The only time crews should consider moving a burning vessel away from a dock or out of a slip is if there is a real risk of secondary explosions (fuel dock, unmovable chemical storage, etc...).
6. Burning vessels that are at a dock or in a marina are most likely less of a threat than free floating objects that are on fire

B. First Alarm Assignments

Units of the first-alarm assignment arriving on-scene of a well involved marina or boat fire should utilize the following operating procedures:

1. First in Engine
 - a. Spot near the gangway with the hose bed facing the incident.
 - b. Fire attack lines shall incorporate the use of Class "A" foam, utilizing a foam proportioner with foam tube nozzle or a pre-connected Mattydale utilizing the apparatus' built-in foam system
 - 1) All initial fire attack lines utilized on marina fires require a minimum of 150 g.p.m.
 - 2) If equipment does not support foam application of at least 150 g.p.m. do not use foam on these initial attack situations.

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- 3) Following knockdown of the fire, foam operations may be continued to assist mop-up and overhaul operations.
 - c. Dock carts are usually available near the top of the gangway and may be utilized to transport equipment.
 - d. Company officer shall perform a Size up and establish I.C.
 - e. Engineer shall assume Accountability.
 - f. It is at the officer's discretion whether to lay an attack line.
 - 1) Consider fire conditions, location, standpipe systems and location of responding firefighting vessels.
 - g. Secure Marina entry gate open. Most gates require a key to get in and out.
 - h. Utilize the Marina standpipe system if so equipped.
 - i. Protect exposures.
 - j. Attack fire.
2. Second Engine
 - a. Lay a supply line, if one was not initially laid, to the first-in engine;
 - b. Assist in advancing the initial attack line additional line if needed.
 - c. Bring additional attack lines as needed.
 - d. Secure electricity to the slip, finger, or marina of burning vessel(s) if not already done so by the truck.
 - e. Connect into standpipe connections, if equipped. Do not over pressurize the system.
 - f. Assist with exposures and extinguishment efforts.
 - g. Assume RIC and Accountability duties if necessary.
 3. Third and Fourth Engines
 - a. Assume RIC
 - b. Perform fire ground operations as directed by the IC
 - c. Supply SCBA bottles
 - d. Lay additional water supply lines
 - e. Supply additional foam supplies and overhaul equipment.
 4. Truck Company Operations
 - a. Search and Rescue
 - b. Forcible Entry
 - c. Secure electricity to the area involved in the burning vessel(s) if not already done.
 - d. Assist engine companies with moving exposures if necessary.
 - e. Ladder large vessels for ingress/egress
 - f. Consider using aerial ladder for water supply purposes

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- g. Secondary search
- h. Ventilation
- i. Other fire ground operations as directed by the IC
- 5. Additional Units
- 6. Rescue 4
 - a. Conduct water rescue, if Lifeguards are not present.
 - b. Other fire ground operations as directed by the IC.
- 7. Copter 1 and 2

May be utilized for aerial reconnaissance to give the IC information on fire spread or other hazards.

C. Tactics

- 1. Application of water on burning or exposed vessels should be done prudently to avoid sinking the vessel.
- 2. Ensure that dewatering is performed to prevent sinking the vessel
- 3. Sinking burning vessels as an extinguishment technique is a poor tactic that will result in fuel spills, higher costs, and more environmental impact than a burned vessel that remains intact and afloat.
- 4. The use of Class "A" foam is encouraged
- 5. A minimum of two fire attack lines shall be used

D. Special Considerations

- 1. Water Supply
 - a. A minimum of two 1 ¾" attack lines should be considered.
 - b. Supply lines to the fire area will usually incorporate a 2 ½" supply line with a gated wye.
 - c. The first in company officer shall quickly evaluate the needs for water, determine if rescue vessel or standpipe water sources are available, and decide who will lay the supply line.
 - 1) The further away the incident, the greater the need to use fixed systems and rescue vessels in the early stages of an incident.
 - d. When using fixed systems, utilize SDFD high-rise hose packs
 - 1) Disconnect the pre-connected 1 ½" hose stored in the hose cabinet (National Standard threads) and replace with SDFD hose.
 - e. Augment standpipe water supply if equipped with Fire Department Connections (FDC)
 - f. Take precautions to not over-pressurize the standpipe system
 - 1) Supply pipes are PVC and may not hold up to high pressures.

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- g. Speed in getting fire attack lines to the fire is essential to successful marina fire operations.
- h. SDFD policies support the use of both Lifeguard and SDHP rescue vessels and standpipe water supplies to manage marina fires.

