

**SAN FRANCISCO VESSEL
MUTUAL ASSISTANCE PLAN
(SF-VMAP)**



Developed By
Sector San Francisco Bay

Promulgated On
May 30, 2021

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PROMULGATION OF SAN FRANCISCO BAY MASS RESCUE OPERATION PLAN

1. The San Francisco Bay Vessel Mutual Assistance Plan (SF-VMAP) is a contingency plan describing actions to be taken by USCG Sector San Francisco, The San Francisco Marine Exchange and Ferryboat Operators for evacuating passengers from a stricken ferryboat. This plan recognizes that such efforts would quickly overwhelm the capacity of a normal Coast Guard response and would require the assistance of nearby underway ferryboats.
2. This plan has been written to support:
 - a. The U.S. Coast Guard addendum to the National Search and Rescue Supplement to the International Aeronautical and Marine Search and Rescue Manual, Commandants Instruction M-16130.2D, dated 29 April 2004,
 - b. The Eleventh Coast Guard District's operations plan, CCGDELEVEN OPLAN 9810-05, and
 - c. The Eleventh Coast Guard District's mass rescue operations plan.
3. This plan ensures that a sufficient level of safety exists under Title 46, Code of Federal Regulations, Section 117(f) so that small passenger vessels meeting the criteria of section 117(f) carry an appropriate number and type of survival craft, enhancing local capabilities to effectively manage a catastrophic, waterborne Search and Rescue incident.
4. This plan is effective upon receipt and supersedes all previous plans relating to vessel mutual assistance in San Francisco.

M. M. Byrd
Captain, U.S. Coast Guard
Commander, Sector San Francisco
Captain of the Port, San Francisco

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Record of Distribution

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Record of Changes			
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1000 SITUATION

1001 In the pace of normal operations, most Coast Guard units are well prepared to respond to routine Search and Rescue (SAR) events. However, the Coast Guard and local port stakeholders could be called to respond to an incident involving large numbers of persons in the water, which could exceed the capabilities of local Coast Guard units. The San Francisco Vessel Mutual Assistance Plan is a local ferryboat mutual aid plan designed to allow other underway ferryboats to rapidly assist a ferryboat in distress.

1100 Situation: A ferryboat has had some extraordinary incident that requires it to evacuate its passengers while underway or otherwise away from a pier or dock where it can safely discharge its passengers. Having been notified, the San Francisco Vessel Traffic Service (VTS) will alert near by ferryboats and implement this mutual aid plan. Ferryboats directed to assist shall proceed to aid the stricken ferryboat and render assistance, including taking aboard evacuating passengers. Evacuated passengers will be safely discharged ashore as directed by the Coast Guard. The Coast Guard will direct on scene operations and plan for survivor evacuation and search and rescue.

1200 Area of Responsibility: this plan is intended for use in the San Francisco Bay area which includes the off shore waters of the San Francisco Vessel Traffic Service area, the Golden Gate Strait, San Francisco Bay, South San Francisco Bay, San Pablo Strait, San Pablo Bay, the Carquinez Straits, Suisun Bay, the Sacramento River to the Port of Sacramento and the San Joaquin River to the port of Stockton.

1300 Planning Assumptions:

1. Passenger ferryboats may carry as many as 750 passengers.
2. A ferryboat with hundreds of passengers aboard will exceed the normal rescue capacity of local Coast Guard SAR units.
3. The National Search and Rescue (SAR) Plan as modified by local SAR plans and procedures will be the governing documents for SF-VMAP responses.
4. A Coast Guard Sector San Francisco waterborne unit will assume the role of On Scene Commander (OSC) as quickly as possible; to be aided by local waterborne SAR Units (SRU) as they become available.
5. Coast Guard Sector San Francisco will assume the role of SAR Mission Coordinator (SMC) and direct incident operations from its Inter-agency Operations Center (IOC) located on Yerba Buena Island, San Francisco, CA.
6. The San Francisco Bay area was designated as a “cold water port” by the Passenger Vessel Safety Act. Thus persons in the water (PIW), even in personal flotation devices (PFD), must be removed from the water as soon as possible and within two hours of

water entry.

7. Victim drift will be a significant challenge for recovering PIW or persons in a raft/buoyant apparatus due to the high tidal current velocities throughout the waters of the San Francisco Bay area
8. There are many public safety organizations that operate rescue craft and commercial ferryboat or dinner cruise operators that operate vessels on San Francisco Bay. Many of these watercraft or vessels can respond within 30 minutes to most areas of the bay area.
9. Large passenger vessels (K-boats) can be effective passenger recovery platforms during MRO events within the following limitations:
 - They have relatively small crews and often only one licensed master aboard.
 - They do not carry EMS personnel aboard, though a medical professional may be a passenger onboard the vessel.
 - They have limited communications capability and can generally monitor only one frequency at a time.
 - They are not as maneuverable as SAR units and should not be used in proximity of PIW(s).
 - They are not maneuverable when they have an Inflatable Buoyant Apparatus (IBA) deployed and secured alongside the vessel to aid survivor recovery/transfer, and should remain stationary.
 - Should they need to take survivors to shore they will likely cut loose their IBA(s) and those apparatus will need to be tended to, otherwise the IBA(s) will become a navigation hazard.
 - Not all of these vessels have the same freeboard, thus direct vessel-to-vessel transfers should only be conducted after an applicable operation risk model (ORM) assessment has been conducted.
 - Not all of these vessels can “land” at every berth/dock in the San Francisco Bay area; consult with the vessel’s master/parent organization as to where the vessel can safely discharge survivors.
10. Small SAR units can carry a maximum of 20 persons, and should be used to rescue survivors from the water and transport them to a survivor recovery vessel. This will expedite survivor recovery and better limit the amount of survivor drift and time in the water.

1400 Acronyms/Abbreviations and Glossary: the National SAR Plan is the governing document for this plan; the following list of acronyms, abbreviations and terms used in this plan:

AOR Area of responsibility – the geographic area an official is responsible for (jurisdiction). It is defined by Title 33 Code of Federal Regulations, Navigation regulations.

COTP Captain of the port, a Coast Guard official responsible to a Coast Guard district commander for waterway management and vessel safety with in

	his/her AOR. Generally the COTP is also a USCG sector commander and responsible for SAR in the same jurisdiction (see SMC).
EMS	Emergency medical services, personnel that are trained medical first responders that are dispatched to an incident.
IBA	Inflatable buoyant apparatus, an inflatable, life raft-like, piece of lifesaving gear that can carry as many as 50 persons. It is required aboard certain types of USCG inspected commercial vessels.
IOC	Inter-agency operations center, the USCG sector's rescue coordination center, in which the SMC coordinates and plans a SAR incident from. Sector San Francisco's IOC is located on Yerba Buena Island, San Francisco, CA.
K-boat	A large passenger vessel inspected by the USCG in accordance with 33 CFR subchapter K. These vessels are less than 100 gross tons and carry 150 or more passengers.
Master	A vessel officer licensed by the Coast Guard to operate an inspected vessel.
MRO	A mass rescue operation is the rescuing of a large number of persons from the water that exceed the normal capacity of SAR units and must be coordinated among several SRUs.
OGA	Other government agency, a Federal, State or Local government agency other than the U.S. Coast Guard.
ORM	Operational risk model, a Coast Guard methodology of assessing risk to personnel responding to a SAR incident.
OSC	On scene commander, the official responsible to the SMC for the implementation of search efforts at the incident scene. This is stipulated by U.S. law in the U.S. Coast Guard addendum to the National Search and Rescue Supplement to the International Aeronautical and Marine Search and Rescue Manual, Commandants Instruction M-16130.2D, dated 29 April 2004.
PFD	Personal flotation device, personal lifesaving gear worn by an individual to keep him/her afloat in the water, even if the person is not awake.
PIW	Person(s) in the water, a person in the water that may or may not be wearing a PFD, and is not in/on some other type of lifesaving apparatus.
RCC	Rescue coordination center, an operations center in which a SAR operation is planned and coordinated from. Is also referred to as an IOC or District operations center (OPCEN).
SAR	Search and Rescue.
SC	Search and rescue coordinator, the Coast Guard officer responsible to the USCG Commandant for SAR activities within their AOR. The SC for San Francisco is Commander, Eleventh Coast Guard District, Alameda, California.
Sector	A major Coast Guard unit responsible for most Coast Guard activities within an AOR. These activities may include; SAR, maritime law enforcement, port security, vessel traffic services, port and waterways management, and vessel inspection and safety. USCG sector generally have many subordinate commands (USCG stations) within them.

