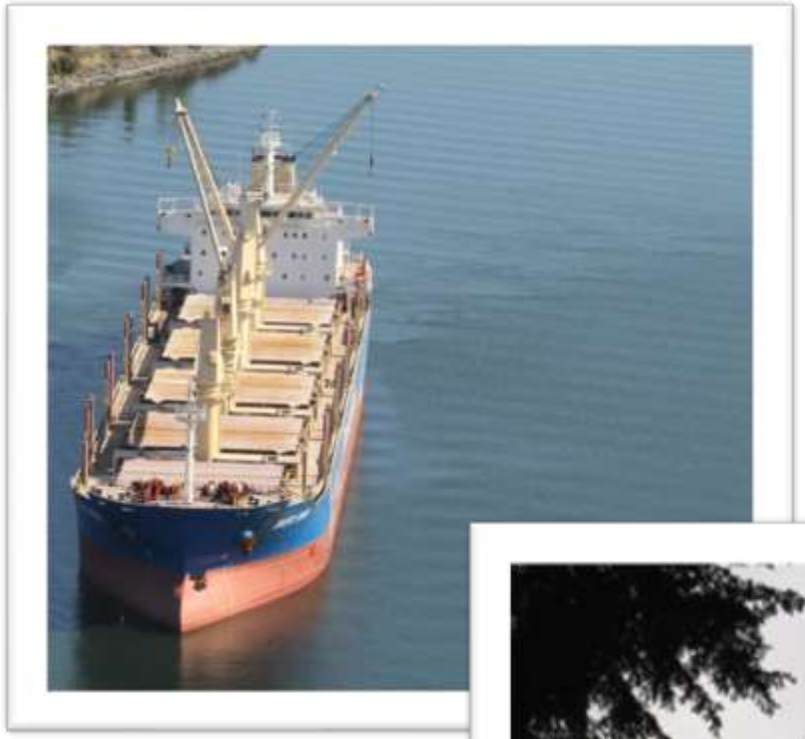
COBALT 2026

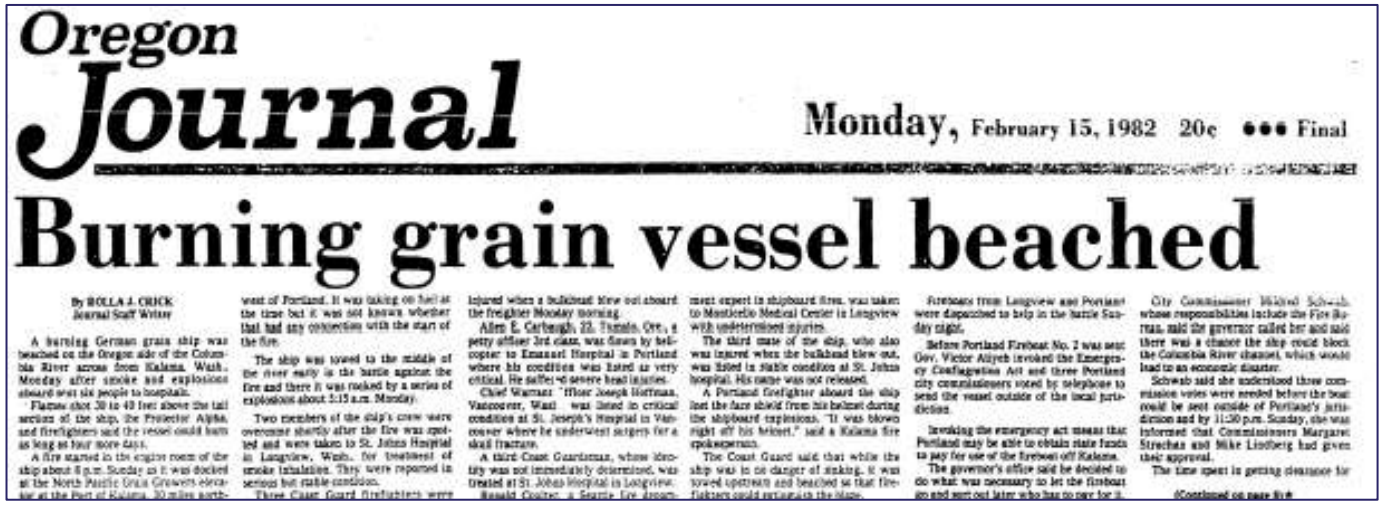
Maritime Fire & Safety Association



OUR MISSION

To be the leading provider and advocate of safe, environmentally responsible and cost-effective response services to commercial vessels along the Columbia Willamette waterways.

Maritime Fire & Safety Association



Oregon Journal

Monday, February 15, 1982 20c ●●● Final

Burning grain vessel beached

By BOLLA J. CRICK
Journal Staff Writer

A burning German grain ship was beached on the Oregon side of the Columbia River across from Kalama, Wash., Monday after smoke and explosions aboard sent six people to hospitals.

Flames shot 30 to 40 feet above the tall sections of the ship, the Protector Alpha, and firefighters said the vessel could burn as long as four more days.

A fire started in the engine room of the ship about 8 p.m. Sunday as it was docked at the North Pacific Grain Growers elevator at the Port of Kalama, 30 miles northwest of Portland. It was taking on fuel at the time but it was not known whether that had any connection with the start of the fire.

The ship was towed to the middle of the river early in the battle against the fire and there it was rocked by a series of explosions about 5:15 a.m. Monday.

Two members of the ship's crew were overcome shortly after the fire was spotted and were taken to St. Johns Hospital in Longview, Wash., for treatment of smoke inhalation. They were reported in serious but stable condition.

Three Coast Guard firefighters were injured when a bulkhead blew out aboard the freighter Monday morning.

Allen E. Carbaugh, 23, Tumalo, Ore., a petty officer 3rd class, was flown by helicopter to Emanuel Hospital in Portland where his condition was listed as very critical. He suffered severe head injuries.

Chief Warrant Officer Joseph Hoffman, Vancouver, Wash., was listed in critical condition at St. Joseph's Hospital in Vancouver where he underwent surgery for a skull fracture.

A third Coast Guardsman, whose identity was not immediately determined, was treated at St. Johns Hospital in Longview.

