

# **BODEGA BAY FIRE PROTECTION DISTRICT**

<b>STANDARD OPERATING GUIDELINES</b>	Article: I	SOG 2-3.3
	Reference: NFPA 1405	
	Subject: <b>Marine Vessel Fires</b>	

Responses to Vessel (Boat) fires present a number of serious challenges. Access, Water hazard, Flammable fuel, Confined spaces, Hazardous materials from burning composite materials (Fiberglass, Kevlar, Carbon Fiber) and the environment that you are working in.

1. Priority #1 is life safety, USCG MLB's priority will be rescue, in the event BDB units are first at scene, rescue shall be initiated prior to fire attack or simultaneously.
2. At the time of dispatch to a vessel fire, contact shall be made with USCG Station Bodega Bay via landline or Marine 16 to coordinate response.
3. If the vessel is moored at a berth in the Harbor, suppression staff should initiate fire attack from the dock. 8845 should be used to assist with suppression, moving vessels and/or pollution control.
4. If the vessel is underway or at anchor, BDB Marine Volunteers shall respond to the boat (8845) and prepare the boat to get underway upon arrival of suppression staff.
5. When establishing fire attack from 8845, the boat should be positioned far enough away to avoid exposure but close enough for the fire stream to be effective.
6. If necessary, the involved vessel may be secured with grapple or pushed ashore with the fire stream in an effort to prevent damage to exposures.
7. Any crew operating in proximity to or onboard a burning vessel must be in full firefighting PPE.
8. Any BDB member transiting on a vessel to or from an incident scene shall wear a PFD unless they are wearing Firefighting PPE including an SCBA.
9. Unless operating in Rescue Mode: BBFPD crews shall not make entry below the main deck level of any vessel showing signs of an established fire or IDLH.
10. Unless operating in Rescue Mode: Entry into an IDLH condition at or above the main deck level shall require a 2in-2out crew to be in place prior to entry with consideration for rescue from the water.
11. Fire suppression efforts on well involved vessels shall be made from a defensive position with maximum consideration to crew safety.
12. Class A or B foam may be required for effective fire control.

## **Response Considerations**

Chief Officer

Engine for station coverage

## **Notification Considerations**

(NRC) National Response Center/ USCG

(CAFW)(OSPR) CA. Fish and Wildlife Oil Spill Prevention and Response

Sonoma County Hazmat/ OES

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