SMC	SAR mission coordinator, the official responsible to the SC for planning and coordinating a SAR incident. In NIMS/ICS the SMC is roughly the equivalent of the IC/UC.
SRU	Search and rescue unit, a unit that is participating in SAR operations; and can be a USCG asset, OGA asset, commercial or private vessel.
T-boat	A small passenger vessel inspected by the USCG in accordance with 33 CFR subchapter T. These vessels are less than 100 gross tons and carry less than 150 passengers.
USCG	United States Coast Guard, the agency within the Department of Homeland Security (DHS) responsible for maritime SAR, port security, law enforcement, waterway management and other related activities.
VTS	Vessel Traffic Service oversees and coordinates shipping traffic in San Francisco Bay.

1500 Considerations and Authorities: this plan is developed using the following authorities and considerations:

1501 The U.S. Coast Guard addendum to the National Search and Rescue Supplement to the International Aeronautical and Marine Search and Rescue Manual, Commandants Instruction M-16130.2D, dated 29 April 2004. The SAR supplement provides national policy and guidance for SAR operations in the United States. It is part of a larger international SAR manual, established by international treaty and United States law.

1502 The Eleventh Coast Guard District's operations plan, CCGDELEVEN OPLAN 9810-05. A plan used by Commander, Eleventh District to coordinate Coast Guard activities in California.

1503 Area Contingency Plan (ACP), a mass rescue operation may be the result of an incident that creates water pollution, the spilling of hazardous materials, a maritime fire or the use of a weapon of mass destruction (WMD). The ACP is a contingency plan used to coordinate the response to maritime pollution.

1504 Area Maritime Security Plan (AMSP), a mass rescue operation may be the result of a terrorism incident, the AMSP is a coordination plan used to respond to a transportation security incident (TSI).

1505 Water Emergency Transportation Authority (WETA) Emergency Water Transportation System Management Plan (EWTSMMP) of July 2009. This plan provides a framework using small passenger vessels to respond to regional transportation emergencies on, or using, the waterways of the San Francisco Bay area.

1600 Plan Maintenance: Coast Guard Sector San Francisco and the Marine Exchange of the San Francisco Bay Region will maintain the master copy of this plan. Copies of the plan will be distributed to each member vessel and organization.

1700 Ferryboat Equipment: Each member vessel will carry the following minimum equipment as stipulated on the vessel's Certificate of Inspection (COI):

- Life floats, or existing buoyant apparatus, for at least 30 percent of the total persons permitted onboard;
- One 25 person inflatable buoyant apparatus (IBA), or an approved equivalent device;
- An effective and expedient means of transferring people from an IBA to the vessel;
- An effective and expedient means to retrieve personnel from the water;
- A spotlight for nighttime recovery operations; and
- All other equipment and personnel required by the vessel's Certificate of Inspection.
- All vessels will monitor and participate in the Vessel Traffic Service (VTS) on Channel 14 while they are operating on San Francisco Bay.

1800 Ferryboat Operations: All SF-VMAP vessels will report their route and schedule to VTS during their required sailing plan report. Vessels will maintain an effective and speedy means to retrieve passenger and crew counts during each trip immediately prior to getting underway, or as soon thereafter as possible. The vessel's passenger and crew accountability system shall be provided to the Coast Guard upon demand and maintained on the QRS phone recall list for each company.

1900 Training and Exercises: This system shall be tested periodically and updated when the procedures change. All member organizations will assign at least one representative to participate in periodic SF-VMAP meetings. Each member organization will conduct training to enable their personnel to effectively implement this plan. All members will participate in an annual exercise for this plan. The scope of the exercise will be determined by the SF-VMAP members. Members of the group from the various San Francisco Ferry companies will host, plan, and conduct the annual exercise on a rotating basis. A generic exercise plan and after action report template are provided in section 6009 of this plan to aid in documenting an SF-VMAP exercise.

Drills and exercises should test the proficiency of personnel to accomplish their duties under this plan. A drill should test individual elements of the plan; and accomplished quarterly. An exercise should be a full test of the plan including substantial participation or relevant company and vessel personnel; and accomplished annually.

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2000 MISSION

2001 The mission of SF-VMAP is to quickly respond to and rescue as many survivors of an underway ferryboat evacuation incident as possible, in coordination with available port stakeholders.

2100 Unit Roles and Responsibilities:

2110 Coast Guard Sector San Francisco: assume the duties of SMC based at the inter-agency operations center on Yerba Buena Island, manage initial response resources, designate an OSC, develop and implement a SAR plan, coordinate Coast Guard and OGA response activities, manage public information, make situation reports through the chain of command as needed, identify and coordinate survivor recovery and triage areas, identify and coordinate temporary morgue areas, establish procedures for survivor accountability and make requests for forces as needed.

2110 Inter-agency Operations Center (IOC): assume the role of SMC, designate an appropriate OSC, plan and coordinate SAR activities in accordance with established plans, policy and guidance:

- a. Establish a system for identifying and tracking rescued survivors.
- b. Survivor identification and triage status.
- c. Determine ashore survivor triage and collection points.
- d. Determine site(s) for temporary morgue(s).
- e. Work with the sector PIO to implement a joint media information plan.
- f. Work with the FAA to establish temporary flight restrictions in the area.
- g. Coordinate SAR activities with the IOC.
- h. Develop a plan for tracking, deploying and demobilizing SRU(s).

2111 Vessel Traffic Service (VTS): coordinate and manage vessel traffic in San Francisco Bay in accordance with established plans, policy and guidance.

2112 Sector Public Information Officer (PIO): establish a joint information center, draft news releases and manage information activities in accordance with established plans, policy and guidance.

2120 Coast Guard Air Station San Francisco: respond and coordinate operations with IOC San Francisco in accordance with established plans, policy and guidance.

2130 Coast Guard Stations: respond and coordinate operations with IOC San Francisco in accordance with established plans, policy and guidance.

2200 Response Objectives: the following is a list of response objectives that should be considered when evacuating large numbers of passengers from a ferryboat. This list includes but is not limited to:

- a. Establishing a temporary safety zone around the SAR scene to protect survivors and rescuers.
- b. Dispatching a capable USCG asset to assume the role of OSC.
- c. Dispatching available SRUs to the scene as quickly as possible, being mindful that San Francisco Bay is designated as a cold water port.
- d. Coordinating a rapid response and quickly identifying an appropriate survivor collection point; and temporary morgue area for deceased persons.
- e. Coordinating with local OGA to attend to the needs of survivors, setting up triage points and identifying available hospitals and evacuation routes.
- f. Providing for the positive identification of evacuated passengers.