Ronald Coulter, a Seattle fire department expert in shipboard fires, was taken to Monticello Medical Center in Longview with undetermined injuries.

The third mate of the ship, who also was injured when the bulkhead blew out, was listed in stable condition at St. Johns hospital. His name was not released.

A Portland firefighter aboard the ship lost the face shield from his helmet during the shipboard explosions. "It was blown right off his helmet," said a Kalama fire spokesperson.

The Coast Guard said that while the ship was in no danger of sinking, it was towed upstream and beached so that firefighters could remain on the ship.

Firemen from Longview and Portland were dispatched to help in the battle Sunday night.

Before Portland Fireboat No. 2 was sent, Gov. Victor Atiyeh invoked the Emergency Conflagration Act and three Portland city commissioners voted by telephone to send the vessel outside of the local jurisdiction.

Invoking the emergency act means that Portland may be able to obtain state funds to pay for use of the fireboat off Kalama.

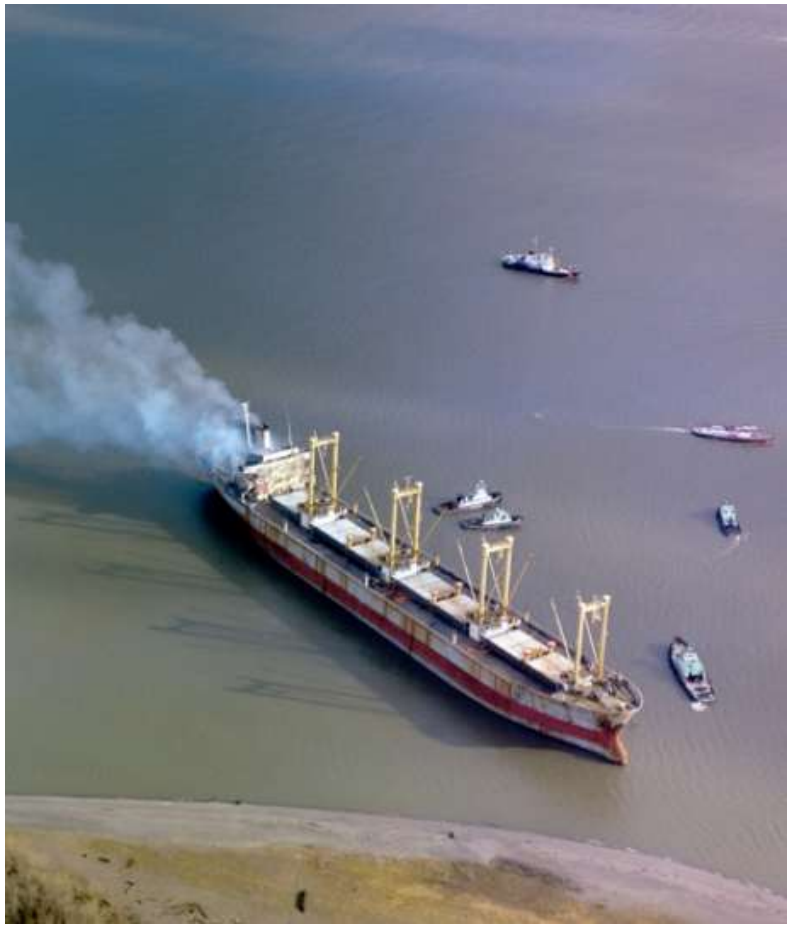
The governor's office said he decided to do what was necessary to let the fireboat go and sort out later who has to pay for it.

City Commissioner Mildred Schwab, whose responsibilities include the Fire Bureau, said the governor called her and said there was a chance the ship could block the Columbia River channel, which would lead to an economic disaster.

Schwab said she understood three commission votes were needed before the boat could be sent outside of Portland's jurisdiction and by 11:30 p.m. Sunday, she was informed that Commissioners Margaret Strachan and Mike Lindberg had given their approval.

The time spent in getting clearance for

(Continued on page B-6)



- Founded in 1982
  - Protector Alpha Fire
- Established FPAAC in 1983
  - Currently 13 member agencies
- Communications network in 1991
- Developed an oil spill contingency plan to meet state regulations in 1992

Leonard retains title with KO in 3rd; details in Sports

The Oregonian

Forecast: wet; high, 58; low, 45; report on Page B3

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Six hurt in ship blast, fire near Kalama