2. Search and Rescue Tactics.

- a. Recreational vessels have small companionways and hatches. Maneuverability with SCBA's is often challenging

E. Large Vessels in Recreational Marinas

1. Due to their size, large vessels are almost always docked at the outermost (least accessible) areas of the marina.
2. Fuel capacities may be greater than 40,000 gallons of diesel fuel
3. Some large vessels are built like small ships, with steel or aluminum construction and watertight compartments; others are built using composites or fiberglass.
 - a. Construction of the vessel will determine whether shipboard or boat firefighting tactics are used.
4. Ventilation holes should be coordinated with fire attack operations and should only be conducted with the approval of the Incident Commander.
5. Anticipate the need for long hose lays and large amounts of water.
6. Due to limited dockside access, request alternative water sources and platforms immediately
 - a) Lifeguards.
 - b) SDHP
 - c) USCG
 - d) Tugboats
 - e) Other large vessel
7. The USCG should be consulted immediately to evaluate the possibility of moving the burning vessel to another location, and to contain fuel spills if necessary.

F. Resources

1. San Diego Harbor Police: (San Diego Bay)
 - a. The SDHP has four patrol/fireboats, two of which are on patrol 24/7
 - b. These vessels are usually staffed with two Harbor Police Officers per vessel.
 - c. Although their primary duty is law enforcement, they are often the first unit on-scene at marine fire emergencies.
 - d. These vessels are about 32' long and can supply 1200 GPM through two (2) 2½" standpipes on the back deck and a monitor located on the bow.
 - e. SDHP has an inventory of basic firefighting equipment:

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- 1) PPE
 - 2) SCBAs
 - 3) UL certified as both class A and class B foam, used primarily with class B proportioning on the fire vessels.
 - 4) 1 ¾" hose and nozzles
- f. Most of the SDHP officers have received training in fire suppression.
- g. SDHP's primary duties are rescue, exposure protection, and to supply land-based firefighters with water.
- h. SDHP vessels have dewatering capabilities.
- i. SDHP will function as a resource to the IC for staffing, equipment, water supply, and boat knowledge.
- j. SDHP vessels can be used as a platform for water rescue operations or as a tug/tow boat to remove exposures.
- k. SDHP divers may be requested to provide water rescue operations from the shore.
- l. Radio designators for SDHP vessels are:
- 1) Harbor 601
 - 2) Harbor 602
 - 3) Harbor 603
 - 4) Harbor 604
 - 5) Harbor 605
 - 6) Harbor 606 – 609
(Do not have fire fighting capability but are available for other water related emergencies.)
- m. SDHP vessel 800MHz radios are programmed with:
- 1) Command 7E
 - 2) Tac 7F
 - 3) Command 7H
 - 4) Tac 7I
 - 5) Command 8A
 - 6) Tac 8B
 - 7) Command 8D
 - 8) Tac 8F
 - 9) Command 8G
 - 10) Tac 8H
 - 11) Command 9A
 - 12) Tac 9B
 - 13) Command 9G
 - 14) Tac 9I
2. Lifeguards: (Mission Bay).

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- a. Lifeguard fireboats and equipment have capabilities are similar to SDHP.
- b. Lifeguards attend a one-week fire academy once assigned to the harbor unit.
 - 1) Once assigned to the harbor unit lifeguards attend a two-day refresher annually, as well as an extensive field training program that includes regular IST's.
- c. Interagency operations are the same as with SDHP, with the exception that Lifeguards can be used as the water rescue unit if they have sufficient personnel on scene.
- d. Lifeguards have all SDFD 800 MHz radio frequencies and will communicate with SDFD on the assigned CMD and TAC channels.
- e. Lifeguard fireboat radio designators are:
 - 1) Marine 1
 - 2) Marine 2
- f. Lifeguard vessels are equipped with all FCC 800 MHz radio capabilities and can communicate on all SDFD CMD and TAC channels.

G. United States Coast Guard

1. USCG vessels have limited pumping and firefighting capability.
2. USCG personnel receive some firefighting training, but do not consider firefighting to be their primary responsibility.
3. USCG resources may be used as a water source, (one or two 1 ¾" hose lines), or for technical expertise.
4. The primary concern of USCG resources when responding to marina fires is for the safety of the port and for pollution control.
5. On larger incidents where USCG is on-scene, Unified Command will be established.
6. SDFD units do not have radio compatibility with USCG units. Lifeguards and Harbor Police can communicate with USCG on marine radios.
7. If the USCG is not on-scene, they shall be notified through FCC

H. Communications with SDHP and Lifeguards

1. Both agencies will communicate on SDFD frequencies
2. They will give SDFD the following information during an incident:
 - a. Give an ETA for the fireboat
 - b. If they arrive first, give a brief report on conditions and actions taken
 - c. If they attempt rescue or interior attack, they will inform SDFD of their actions.

I. Interagency Operations with SDHP and Lifeguards

1. SDHP and Lifeguards are responsible for supplying SDFD with water.

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2. SDHP and Lifeguards will be under SDFD Command and be a resource to the IC once the first fire unit arrives for a "Fuel in Bilge Call".
3. Fuel in the bilge has special considerations.
 - a. Treat as explosive situation, full PPE mandatory.
 - b. Establish IDLH area.
 - c. Recognize that ignition sources on boats exist that are independent of shore power or battery switch.
 - d. Lifeguards and SDHP are equipped with class B foam.