3000 EXECUTION

- 3001 Operational Concepts:** operational concepts shall be consistent with the National SAR plan, local SAR planning, established protocols and mutual aid agreements.
- 3100 Mobilization of SRUs:** Coast Guard, local OGA and commercial SRUs will be activated by the Coast Guard using this plan (SF-VMAP):
- 3101 Coast Guard Sector San Francisco Inter-agency Operations Center (IOC): maintains an around the clock live watch that can be alerted using its 24-hour call number (415-399-3547) or the marine distress call-up radio frequency (VHF-CH16).
- 3102 Coast Guard VTS San Francisco Bay: maintains an around the clock live watch that can be alerted using its 24-hour call number (415-556-0127) or the VTS working frequency (VHF-CH14).
- 3103 Coast Guard Air Station San Francisco: will be activated by Coast Guard Sector San Francisco Command Center (IOC) via landline on an as-needed basis, using established SAR protocols.
- 3104 Local San Francisco Bay OGA: in-port assets will be contacted by telephone landline using protocols established for local mutual aid by the Neptune Coalition; or if underway by VTS using either VHF-FM Channels 14 or 16.
- 3105 Local San Francisco Bay Ferryboat Companies: in-port assets will be contacted by telephone landline by the San Francisco Marine Exchange using the telephone call list contained in this plan; or if underway by VTS using either VHF-FM Channels 14.
- 3200 Employment of SRUs:** SRUs will be employed as task directed by the USCG SMC through the OSC or VTS as appropriate:
- 3201 Coast Guard Sector San Francisco: SRU assets include those patrol boats and station small boats attached to Sector San Francisco. A capable Sector San Francisco asset will be directed to assume the duties of OSC, while other Sector assets will assist the OSC to properly execute the SMC’s rescue plan for the incident.
- 3202 Coast Guard VTS San Francisco Bay: will facilitate en-route coordination and communications of SRUs dispatched to the SAR scene, and assist the SMC to properly execute rescue plan for the incident.
- 3203 Coast Guard Air Station San Francisco Bay: assist the SMC to properly execute rescue plan for the incident in accordance with established USCG policy and procedures.
- 3204 Local San Francisco Bay OGA: assisting assets will be directed to the scene by VTS on VHF-FM Channel 14 and “chopped” to the OSC to assist the OSC to properly execute the SMC’s rescue plan for the incident.

- 3205 Local San Francisco Bay Ferryboat Companies: assisting assets will be directed to the scene by VTS on VHF-FM Channel 14 and “chopped” to the OSC to assist the OSC to properly execute the SMC’s rescue plan for the incident.
- 3300 Demobilization of SRUs**: as the incident progresses, responding SRUs may no longer be needed. The SMC is responsible for demobilizing SRUs in accordance with its SAR plan for the incident. Should the incident become large enough that an ICS organization is stood up, unit demobilization may be conducted by the Planning Section’s Demobilization Unit.
- 3301 Coast Guard Sector San Francisco: sector SRU assets will be demobilized as directed and return to their base or station to reconstitute and make ready for the next mission assignment. These units may also be reassigned a new mission before returning to base.
- 3302 Coast Guard VTS San Francisco Bay: will remove the temporary safety zone as directed by the SMC and return to normal operations.
- 3303 Coast Guard Air Station San Francisco Bay: air station SRU assets will be demobilized as directed and return to their base to reconstitute and make ready for the next mission assignment. These units may also be reassigned a new mission before returning to base.
- 3304 Local San Francisco Bay OGA: local OGA SRU assets will be demobilized as directed and return to their jurisdictions. These units may also be dispatched a new mission by their jurisdiction before returning to base.
- 3305 Local San Francisco Bay Ferryboat Companies: local ferryboat SRUs will be demobilized as directed by the Coast Guard and returned to control of their companies.
- 3400 Operational Reports**: the SMC may require the OSC to provide mission reports:
- 3401 On-scene Reporting: the OSC may require responding SRUs to report their status as needed to properly coordinate on-scene activities, including:
- Arrival Reports – to check-in with the OSC and receive coordination instructions. This report may be conducted on VHF-FM Channel 83 or by voice using a PA system.
 - Progress Reports – to provide the OSC with operation information needed to properly coordinate the SAR mission. This report may be conducted on VHF-FM Channel 83.
 - Departure Reports – to check-in with the OSC and receive demobilizing instructions. This report may be conducted on VHF-FM Channel 83.
- 3402 Situation Reports (SITREPS): to provide mission information from the OSC to the SMC in a regular formatted fashion to facilitate proper mission communications. These reports may be required by the SMC during operations at regular intervals and upon departure from the SAR scene. This report may be conducted on VHF-FM Channel 21.

4000 ADMINISTRATION AND LOGISTICS

4100 Logistics: all SRUs responding to the scene should be ready to render assistance without the need for USCG logistical support. Responding units should provide to the OSC a statement of:

- How many passengers they can safely evacuate.
- How long they can remain on-scene.
- Their operational capabilities.
- Their operational limitations.

4200 Survivors: surviving passengers may need the following kinds of support:

- Identification – passengers should be positively identified and next-of-kin information taken for notification purposes.
- Emergency Medical Assistance – passengers may need medical assistance provided by qualified personnel. This may range from simple first aid to life saving measures provided by a local area hospital.
- Return Care – passengers may need assistance with returning home after the incident.

4300 Public Affairs: the Coast Guard will provide public affairs support using Sector San Francisco resources and Eleventh Coast Guard District assets as needed. A Joint Information Center (JIC) may be established in an appropriate place, which will be manned by Coast Guard, local OGA and Ferryboat spokespersons as appropriate.

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5000 COMMAND AND CONTROL

5100 **Command Relationships**: the National SAR Plan specifies the command relationships for a ferryboat rescue operation:

1. USCG Commander Eleventh Coast Guard District is the SAR Coordinator (SC) and responsible for the administration and oversight of SAR incidents for California.
2. USCG Commander Sector San Francisco is the SAR Mission Coordinator (SMC) for SAR cases in the San Francisco Bay area.
3. The SMC is responsible for designating a qualified USCG asset to act as the On-scene Commander (OSC) for any single SAR case. The OSC is responsible for the on-scene implementation of the SMC's SAR play for that SAR case.

5200 **Succession of Command**: the Commander, Sector San Francisco is the designated SMC for a ferryboat rescue incident within the sector's AOR. If the sector command is unavailable the following succession of SMC will be followed:

1. The Deputy Sector Commander
2. The Response Department Head
3. A qualified senior officer as designated by the SC (Eleventh District Commander)

5300 **Communications**: marine band very high frequencies (VHF) are used for all on-scene communications. The use of these frequencies will conform to the communications annex of the USCG Pacific Area communications plan (PACAREA OPLAN ANNEX-K). The following frequencies are used in this plan:

- VHF-FM Channel 14 – VTS to vessel advisory communications.
- VHF-FM Channel 21 – USCG working frequency, SMC to OSC reports and control.
- VHF-FM Channel 83 – USCG auxiliary frequency, OSC to SRU on-scene control.

5301 **Alert Warning System**: is a mass communications system using telephone and data transmission of 120 character messages. It uses the USCG's HOMEPORT user data base for the transmission of urgent, short messages. AWS messages originate from the IOC with permission of the Sector Commander, San Francisco. This is available on case by case bases to transmit urgent information to a broad range of port stakeholders.