Our History

Kalama Export Company, LLC

Nippon
Dynawave

Our Members

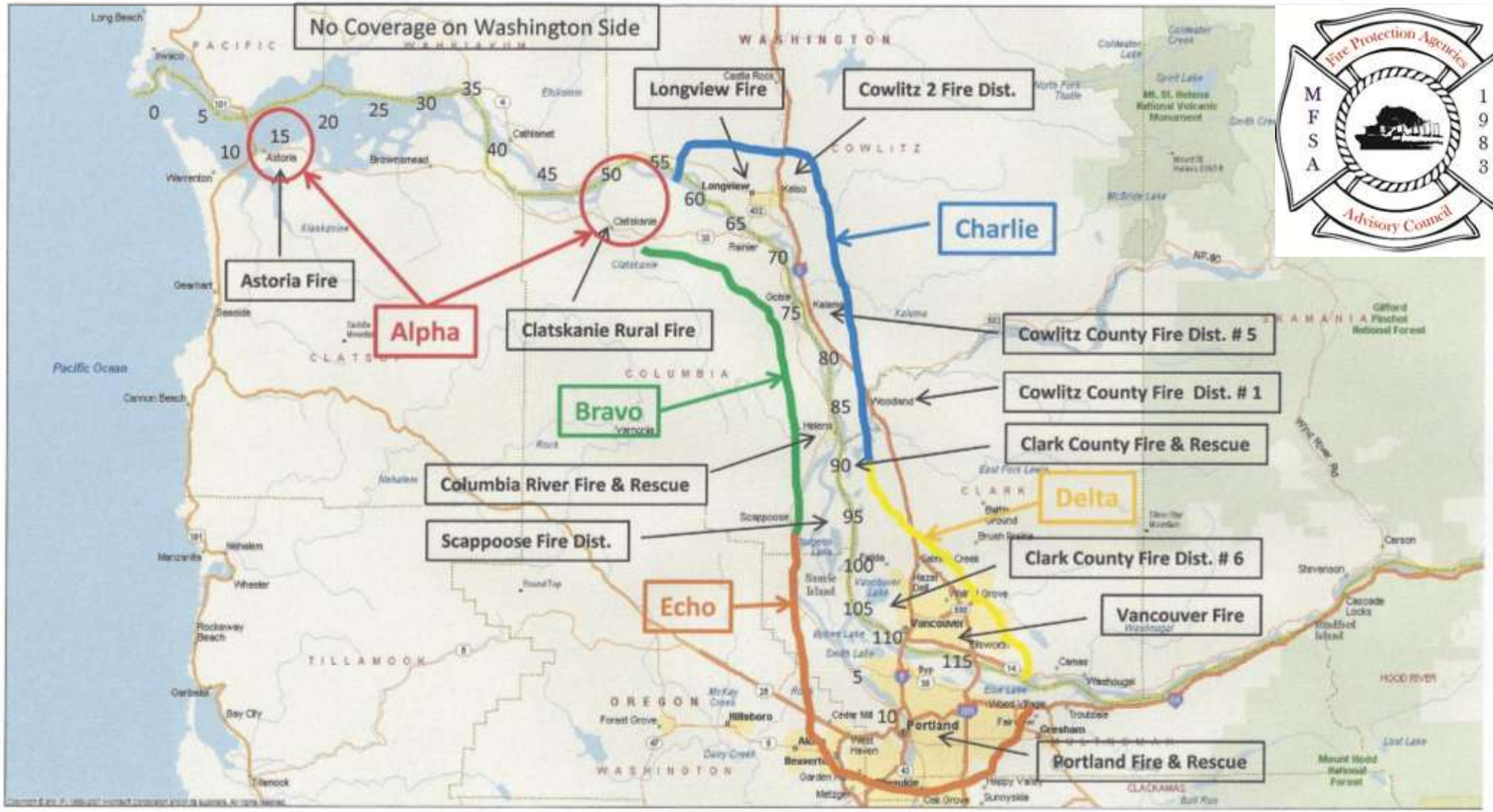
MFSA

Promoting safety, fire protection and enhanced navigation on the Lower Columbia and Willamette Rivers

FPAAC's Mission

- Astoria Fire Department
- Clark-Cowlitz Fire Rescue
- Clark County Fire District #6
- Clatskanie Rural Fire Protection District
- Columbia River Fire & Rescue
- Cowlitz County Fire District #1
- Cowlitz County Fire District #5
- Cowlitz 2 Fire & Rescue
- Longview Fire Department
- Portland Fire & Rescue
- Port of Portland Airport Fire & Rescue
- Scappoose Fire District
- Vancouver Fire Department

FPAAC Members



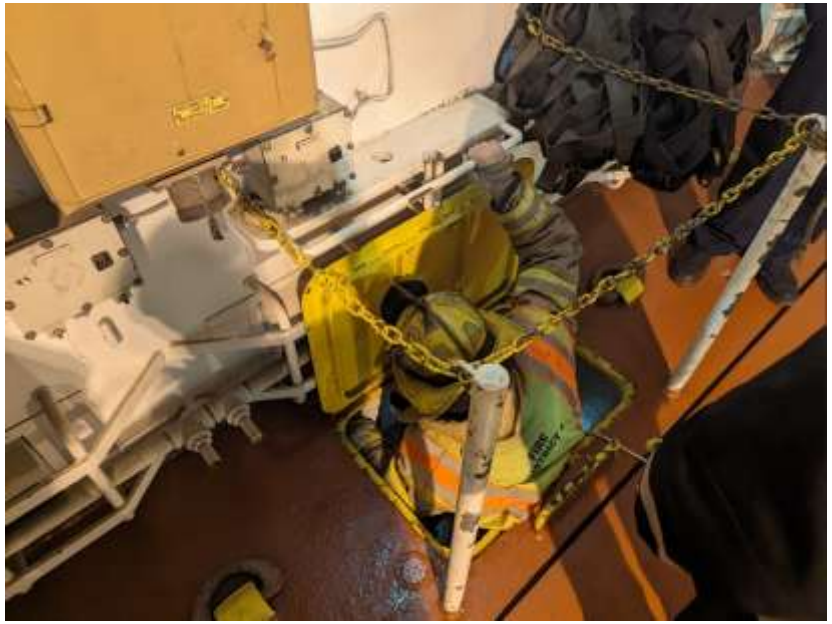
FPAAC Area of Coverage

- Commitment from each participating agency
- Training program
- Response planning
- Specialized equipment
- Networking / resource sharing
- Recognizing and working through existing plans and guidelines

