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To: Deputy Chief George Morgan
From: Captain Isidore Earhart
Subject: Incident 06-9909 June 16, 2006
Date: June 18, 2006

On June 16, 2006 at approximately 1150 hours I was paged by COMSEC and notified of a vessel fire in the vicinity of New Point Shoal. Knowing the general area I instructed COMSEC I was responding to Station #5 to chart the position. I asked if Station 2 had been notified and they confirmed they had. Once in my vehicle I contacted Sector Hampton Roads United States Coast Guard by VHF radio Channel 16 and they were under the assumption Hampton Fire was in route to the emergency. I then called COMSEC and inquired as to who made the emergency call. They stated it was a call from USCG Sector Hampton Roads. Once I learned this was an emergency call for mutual aid I initiated the response notifying Station 5, Station 2, and MERT 2 M/F Chris Baker. I coordinated with Baker that I would coxswain Fire Marine 5 and he would respond to Fire Marine 2 as coxswain. I then called Sector on VHF 16 and notified them we were initiating a response. Acting Battalion Chief Berry was at Station 5 and responded to Wallace's Marina with Engine 5. Engine 5's crew deployed in Fire Marine 5 at approximately 1209 hours. Vessel Crew includes Captain Earhart coxswain, Lieutenant Andy Williams, and F/F Tom Dagnal. Once underway a heavy column of smoke was visible on a zero degree compass bearing. Radio communications were established with COMSEC and Sector Hampton Roads VHF 16 and working channel VHF 22A. Reports were passed to Fire Marine 5 of a 53-foot Hatteras yacht burning at coordinates 37°16 degrees Latitude and 076°12 Longitude. Communications were made with the pleasure craft One Way who had picked up the fire vessels victims. I confirmed with the One Way and again with Sector Hampton Roads that all souls were accounted for. Fire Marine 5 arrived on scene at 1230 giving COMSEC a size up of vessel fully involved with fire, taking command, stating the initiation of defensive tactics and PAR of 3. I determined at this point that this was an exterior fire attack situation and Hampton Roads Regional Maritime Incident Response Team was not needed. We then initiated a solid bore attack with Fire Marine 5's fire pump knocking down heavy fire. Catching techniques were not needed as the fire vessel was at anchor. While suppressing the fire I made radio contact with Fire Marine 2 coordinating additional tactics. Fire Marine 2 arrived on scene within 15 minutes of our arrival beginning coordinated fire suppression. Fire was knocked down with join suppression activities of Fire Marine 2 and 5 in approximately 25 minutes. The vessel was heavily damaged to the water line compromising the vessels stability. Once the fire vessel took on water through the breached hull and the water from fire suppression activities the vessel sank at coordinates 37°15.97 Latitude and 076°13.34 Longitude. No sheen from fuel was noted but a debris field was visible from charred remains of the vessels hull and appendages. Fire Marine 2 communicated this information to USCG Sector Hampton Roads. Fire Marine 5 was cleared at 1304 hours and returned to port. A critique of the incident was done once moored and a list of discrepancies, lessons learned and changes needed are listed below.