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6000 APPENDIX

6001 Activation Procedure: The following procedure should be used to activate this mutual assistance plan:

1. Sector San Francisco receives a distress call reporting a maritime mass casualty incident involving a ferryboat at the Vessel Traffic Service (VTS) or Inter-agency Operations Center (IOC). Sector San Francisco will activate SF V-MAP upon VTS and IOC verification of the distress call and location of the incident.
2. The IOC will assume the role of SMC in accordance with USCG policy and SAR plans; dispatch and designate a USCG unit as OSC. The IOC will notify the nearest Coast Guard Station, any available Coast Guard assets in the area, local OGA and nearby ferryboat responders, and dispatch these assets to the scene of the incident. IOC/VTS will establish a safety zone around the incident via Urgent Marine Information Broadcast (UMIB). USCG units will continue to use VHF-FM Channel 21 in accordance with normal SAR procedures. The OSC and SMC will communicate on VHF-FM Channel 21 or other USCG working frequency as appropriate.
3. VTS will contact the SF Marine Exchange by phone and all underway ferries using VHF-FM Channel 14 to inform them of SF V-MAP activation. VTS will vector the responding ferries to the scene of the incident. VTS will direct non-response vessels away from the incident location. Any ferries directed to the scene of the incident will switch their alternate radios to Channel 83A upon arrival to the incident scene.
4. Once SF V-MAP is activated, the SF Marine Exchange will contact all of the San Francisco ferry companies to inform them of the SF V-MAP activation and collect vessel availability information from each company. The Marine Exchange will develop a list of available ferries with expected underway times and provide this information to VTS which will activate additional incident response ferries as directed by the IOC.
5. The designated On-Scene Coordinator (OSC) will coordinate on-scene operations using VHF-FM Ch-21 for Coast Guard and other Government Agencies and VHF-FM Ch-83 for ferryboats. Once on-scene, response vessels will receive instructions from the OSC until released from the incident. The OSC should marshal on-scene rescue vessels near the OSC for an initial operational brief and instructions.
6. The OSC will provide the IOC with an incident assessment including the approximate number of persons in the water and any other pertinent information. The OSC will begin response operations in coordination with from the SMC. **Based on the OSC's assessment, the SMC should contact the appropriate EOC to identify available survivor coordination, debarkation and triage area.**
7. All vessels will take direction from the OSC and will make all response equipment available to the incident.

8. The OSC will implement the SMC's SAR plan and take appropriate actions in accordance with established doctrine, policies and procedures. Vessels with qualified persons to conduct survivor triage shall tag survivors using colored tape as follows:
 - Green for uninjured survivors;
 - Yellow for walking injured survivors;
 - Red for seriously injured; and
 - Black for dead persons.
9. Response assets will not leave the scene unless released by the OSC. Ferries that are released from the incident will resume communication with VTS on Channel 14.
10. VTS will continue to monitor vessel activity in the Bay and direct vessel traffic away from the incident area as necessary.
11. Most ferry companies stop operations around 7pm, with the exception of dinner cruises and ferry services that are provided during special events, resulting in a potential extension of ferry response time during non-operational hours. If a ferryboat rescue event occurs during ferry non-operational hours the Marine Exchange, immediately upon VTS notification, will first contact and receive an ETA from the ferry company that is located nearest to the incident immediately upon receiving notification from VTS. The Marine Exchange will provide this information to VTS prior to notifying the other ferry companies.
12. Recreational boaters that assist with the response will be instructed by the IOC or OSC to bring passengers to the ferry or to the nearest Coast Guard facility.

6002 Passenger Accountability:

- The response vessels will take all of the recovered passengers to a designated shore side triage staging area for accountability purposes. This area will be established by the IOC and should be able to accommodate vessels of all sizes.
- IOC will coordinate with the **Office of Emergency Services (OES)** nearest to the incident for shore side municipal and medical support, and to establish a triage staging area with passenger identification stations. Passengers that are brought to Coast Guard units by good Samaritans will be accounted for at the unit and their names and medical conditions forwarded to the main shore side triage staging area, via the IOC.

Note: in accordance with the San Francisco Regional Emergency Coordination Plan, local EOC officials have responsibilities pertaining to designating triage and survivor staging areas. It is critical that the local EOC be notified as soon as possible to coordinate this effort.

- Passengers will not be released from the triage staging area until they have been screened medically and properly identified. Passengers brought to Coast Guard units will also be medically screened and properly identified prior to their release.

- Passengers that are incoherent, or unconscious, will be accounted for by assigning a number and providing a physical description of the passenger prior to being taken to the hospital upon arrival to the shore side triage staging area.

6003 Prioritize Victim Retrieval: Incident responders should use the following factors to determine a victim's priority for retrieval:

- Presence of a life threatening or serious injury: The presence of injuries can be difficult to determine for persons floating in the water or in a large collection of victims. Healthy victims may be more boisterous and demanding of immediate assistance than injured or weak victims.
- Presence of personal protective equipment or adequacy of clothing: A person wearing inadequate personal protective equipment (i.e. life jacket) or clothing that will slow the loss of body heat (i.e. long sleeved shirts and pants) will generally survive longer than the unprotected individual.
- Ability to get out of the water: Victims that are able to get all or a portion of their body out of the water by clinging to a floating object will significantly slow the onset of hypothermia.
- Isolation from other persons: Solo victims will generally lose body heat more quickly than persons huddled in groups. Persons huddled together are able to conserve body heat and offer each other physical and psychological support.
- Individual body type, mental state, and training: An individual's physical makeup, past training/experiences, and mental attitude directly impact their ability to survive in a cold water environment.
- Medically stabilize victims as soon as possible. The decision to stabilize victims before transport to shore will depend on multiple factors including:
 - Size and number of response vessels.
 - Number of victims requiring stabilization and the severity of their injuries.
 - Distance and transit time from scene to shore-side medical care.
 - Medical capabilities of personnel on-scene.
 - Prevailing weather conditions.
- If possible, victims should not be transported before being stabilized if the transit will worsen their physical condition. The IOC will coordinate shore side medical response for the incident with municipal responders. The transport of trained medical

personnel to a larger vessel on-scene should be a response priority only if the situation dictates.

- Response assets will not leave the scene unless released by the OSC. Ferries that are released from the incident will resume communication with VTS on Channel 14.
- VTS will continue to monitor vessel activity in the Bay and direct vessel traffic away from the incident area as necessary.
- Most ferry companies stop operations around 7pm, with the exception being dinner cruises and ferry services that are provided during special events, resulting in a potential extension of ferry response time during non-operational hours. If a Mass Rescue event occurs during ferry non-operational hours the Marine Exchange, immediately upon VTS notification, will first contact and receive an ETA from the ferry company that is located nearest to the incident immediately upon receiving notification from VTS. The Marine Exchange will provide this information to VTS prior to notifying the other ferry companies.
- Recreational boaters that assist with the Mass Rescue response will be instructed by the IOC or OSC to bring passengers to the ferry or to the nearest Coast Guard facility.

6004 Participating Organizations: The following organizations have agreed to participate in the SF-VMAP program.

1. Alcatraz Clipper, D557225	Alcatraz Cruises
2. Alcatraz Flyer, D533655	Alcatraz Cruises
3. Angel Island D564370	Angel Island–Tiburon Ferry Co.
4. Bay Breeze D1020550	Blue & Gold Fleet
5. Bay Monarch D572538	Blue & Gold Fleet
6. California Hornblower D947942	Hornblower Cruises & Events
7. Del Norte D1061578	Golden Gate Ferry
8. Empress Hornblower D940671	Hornblower Cruises & Events
9. Encinal D682580	Blue & Gold Fleet
10. Gemini D1213097	Blue & Gold Fleet
11. Golden Bear D615355	Blue & Gold Fleet
12. Golden Gate D106322	Golden Gate Ferry
13. Harbor Emperor D513351	Blue & Gold Fleet
14. Harbor King D276748	Red and White Fleet
15. Harbor Princess D278851	Red and White Fleet
16. Harbor Queen D267664	Red and White Fleet
17. Intintoli D1050665	Vallejo Baylink Ferries
18. Islander, D904161	Alcatraz Cruises
19. Mare Island D1053103	Vallejo Baylink Ferries
20. Marin D578103	Golden Gate Ferry
21. Mendocino D1113898	Golden Gate Ferry
22. Monte Carlo Hornblower D681492	Hornblower Cruises & Events