FPAAC Program Components

Incident Response

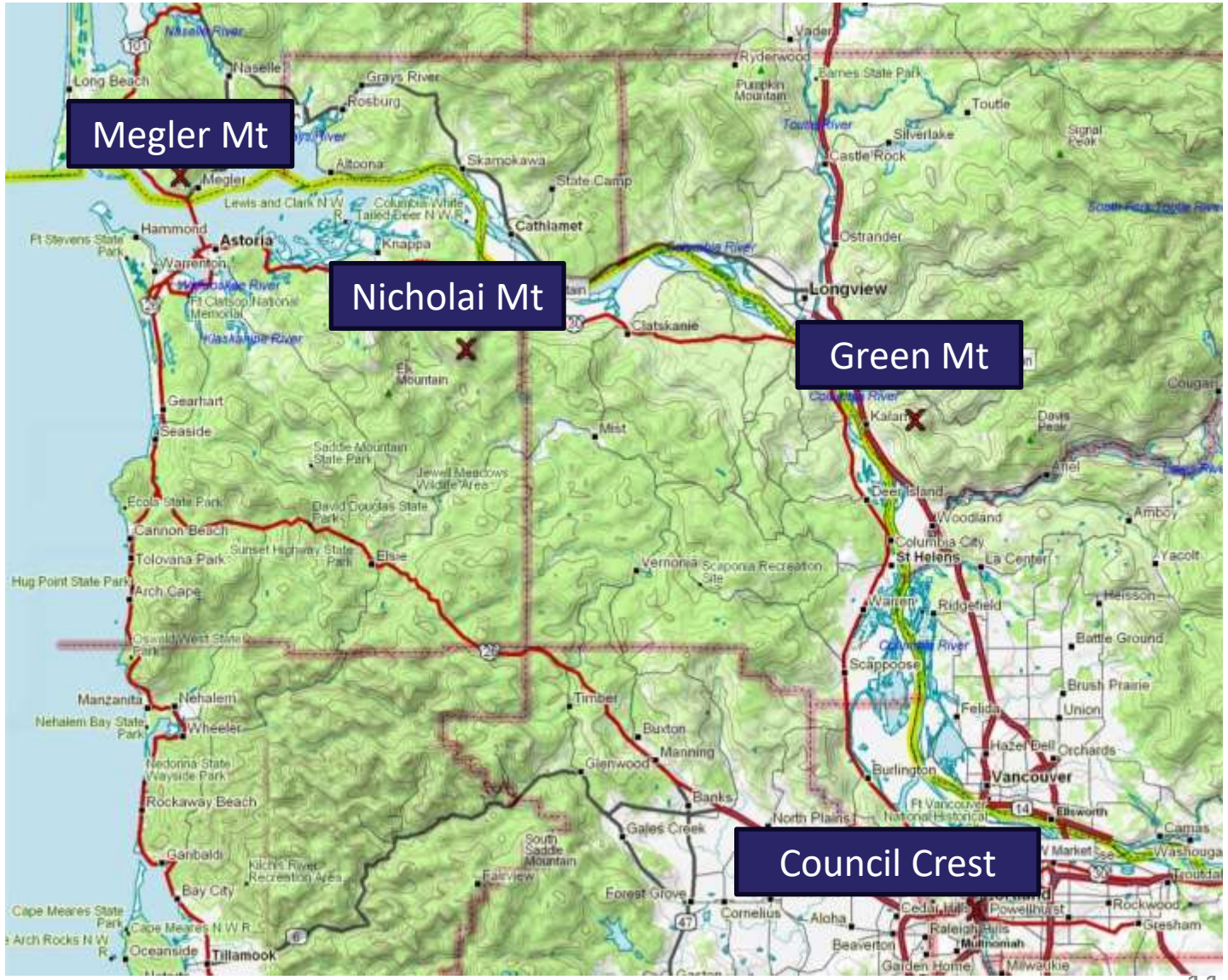
- Minimum 11 Engines & 1 Heavy Squad
- 42 Marine trained responders



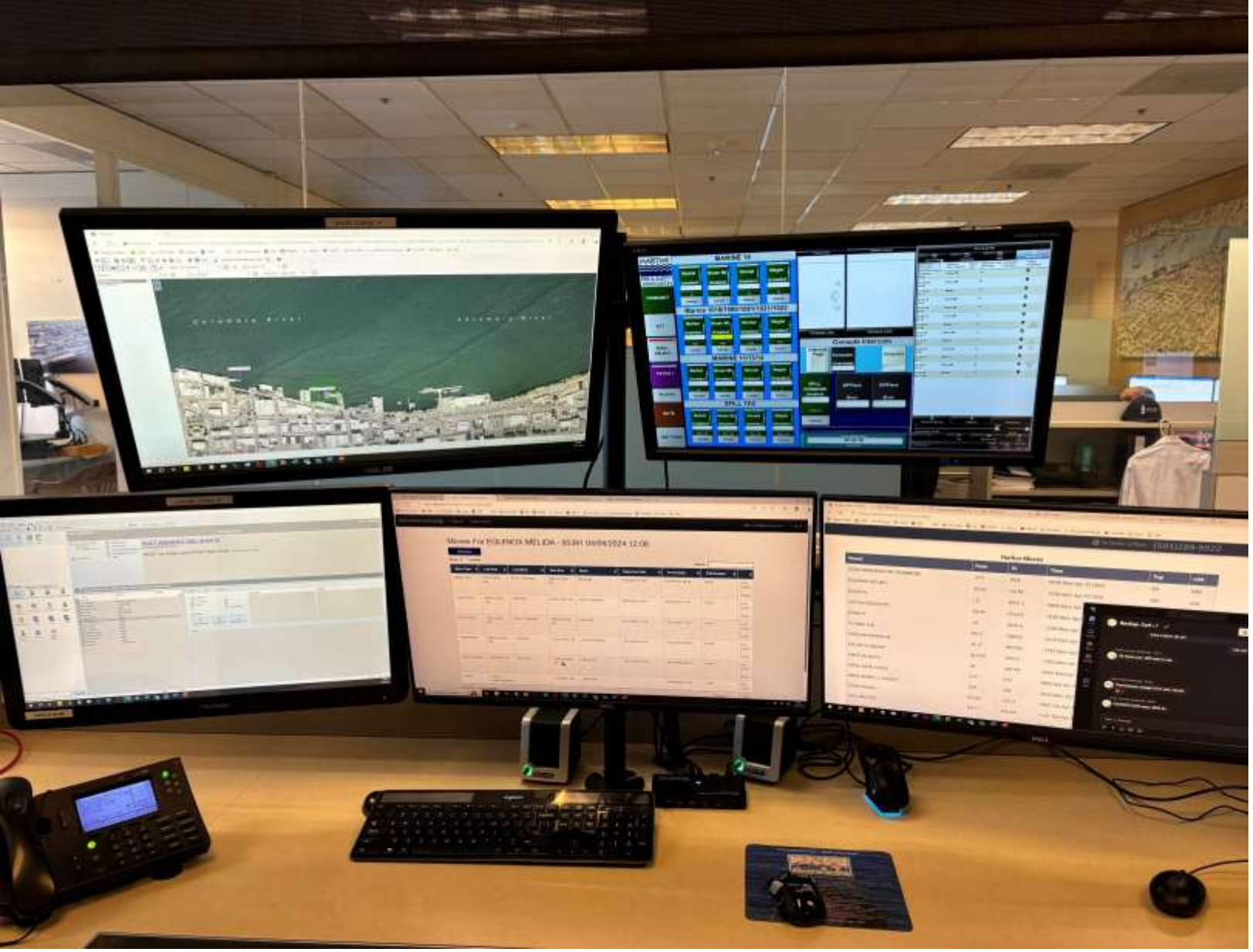
Specialized Training

Specialized Training

- Market Street
- Council Crest
- Green Mountain
- Nicolai Mountain
- Megler Mountain



MFSA Radio System Locations



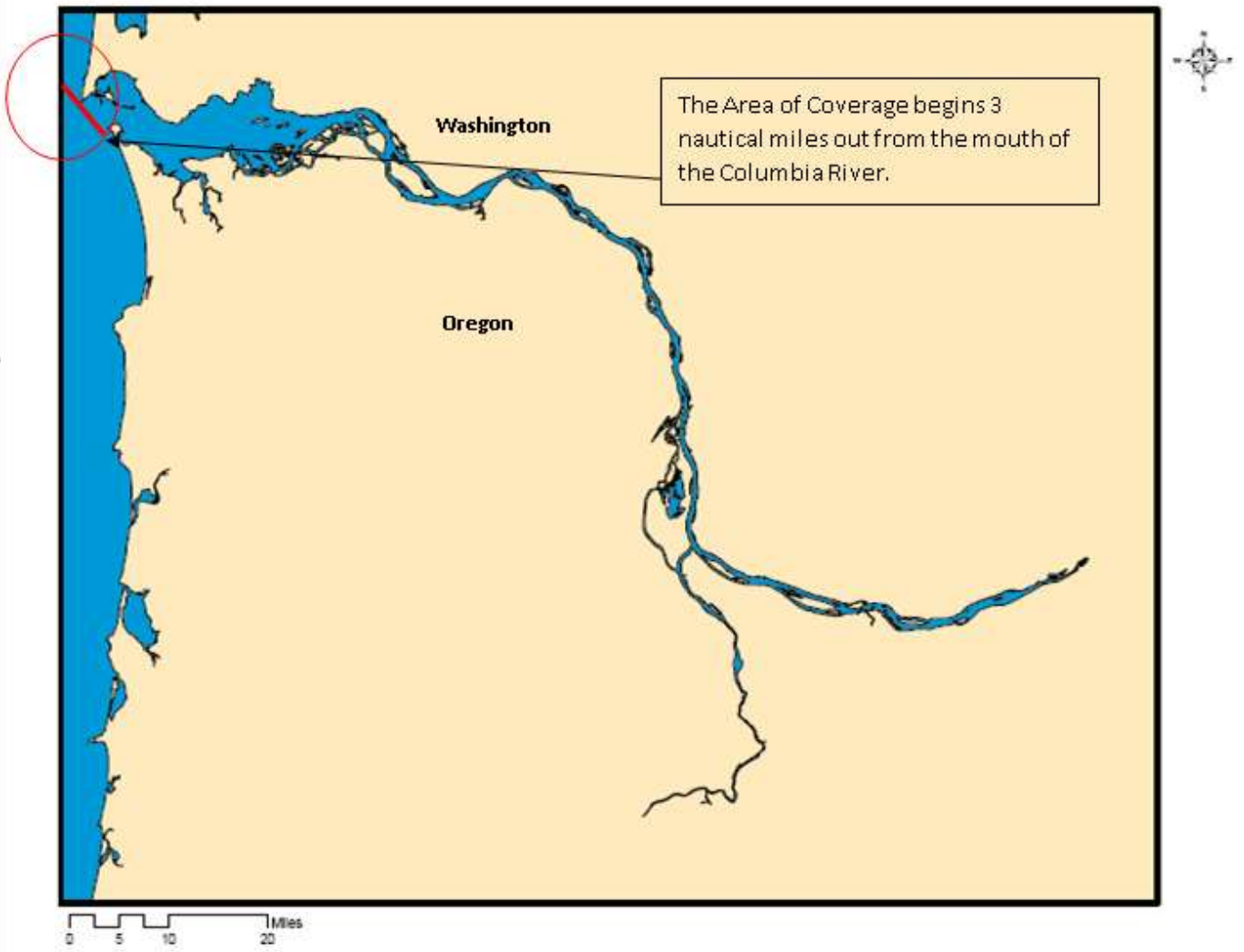
- Marine Channels
  - 11, 13, 14, 16, 21, 22A, 81A
- Spill Command
- Spill Tactical
- Microwave
- Mobile Command Units
  - CRC/MFSA
  - FPAAC

- Recording capability for all frequencies

MFSA Radio System Components

MFSA Vessel Response Plan

- Meets Oregon and Washington regulations
- Umbrella Plan for Covered Vessels
- Provides cost-effective response solutions
- Shared equipment and manpower with Clean Rivers Cooperative, Inc. (CRC)
- Oil Spill Response and Preparedness Committee (OSRPC)



MFSA Vessel Response Plan Coverage

- Vessels over 300GT
- All Tank Vessels
- Bunker Barges
- Commercial Dredge
- Exemptions

2024 VESSEL COUNT

Vessels Covered by the MFSA Vessel Response Plan

>> OIL BARGES: 145

>> OIL TANKERS: 97

>> BULK, CONTAINER & AUTO VESSELS: 1358

TOTAL ENROLLED VESSELS: 1600

BUNKER JOBS:	DAYS OF DREDGING:
241	65

Who is Covered Under the MFSA Plan

- MFSA Agent execute Blanket Enrollment
- Agent submits Advance Notice of Arrival
- Field Guide onboard Vessel

Figure A.2 SUBSTANTIAL THREAT OF SPILL - Guidance

Substantial Threat of Spill: a "vessel emergency" is defined as a substantial threat of pollution originating from a vessel, including loss or serious degradation of propulsion, steering, means of navigation, primary electrical generating capability, and seakeeping capability.

The following are examples of events that *could result* in a substantial threat of spill:

- Total loss of propulsion, vessel adrift.
- Total loss of steering, vessel adrift or unable to maintain course.
- Vessel grounding, while transiting or at anchor.
- Partial propulsion loss, steering loss, electricity loss, or loss of navigational equipment that results in a vessel being unable to maintain its intended track clear of hazards or other vessels without assistance.
- Fire or flooding on the vessel.
- Collision with another vessel.
- Allision of an unusual/unplanned occurrence (other than normal docking activities).
- Vessel sinking or potential sinking.
- Vessel instability.
- Vessel structural damage or failure that could result in flooding or sinking.
- Explosion resulting in a major vessel structural damage or failure, or a breach of tank containing oil.
- A broken tow wire between a towing vessel and a tank barge that results in a drifting tank barge.