23. Napa, D1084026	Golden Gate Ferry
24. Old Blue D607794	Blue & Gold Fleet
25. Oski D603966	Blue & Gold Fleet
26. Peralta, D1118810	Blue & Gold Fleet
27. Pisces D1313095	Blue & Gold Fleet
28. Ranger, D532668	Alcatraz Cruises
29. Royal Prince D288705	Red and White Fleet
30. Royal Star D524689	Blue & Gold Fleet
31. Sonoma D578765	Golden Gate Ferry
32. San Francisco D586350	Golden Gate Ferry
33. San Francisco Spirit D971235	Hornblower Cruises & Events
34. Scorpio D1215086	Blue & Gold Fleet
35. Solano D1155022	Vallejo Baylink Ferries
36. Taurus D1215087	Blue & Gold Fleet
37. Vallejo D972155	Vallejo Baylink Ferries
38. Zelinski D902663	Blue & Gold Fleet

6005 Emergency Contact Numbers:

- **Alcatraz Cruises**

Director of Operations, Paul Bishop (cell)	415.559.3101
Port Captain, Aaron Warren (cell)	415.559.3126

- **Angel Island – Tiburon Ferry Company**

Office:	415.435. 2131
Owner: Maggie McDonough	415.797.2084
Captain Knight	415.884.2648
Captain Knight (cell)	415.420.6804
Captain Barley	415.250.3628
Captain Barley (cell)	415.435.9040
Captain Dougherty	415.927.0501
Captain Dougherty (cell)	415.505.0203

- **Blue & Gold Fleet**

V. P. Carolyn Horgan	415.705.8207
Dispatch	415.705.8205
Captain Patrick Murphy	415.705.8248
Captain Patrick Murphy (cell)	415.559.1451

- **Golden Gate Ferry**

Terminal Supervisor (primary cell number)	415.716.6613
Land Line phone	415.925.5575
Colin McDermott (Marine Superintendent cell)	415.716.8642
Robert Ketchum (Safety & Security)	415-716-8686

- **Hornblower Cruises & Events**

Captain Charlie Bills, Corporate Ops	415.983.8246
Captain Charlie Bills (cell)	707.775.5552
Chris Gallop, Bay Area Ops	415.983.8218
Chris Gallop (cell)	415.816.7608
Brian Gavin (cell)	415.740.7081
• Red and White Fleet	
Director of Operations: Joe Burgard	415.341.2785 (cell)
Marino Cacciotti, Asst. Operations	415.608.4541 (cell)
24 Hour Emergency Hotline	415.673. 2900, ext 1
• Vallejo Baylink Ferry (Blue and Gold)	
Blue and Gold Dispatch	415. 705. 8205
Valley Ferry Office	707. 562. 3140
Captain Peter Belden (cell)	415. 850. 0413
• Municipal Responders	
San Francisco Fire Department	415. 558. 3656
San Francisco Police Department	415. 409. 1020
Alameda County Sheriff	510. 563. 2921
Tiburon Fire Department	415. 435. 7200
• US Coast Guard	
Sector San Francisco	415. 399. 3547
Vessel Traffic Service	415. 556. 0127
• San Francisco Marine Exchange	415. 441. 6600

6006 SF-VMAP Quick Response Sheet: The San Francisco Vessel Mutual Assistance Plan (SF-VMAP) is jointly administered by Sector San Francisco and the San Francisco Marine Exchange. In the event of a mass casualty incident, Sector San Francisco will activate SF V-MAP. Only the Sector VTS or Command Center (IOC) may activate this plan.

- Once the plan has been activated, VTS will contact the Marine Exchange to notify them of plan activation.
- Marine Exchange will notify the ferry companies of plan activation and gather response capability information from each company.
- Marine Exchange will provide a list of available vessels to VTS. VTS will coordinate the response of the ferries on Channel 14.
- The first vessel on-scene will operate as the On-Scene Coordinator (OSC) and will coordinate directly with the IOC on Channel 83A until a Coast Guard asset arrives on scene.
- All SF V-MAP operations will be conducted on VHF-FM Channel 83A. Ferries en route to the incident will maintain contact with VTS on Channel 14 until they are handed off to the OSC on 83A.

**SAN FRANCISCO VESSEL MUTUAL ASSISTANCE PLAN (SF-VMAP)
QUICK RESPONSE SHEET (QRS)**

Date: _____ Time: _____ Received by: _____

Reporting Source: _____ Phone #: _____

Situation: _____

Location: _____

Incident Latitude: _____ N Longitude: _____ W

Vessel(s) Involved: _____

Persons On Board: _____ Persons In Water: _____

_____ Verify that there is an emergency and that SF-VMAP should be activated.
(Major grounding, fire on a ferry boat, collision, terrorism, downed aircraft,
major flooding, bridge collapse, people in water)

_____ Activate the Mutual Assistance Plan (VTS RECEIVES DISTRESS CALL)
Coordinate with IOC to activate SF-VMAP. Notify the San Francisco Marine
Exchange of SF-VMAP activation (415) 441-6600. The Marine Exchange
will contact the ferry companies to inform them of SF-VMAP activation,
gather response capability information from each company, and provide a list
of available ferries to VTS. VTS will vector the ferries to the incident scene
and will hand the ferries off to the OSC within 1 mile of the incident. If VTS
is unable to contact the IOC, VTS will coordinate response efforts with the
OSC.

**SAN FRANCISCO VESSEL MUTUAL ASSISTANCE PLAN (SF-VMAP)
QUICK RESPONSE SHEET (QRS)**

- _____ (IOC RECEIVES DISTRESS CALL) Coordinate with VTS to activate SF V-MAP, dispatch CG and municipal response assets, and wait for contact from the first on-scene asset on Channel 83A. If IOC is unable to contact VTS, IOC will activate SF V-MAP and contact the Marine Exchange at (415) 441-6600. Marine Exchange will contact the ferry companies to inform them of SF-VMAP activation, gather response capability information from each company, and provide a list of available ferries to the IOC for further coordination. The responding ferries will contact the OSC when they are within 1 mile of the incident for response instructions. OSC will coordinate with the IOC.

- _____ IOC will notify the COTP that the SF V-MAP has been activated.

- _____ Issue UMIB.

- _____ Establish Emergency Safety Zone.

- _____ Launch suitable air and surface resources. (Drop a DMB on-scene)

- _____ Notify nearby stations and air station.

- _____ Divert Alpha CPB to incident scene. Receive en route ferry status from VTS.

- _____ Have local stations recall additional crews (if necessary).

- _____ Request local EMS/Fire & marine unit support via CA OES Warning Ctr 800-852-7550.

- _____ Call-in additional boats from outlying stations.

- _____ Recall CPBs from Charlie as needed.

- _____ Initiate Critical Incident Communications (CIC) 1-800-DAD-SAFE; see CIC QRS.

- _____ Notify department heads and recall additional SDOs and Watch standers as necessary to handle call volume and ICS set up. Notify San Francisco OES (415) 558-2782. Follow other QRSs for the appropriate situation: Allision/Collision/Grounding/Sinking/Vessel Fire.

**SAN FRANCISCO VESSEL MUTUAL ASSISTANCE PLAN (SF-VMAP)
QUICK RESPONSE SHEET (QRS)**

- _____ Request assets from D11 as needed.
- _____ Notify/recall Sector Commander/Deputy Commander.
 - _____ Have IOC supervisor recall additional controller(s).
 - _____ Have TCIC recall additional TCOWs.
- _____ Contact local Fire Department and County OES to coordinate shore side Triage site(s). Depending on location & number of people, establish multiple triage sites to distribute trauma patients between hospitals.
- _____ Dispatch USCG rep to shore side triage site(s) to liaison w/ local agencies.
- _____ Obtain situation description from first unit on-scene (OSC).
- _____ Number of survivors/victims _____ Recommended course of action
- _____ On-scene weather/sea/visibility
- _____ Contact vessel/aircraft's parent company to obtain updated passenger information.
- _____ Establish On-scene Communications Plan as follows with on-scene units:
 - MRO/ SF-VMAP Coordination: Channel 83A
 - VTS Operational/Coordination: Channel 14
- _____ All responding assets shall be advised that upon recovering victims/survivors and/or debris, they shall record the identification/description, location (General Description), time of recovery, transfer site, and time of transfer. These tracking sheets should be turned over to the offload site manager for forwarding to the Incident Commander.
- _____ Recall additional Sector personnel as needed.
(Roles: Triage area coordination/security, IOC watches)
- _____ Request D11 Public Affairs establish press POC to handle/coordinate all press inquiries.

6007 Ferryboat to Pier/Dock Compatibility Matrix:

FERRY BOAT COMPATIBILITY MATRIX																								
VESSEL	Berth, Landing, Pier																							
	Alameda (Bay Farm Island)	Alameda (Main Street)	Oakland Ferry (Clay Street)	Oakland Jack London Sq.	Berkley Marina	South San Francisco Terminal	China Basin Ballpark	SF Ferry Terminal (Gates B & E)	SF Ferry Terminal (Gates D)	San Francisco Pier 3	San Francisco Pier 9	San Francisco Pier 33	San Francisco Pier 39	San Francisco Pier 41	San Francisco Pier 43.5	San Francisco (South Beach)	Larkspur Ferry Terminal	Sausalito Ferry Terminal	Tiburon to Angel Island	Tiburon Ferry Terminal	Richmond (CraneWay Pavilion)	Pittsburg Marine	Vallejo Ferry Terminal	
Alcatraz Clipper	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Alcatraz Flyer	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Angel Island	U	Y	U	Y	Y	U	U	U	Y	Y	U	Y	U	Y	U	Y	U	Y	U	Y	Y	U	U	U
Bay Breeze	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Bay Monarch	Y	Y	Y	E	U	Y	Y	Y	U	Y	E	Y	N	Y	Y	N	U	Y	N	Y	Y	U	E	
California Horn.	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Del Norte	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Empress Horn.	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Encinal	Y	Y	Y	E	U	Y	Y	Y	U	Y	E	Y	Y	Y	Y	N	U	Y	E	Y	Y	U	E	
Gemini	Y	Y	Y	N	U	Y	Y	Y	U	N	E	E	N	Y	Y	N	U	N	N	Y	U	U	E	
Golden Bear	Y	Y	Y	E	U	U	Y	Y	U	Y	E	Y	Y	Y	Y	E	U	Y	Y	Y	Y	U	E	
Goolden Gate	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Harbor Emperor	Y	Y	Y	E	U	U	Y	Y	U	Y	E	Y	Y	Y	Y	E	U	Y	Y	Y	Y	U	E	
Harbor King	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Harbor Princess	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Harbor Queen	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Intintoli	E	E	E	N	U	E	Y	Y	Y	U	E	U	N	Y	U	U	U	E	U	U	U	U	Y	
Islander																								
Mare Island	E	E	E	N	U	E	Y	Y	Y	U	E	U	N	Y	U	N	U	E	U	U	U	U	Y	
Marin	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Mendocino	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Monte Carlo Horn	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Napa	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Old Blue	Y	Y	Y	E	U	U	Y	Y	U	Y	E	Y	Y	Y	Y	E	U	Y	Y	Y	Y	U	E	
Oski	Y	Y	Y	E	U	U	Y	Y	U	Y	E	Y	Y	Y	Y	E	U	Y	Y	Y	Y	U	E	
Peralta	Y	Y	Y	E	U	Y	Y	Y	U	Y	E	Y	N	Y	Y	N	U	Y	N	Y	Y	U	E	
Pisces	Y	Y	Y	N	U	Y	Y	Y	U	N	E	E	N	Y	Y	N	U	N	N	Y	U	U	E	
Ranger	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Ray Breeze	Y	Y	Y	N	U	Y	Y	Y	U	N	E	E	N	Y	Y	N	U	N	N	Y	U	U	E	
Royal Prince																								
Royal Star	Y	Y	Y	E	U	Y	Y	Y	U	Y	E	Y	N	Y	Y	N	U	Y	N	Y	Y	U	E	
Sonoma	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
San Francisco	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
San Fran Spirit	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Scorpio	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
Solano	E	E	E	N	U	E	Y	Y	Y	U	E	U	N	Y	U	N	U	E	U	U	U	U	Y	
Taurus	Y	Y	Y	N	U	Y	Y	Y	U	N	E	E	N	Y	Y	N	U	N	N	Y	U	U	E	
Vallejo	E	E	E	E	U	N	Y	Y	Y	E	E	U	E	Y	U	E	U	Y	U	E	E	U	Y	
Zelinski	Y	Y	Y	E	U	Y	Y	Y	U	Y	E	Y	Y	Y	Y	N	U	Y	E	Y	Y	U	E	

NOTE:
1) Matrix date as of 2012.

6008 Ferryboat Collection Points: the distressed ferryboat may be considered a crime scene or an accident investigation scene:

- **Crime scene investigations** of vessels on a federal waterway are coordinated by the Federal Bureau of Investigation (FBI), with the USCG COTP and local law enforcement agencies assisting the FBI's efforts.
- **Accident investigations** on a federal waterway are coordinated by the National Transportation Safety Board (NTSB), with the USCG COTP and local government agencies assisting the NTSB's efforts.
- The SMC/IC/UC should contact these agencies early in the process to ensure that vital evidence is preserved to facilitate an investigation. Respecting the over-arching priority of saving lives at sea, the SMC/IC/UC should:
 - Contact the FBI (if a terrorist or criminal incident) to coordinate investigation efforts).
 - Contact the NTSB (to conduct their investigation).
 - Coordinate with local government, FBI & NTSB to identify a place where materials relevant to the incident can be placed for further investigation and evidence processing.
- IOC will coordinate with the **Office of Emergency Services (OES)** nearest to the incident for shore side municipal and medical support, and to establish a triage staging area with passenger identification stations. Passengers that are brought to Coast Guard units by good Samaritans will be accounted for at the unit and their names and medical conditions forwarded to the main shore side triage staging area, via the IOC.

Note: in accordance with the San Francisco Regional Emergency Coordination Plan (Care and Shelter annex Section-5), local EOC officials have responsibilities pertaining to designating triage and survivor staging areas. It is critical that the local EOC be notified as soon as possible to coordinate this effort.

6009 SF-VMAP Exercise and AAR Template

- The following template is provided to assist ferryboat operators in properly documenting their SF-VMAP exercises.

EXERCISE PLAN

FOR

SAN FRANCISCO

VESSEL MUTUAL ASSISTANCE PLAN

COMPLIANCE

1000 EXERCISE SPONSOR AND ORGANIZATION INFORMATION

1100 The exercise sponsor is responsible for organizing, directing, making logistical arrangements and writing the after action report (AAR) for the exercise.

- Name: _____
- Organization: _____
- Address: _____
- Phone Number: _____

1200 The exercise director is responsible for planning and leading the exercise and may be the same as the exercise sponsor. Exercise planners help the exercise sponsor and director plan the exercise. Exercise controllers help the director control the exercise, while exercise evaluators help the director evaluate the exercise (gather data for the AAR). These persons constitute the exercise staff and are responsible for assisting the exercise sponsor in writing the after action report.

1300 This exercise's staff is (name and organization):

- Director: _____
- Planner: _____
- Controller: _____
- Evaluator: _____

2000 EXERCISE GOAL(S) AND CONCEPTS:

2100 Purpose: the goal(s) of this exercise is to:

2200 This exercise will be held on (date): _____

2300 This exercise will begin (time): _____

2400 This exercise will end (time): _____

2500 Players should possess sufficient training, personnel and resources to properly respond to the conditions/actions imposed by the exercise. Players will respond to real or simulated exercise conditions.