MFSA – SHIPBOARD FIELD GUIDE

COLUMBIA AND WILLAMETTE RIVERS, STATES OF OREGON AND WASHINGTON

MARITIME FIRE & SAFETY ASSOCIATION

Keep this checklist where it can always be located by vessel personnel

ATTENTION: This "Field Guide" - Emergency Procedures Checklist must be on board the vessel prior to entering the States of Oregon and Washington, which begins 3 nautical miles out from the mouth of the Columbia River, and posted at all times. This document replaces all prior "on-board" field guide documents. The vessel Owner or operator, as the Responsible Party ("RP"), must follow this Field Guide in the event of a spill or substantial threat of a spill

The notifications required in this Field Guide should be made by an "Authorized Representative" which is the individual authorized by the Owner to act on the Owner's behalf with respect to the Plan, including the Master, the Agent, the QI and the P&I Club representative or another person specifically authorized by the Owner

EVERY SPILL OR SUBSTANTIAL THREAT OF A SPILL MUST BE REPORTED

1. **IMMEDIATE VESSEL ACTIONS:**

Stop Flow of Product: Quickly close valves and secure.
Notifications: Designate Authorized Representative to make VESSEL REQUIRED NOTIFICATIONS (see Section 2 below) and continue with appropriate response actions.
Shut Off Ignition Sources: Turn off motors, electrical circuits, open flames, etc.
Warn Personnel: Enforce safety and security.
Initiate Containment: Deploy on the deck and/or in the water – oil boom or sorbents.

Dispersants

DO NOT use dispersants on the oil spill. To do so without governmental approval will result in fines and/or imprisonment.

2. **VESSEL REQUIRED NOTIFICATIONS - An Authorized Representative must make the following calls:**

MFSA: Dial MFSA's 24-Hour Emergency Line, 503-220-2055 or hail MFSA on radio channels VHF 16 (156.8) or VHF 18A (156.9) using call sign "WHW 656". MFSA will ask a series of questions regarding incident information.
US Coast Guard National Response Center: 800-424-8802 or 202-267-2675
Oregon Emergency Response System ("OERS"): 800-452-0311 or 503-378-6377
Washington Emergency Management Division ("WEMD"): 800-258-5990 or 360-407-6300

3. **MFSA NOTIFICATIONS - MFSA will make the following calls:**

Incident Commander: Responsible for leading all aspects of the response. (MFSA designated IC will serve until relieved by the RP Authorized Representative, up to first 24 hours).
Primary Response Contractor: Provides immediate response under direction of IC with pre-staged equipment, vessels, and personnel for containment, recovery, cleanup and disposal.
Vessel Agent: Main point of initial coordination with vessel. Remind vessel of liability & responsibility to have RP Authorized Representative assume IC role within 24 hours.
Qualified Individual: To keep RP apprised of current response, ensure a smooth transition, and coordinate call out of OSRO resources named in Federal VRP as necessary

MFSA Plan Process

MFSA

- Spill/Threat of Spill reported
- Plan is activated
- Notifications
- Deploy people & equipment
- MFSA transitions to vessel QI

MFSA Oil Response Activation Call List

"*" indicates required fields

MFSA ISRC notified: * — **Time notified:** *
George Birch - (360) 597-8769 — HH : MM

CRC on-duty Response Manager notified: * — **Time notified:** *
Curtis Cannizzaro - (503) 209-5305 — HH : MM

National Response Center (NRC) person notified - (800) 424-8802 — **NRC time notified:**
HH : MM

If placed on extended hold, hang up and complete call after others have been made

Oregon Emergency Response System (OERS) person notified - (800) 452-0311 — **OERS time notified:**
HH : MM

Washington Emergency Management Division (WEMD) person notified - (800) 258-5990 — **WEMD time notified:**
HH : MM

Vessel Agent (see MARVIN) — **Agent time notified:**
HH : MM

Vessel QI (see MARVIN) — **QI time notified:**
HH : MM

US Coast Guard Sector Columbia River (USCG) person notified - (833) 769-8724 — **USCG time notified:**
HH : MM

MFSA on-call representative (see on-duty list) * — **MFSA representative time notified:** *
Mason Sullivan - (503) 467-1051 — HH : MM