2600 Planners – are to assist the exercise director in planning the exercise. They will help determine the exercise goals and objectives, and develop the exercise's list of injects and evaluation forms. Exercise injects are used to provide players information that will cause them to take actions. Evaluation forms are used to document the actions taken by the players.

2700 Controllers – are to assist the exercise director in controlling the exercise by providing players with information (injects) needed to make the exercise proceed as planned. Controllers are also the exercise referees and should consult with the exercise director for unusual circumstances. Controllers will assist the director in conducting the after exercise **hotwash**.

2800 Evaluators – are to assist the exercise director in gathering data about the exercise play. They may use evaluation forms provided by the exercise planner(s) to assist them and/or make freeform observations. Evaluators will assist the director in gathering **hotwash** observations.

3000 EXERCISE OBJECTIVES

3100 Exercise objectives are major exercise tasks designed to test the plan and fulfill the exercise's goal(s). Exercise goals should be easy to understand, attainable, and directly support the SF-VMAP plan for the sponsor's organization.

- Goal #1: _____
- Goal #2: _____
- Goal #3: _____

4000 EXERCISE SCENARIO

4100 This exercise scenario involves:

4200 Assumptions:

4201: Assumption #1 – Describe the scenario assumption.

4202: Assumption #2 – (allows for 99 scenario assumptions, 4201 thru 4299).

4300 Artificialities:

4301 Simulate – Describe what is to be simulated and how.

4302 Simulate – (allows for 99 simulation conditions, 4301 thru 4399).

4400 Participants:

4401 Player #1 – player’s role.

4402 Player #2 – player’s role.

5000 EXERCISE COMMUNICATIONS:

5100 Exercise Communication Plan – is used to ensure that all participants can effectively communicate during the exercise:

- Control Channel – is used by the exercise director and controllers to discuss the control of the exercise. It may be by radio, cell phone or telephone.

- Method: _____

- Frequency/Channel/Ph Number: _____

- Exercise Channel – is used by exercise players to communicate in the exercise. They may use radio channels or phone numbers already detailed in a plan of by this exercise plan.

- Method: _____

- Frequency/Channel/Ph Number: _____

6000 MAJOR SEQUENCE OF EVENTS LIST

This list is used to detail the sequence of injects the controllers will use to control the exercise with. It is developed by the exercise planner(s) and approved by the exercise sponsor and director. Event implementation sheets are used to detail each exercise inject and to evaluate the exercise.

MAJOR SEQUENCE OF EVENTS LIST

TIME	EVENT	EVENT NO.	UNIT(S) INVOLVED
	STARTEX (Start the Exercise)		
		1	
		2	
		3	
		4	
		5	
		6	
		7	
		8	
		9	
		10	
		11	
		12	
		13	
		14	
		15	
		16	
		17	
		18	
		19	
		20	
		21	
		22	
		23	
		24	
		25	
		26	
		27	
		28	
		29	
		30	
	ENDEX (End the Exercise)		

Notes:

1) Etc.

EVENT IMPLEMENTATION SHEET

Event Number	Time	Location	Event Description														
Event Implementation Information: <ul style="list-style-type: none"> • Describe what is to be done. 																	
Other events affecting this event: <ul style="list-style-type: none"> • 																	
Reference: Describe the reference a player should use.																	
Anticipated Play: <table style="width: 100%; border: none;"> <tbody> <tr> <td style="width: 60%;">• A short statement of what is expected to happen...</td> <td style="width: 40%;">Circle One: YES NO</td> </tr> <tr> <td>• A short statement of what is expected to happen...</td> <td>Circle One: YES NO</td> </tr> <tr> <td>• A short statement of what is expected to happen...</td> <td>Circle One: YES NO</td> </tr> <tr> <td>• A short statement of what is expected to happen...</td> <td>Circle One: YES NO</td> </tr> <tr> <td>• A short statement of what is expected to happen...</td> <td>Circle One: YES NO</td> </tr> <tr> <td>• A short statement of what is expected to happen...</td> <td>Circle One: YES NO</td> </tr> <tr> <td>• A short statement of what is expected to happen...</td> <td>Circle One: YES NO</td> </tr> </tbody> </table>				• A short statement of what is expected to happen...	Circle One: YES NO	• A short statement of what is expected to happen...	Circle One: YES NO	• A short statement of what is expected to happen...	Circle One: YES NO	• A short statement of what is expected to happen...	Circle One: YES NO	• A short statement of what is expected to happen...	Circle One: YES NO	• A short statement of what is expected to happen...	Circle One: YES NO	• A short statement of what is expected to happen...	Circle One: YES NO
• A short statement of what is expected to happen...	Circle One: YES NO																
• A short statement of what is expected to happen...	Circle One: YES NO																
• A short statement of what is expected to happen...	Circle One: YES NO																
• A short statement of what is expected to happen...	Circle One: YES NO																
• A short statement of what is expected to happen...	Circle One: YES NO																
• A short statement of what is expected to happen...	Circle One: YES NO																
• A short statement of what is expected to happen...	Circle One: YES NO																
Objective(s)/Supporting Objective(s) Tested:																	
Front Page																	

**7000 SAN FRANCISCO VESSEL MUTUAL ASSISTANCE PLAN – EXERCISE
AFTER ACTION REPORT**

EXERCISE INFORMATION

Exercised Sponsor _____
Exercised Company _____
Exercised Vessel _____
Exercise Date _____

EXECUTIVE SUMMARY

Exercise Scenario:

EXERCISE GOALS:

- Goal #1 _____
- Goal #2 _____
- Goal #3 _____

PARTICIPANT LIST:

<u>Participant</u>	<u>Agency</u>	<u>Contact Information</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

MAJOR OBSERVATIONS, LESSONS LEARNED AND RECOMMENDED ACTIONS

Major Observation #1: _____

Lesson learned: _____

Recommended Action: _____

Major Observation #2: _____

Lesson learned: _____

Recommended Action: _____

Major Observation #3: _____

Lesson learned: _____

Recommended Action: _____

6010 SF-VMAP Training Guide and Quiz

SF VMAP San Francisco Vessel Mutual Assistance Plan 2012 Operations Training Guide

Operator's Training Guideline

1. All Operators must read the plan in its entirety and complete the attached quiz, Addendum A.
2. All Operator's must be trained in the activation summary
3. All Operator's must be trained in the communications plan
4. All Operator's must be assure their deckhands are familiar with the plan summary (addendum B), the deployment of the IBA, and survivor accountability procedures.

Crew Training Guideline

1. All Deckhands must be familiar with the plan summary (Addendum B), IBA deployment and VMAP arrangement of IBA for transfers, and survivor accountability procedures.

Addendum B Operator's VMAP Summary Plan

Purpose

SFVMAP is a response plan for mass casualties and requires participating companies to respond at the USCG's request. The plan anticipates passenger vessels will most likely be the first response assets on scene to a waterborne mass casualty event. As San Francisco Bay area is a "cold water port," persons in the water (PIWs) may be at risk of hypothermia and should be removed as quickly as possible. The deployment of passenger vessels' IBAs and life floats will expedite the removal of victims from the water. Further the passenger vessels will act as areas of safe refuge near the scene for victims recovered by the smaller USCG and Other Government Agencies vessels that are better designed for quick recovery of PIWs.

The deployed IBAs should be located at the vessels boarding doors where they will become a transition platform for rescue vessels to transfer recovered victims from their vessels to the larger passenger vessels.

Reporting

Passenger Vessels will be directed to the scene by VTS on channel 14 and then be asked to switch to channel 83 to report to the On Scene Commander or SAR Mission Coordinator (off site Coordinator). The San Francisco Marine Exchange will also contact companies via landlines to request additional assets as needed.

While passenger vessels may be the first responders on scene, the USCG will maintain control of the response. The first USCG vessel will become the On Scene Commander (OSC), directing the recovering and communicating with both on an off scene responders.

The OSC may request:

- Arrival Report: Check in with the OSC providing location, response assets, available capacity, and other information
- Progress Report: Number of recovered victims, condition of victims, etc.
- Departure Report: What assets will be left on site if any, ETA to shoreside triage location, number of victims on board, etc.

Requirements for Participating Vessel Operators

All SF V-MAP vessels will report their route and schedule to VTS during their required sailing plan report. Vessels will maintain an effective and speedy means to retrieve passenger and crew counts during each trip immediately prior to getting underway, or as soon thereafter as possible.

Equipment Requirements:

Each member vessel will carry the following minimum equipment as stipulated on the vessel's Certificate of Inspection (COI):

- Life floats, or existing buoyant apparatus, for at least 30 percent of the total persons permitted onboard;
- One 25 person inflatable buoyant apparatus (IBA), or an approved equivalent device;
- An effective and expedient means of transferring people from an IBA to the vessel;
- An effective and expedient means to retrieve personnel from the water;
- A spotlight for nighttime recovery operations; and
- All other equipment and personnel required by the vessel's Certificate of Inspection.
- All vessels will monitor and participate in the Vessel Traffic Service (VTS) on Channel 14 while they are operating on San Francisco Bay.

Survivor Accountability:

Vessel Crew must keep track of the number of recovered victims:

- Recovered victims should be positively identified. If they cannot provide their name they should be assigned a number.
- If possible, the crew can provide first aid to the victims though the crew must remember to "do the most good for the most people" which may be to focus solely on recovery.

- One crew member or passenger should be assigned to keep track of the number of victims recovered and the recovered should be kept separate from any other passengers.

Activation Procedure:

The following procedure should be used to activate this mutual assistance plan:

1. Sector San Francisco receives a distress call reporting a maritime mass casualty incident at the Vessel Traffic Service (VTS) or Sector Command Center (SCC). Sector San Francisco will activate SF V-MAP upon VTS and SCC verification of the distress call and location of the incident.
2. VTS will contact the SF Marine Exchange by phone and all underway ferries using VHF FM Channel 14 to inform them of SF V-MAP activation. VTS will vector the responding ferries to the scene of the incident. VTS will direct non-response vessels away from the incident location. Any ferries directed to the scene of the incident will switch their alternate radios to Channel 83A upon arrival to the incident scene.
3. Once SF V-MAP is activated, the SF Marine Exchange will contact all of the San Francisco ferry companies to inform them of the SF V-MAP activation and collect vessel availability information from each company. The Marine Exchange will develop a list of available ferries with expected underway times and provide this information to VTS which will activate additional incident response ferries as directed by the SCC.
4. The designated On-Scene Coordinator (OSC) will coordinate on-scene operations using VHF-FM Ch-21 for Coast Guard and other Government Agencies and VHF-FM Ch-83 for ferryboats. Once on-scene, response vessels will receive instructions from the OSC until released from the incident. The OSC should marshal on-scene rescue vessels near the OSC for an initial operational brief and instructions.
5. All vessels will take direction from the OSC and will make all response equipment available to the incident.
6. The OSC will implement the SMC's SAR plan and take appropriate actions in accordance with established doctrine, policies and procedures. Vessels with qualified persons to conduct survivor triage shall tag survivors using colored tape as follows:
 - Green for uninjured survivors;
 - Yellow for walking injured survivors;
 - Red for seriously injured; and
 - Black for dead persons.
7. Response assets will not leave the scene unless released by the OSC. Ferries that are released from the incident will resume communication with VTS on Channel 14.
8. VTS will continue to monitor vessel activity in the Bay and direct vessel traffic away from the incident area as necessary.

Victim Retrieval Prioritization: Incident responders should use the following factors to determine a victim's priority for retrieval:

- Presence of a life threatening or serious injury: The presence of injuries can be difficult to determine for persons floating in the water or in a large collection of victims. Healthy victims may be more boisterous and demanding of immediate assistance than injured or weak victims.
- Presence of personal protective equipment or adequacy of clothing: A person wearing inadequate personal protective equipment (i.e. simple life jacket) or clothing that will slow the loss of body heat (i.e. long sleeved shirts and pants) will generally survive longer than the unprotected individual.
- Ability to get out of the water: Victims that are able to get all or a portion of their body out of the water by clinging to a floating object will significantly slow the onset of hypothermia.
- Isolation from other persons: Solo victims will generally lose body heat more quickly than persons huddled in groups. Persons huddled together are able to conserve body heat and offer each other physical and psychological support.
- Individual body type, mental state, and training: An individual's physical makeup, past training/experiences, and mental attitude directly impact their ability to survive in a cold water environment.
- Medically stabilize victims as soon as possible. The decision to stabilize victims before transport to shore will depend on multiple factors including:
 - Size and number of response vessels.
 - Number of victims requiring stabilization and the severity of their injuries.
 - Distance and transit time from scene to shore-side medical care.
 - Medical capabilities of personnel on-scene.
 - Prevailing weather conditions.

If possible, victims should not be transported before being stabilized if the transit will worsen their physical condition. The SCC will coordinate shore side medical response for the incident with municipal responders. The transport of trained medical personnel to a larger vessel on-scene should be a response priority only if the situation dictates.

Response assets will not leave the scene unless released by the OSC. Ferries that are released from the incident will resume communication with VTS on Channel 14.

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VTS will continue to monitor vessel activity in the Bay and direct vessel traffic away from the incident area as necessary.

Ferryboat Collection Points: A distressed ferryboat may be considered a crime scene or an accident investigation scene.

Crime scene investigations of vessels on a federal waterway are coordinated by the Federal Bureau of Investigation (FBI), with the USCG COTP and local law enforcement agencies assisting the FBI's efforts.

Accident investigations on a federal waterway are coordinated by the National Transportation Safety Board (NTSB), with the USCG COTP and local government agencies assisting the NTSB's efforts.

These agencies will be notified early in the process to ensure that vital evidence is preserved to facilitate an investigation.

6010.1 SF-VMAP Quiz

Name _____ Vessel _____ Date _____

1. The San Francisco Bay is classified as a _____ port.
2. Where is the location of the IBA on your vessel?

3. Where should the IBA be located after deployment?
 - a. The stern
 - b. The bow
 - c. The boarding doors
 - d. Detach the IBA after deployment
4. The “On Scene Commander” (OSC) is:
 - a. The first vessel on scene
 - b. The disabled vessel
 - c. The Marine Exchange
 - d. The first USCG vessel to arrive
5. True/False All vessels will monitor and participate in the Vessel Traffic Service (VTS) on channel 14 while they are operating on San Francisco Bay?
6. A ferry that is directed to the scene of the incident will switch their radios to channel _____ upon arrival to the incident scene.
7. Crew members are responsible for:
 - a. Positively identifying recovered victims by name of by number
 - b. Provide first aid if possible
 - c. Keep track of the number of victims recovered
 - d. All of the above

8. All vessels that are asked to respond to the incident will take direction from:
 - a. OSC
 - b. VTS
 - c. The disabled vessel
 - d. All of the above
9. The following factors should be used when determining the victims priority for retrieval
 - a. Presence of life threatening or serious injury to victims
 - b. Victims ability to get out of the water
 - c. Isolation from other victims
 - d. All of the above
10. True or False Response assets will not leave unless released by the OSC
11. A distressed ferry may be considered by the FBI as a _____ or a by the NTSB as a _____ scene.
12. Ferry boats carry the following equipment:
 - a. Inflatable Buoyant Apparatus
 - b. A spotlight
 - c. All other equipment and personnel required by the vessel's certificate of inspection
 - d. All of the above