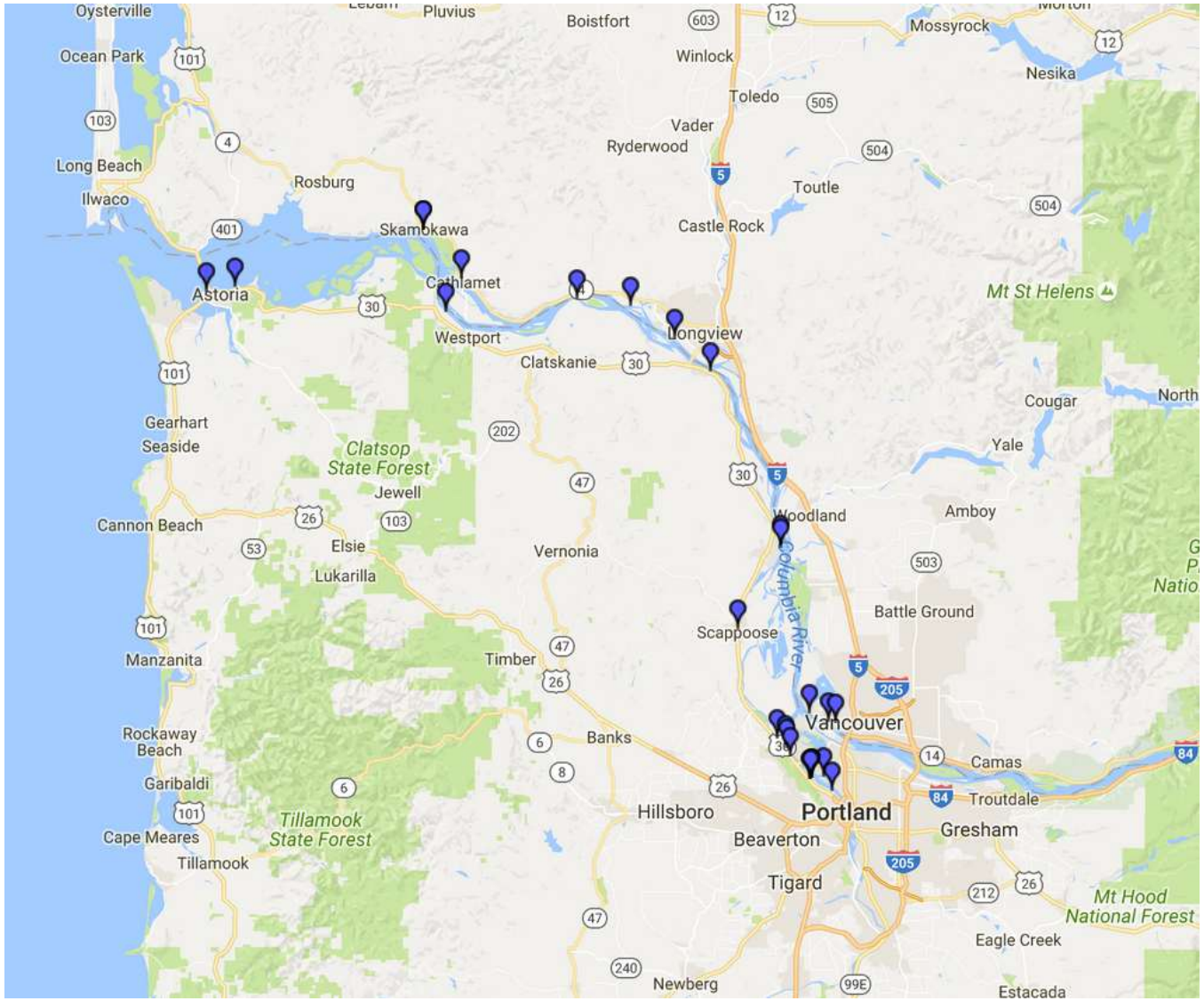
US Ecology person notified - (503) 283-1150 — **US Ecology time notified:**
HH : MM

(CALL ONLY BY RESPONSE MANAGER OR ISRC REQUEST)

In the event you need additional assistance completing the Emergency Procedures, please contact the on-call MFSA Representative.

Additional information:

Regulators & Remedies

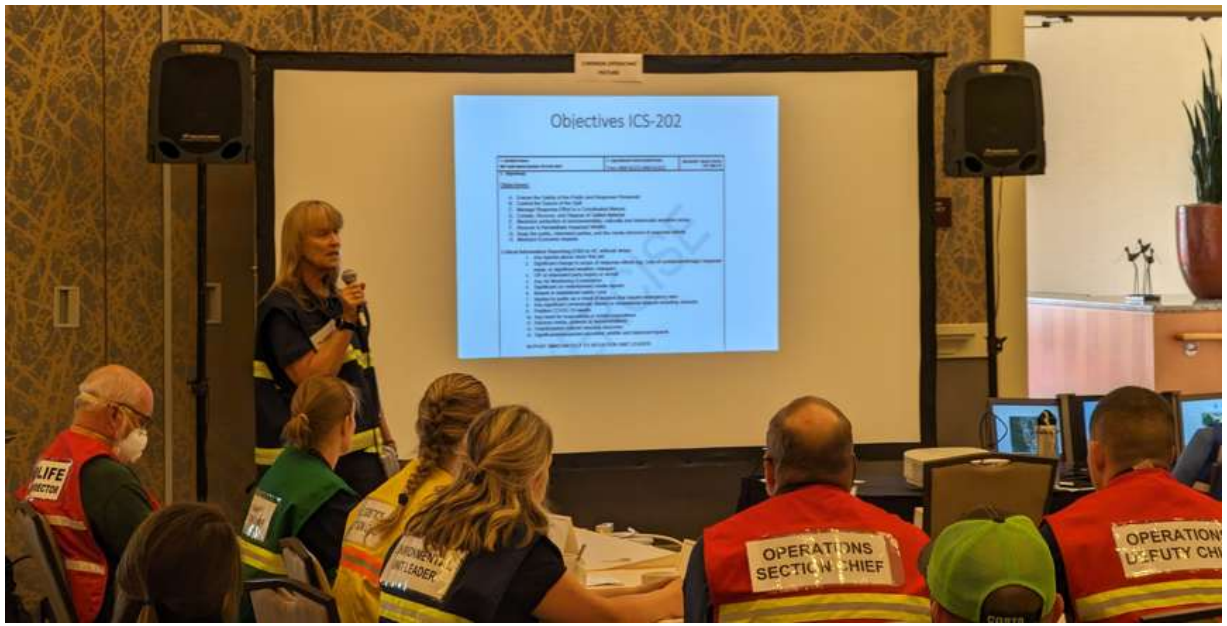


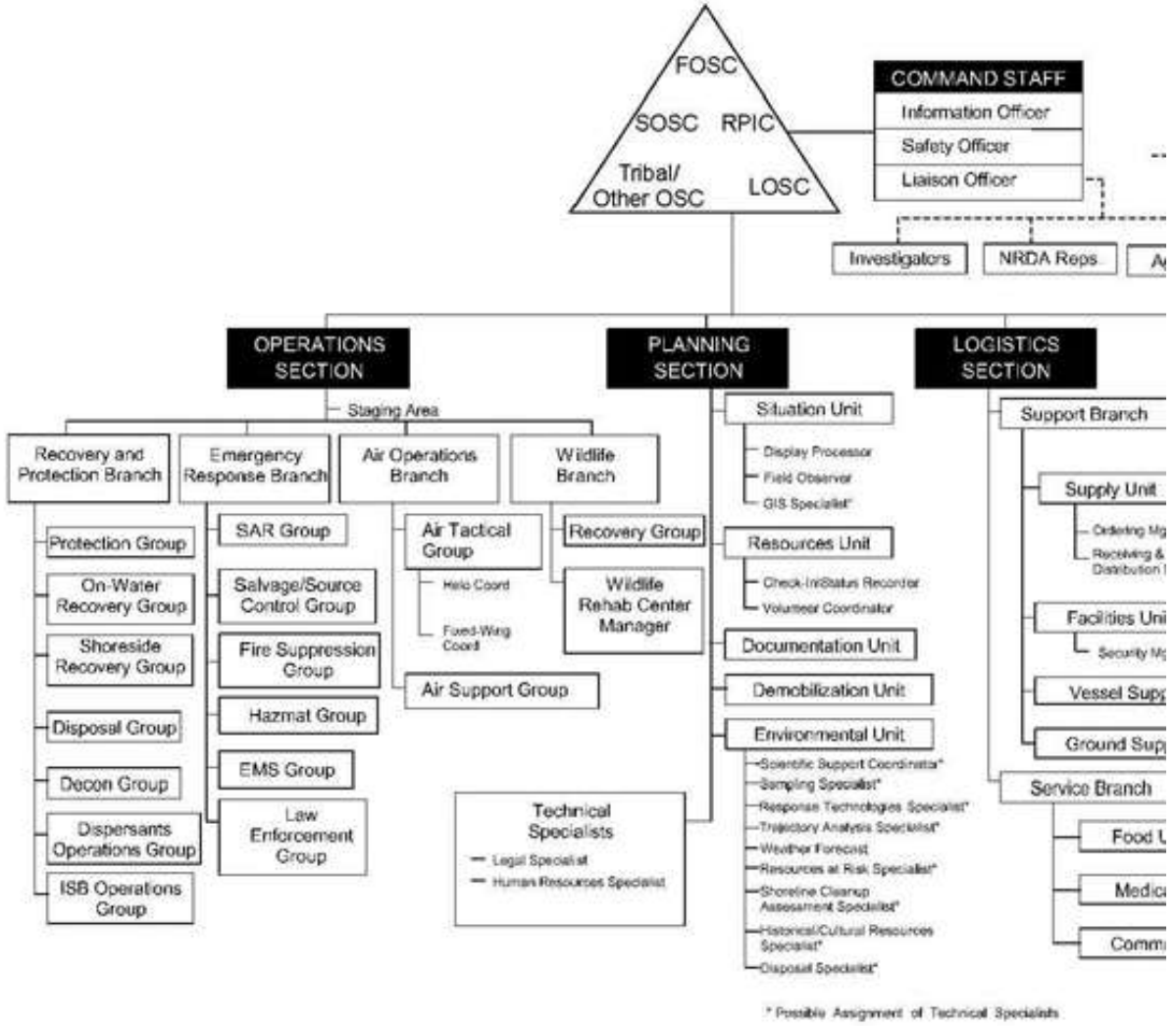
Equipment caches

- Boats
- Boom
- Skimmers
- Storage

Regulators & Remedies

- MFSA staffs a Spill Management Team
  - Transition to RP within 24 hrs
- Incident Command System



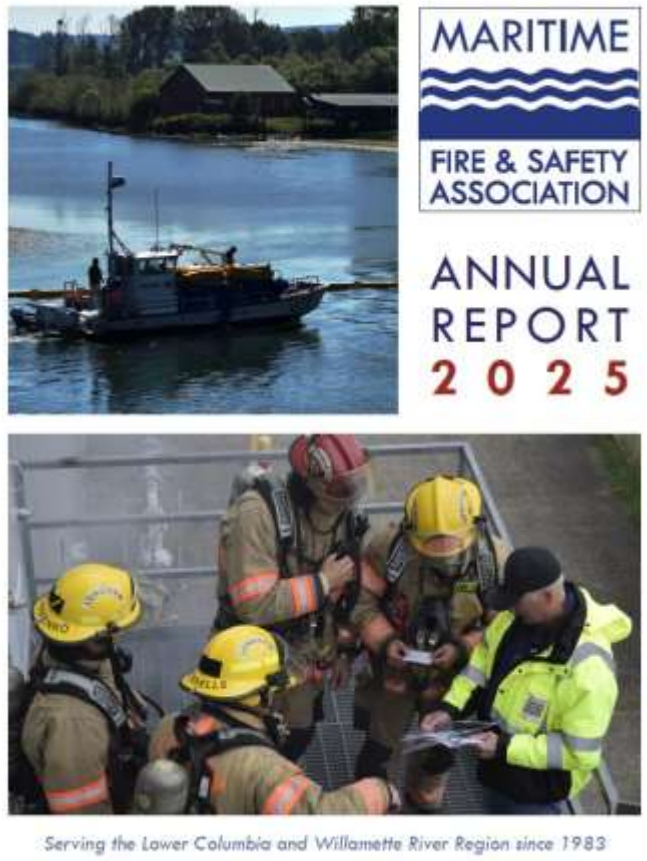


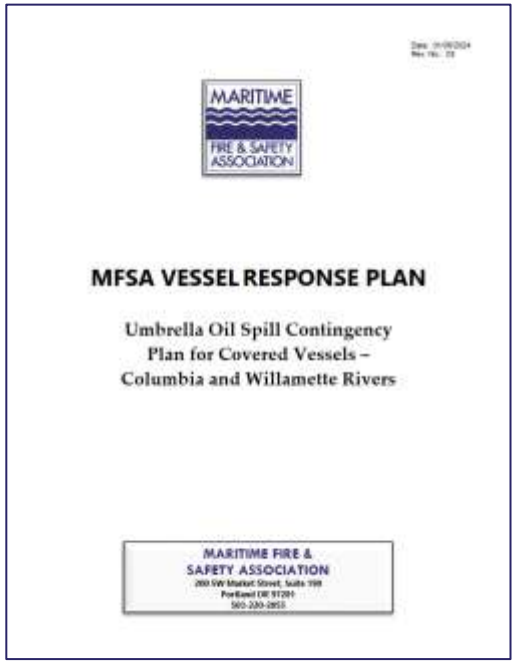
Regulators & Remedies

Visit our Website

At www.mfsa.com you can find:

- Current version of VRP
- Plan Field Guide
- Our latest Annual Report
- Vessel enrollment tools
- A form to subscribe to our quarterly newsletter
- Our VRP training video





Carl Obermeier

General Manager, MFSA

obermeier@pdxmex.com

(503) 220-2099

QUESTIONS?