



Caribbean Fantasy Response Lessons Learned



Sector San Juan

The Vessel: Caribbean Fantasy



- 1988 Built
- Passenger/Cargo
- Ro-Ro
- 614 ft LOA
- 28, 112 GRT
- Panama Flag
- RINA Class Society
- Max Pax: 1030
- Max Crew: 120
- Total souls: 1150
- 3 lifeboats
- 1 fast rescue boat
- 2 Marine Evacuation System
- 23 Inflatable Buoyant Apparatus

Day 1



Day 1



The Landing & Staging Sites



Staging Area

Staging area
Buses & Ambulances
In Use

Survivor
Processing

Landing Site

EMS Triage
Tent

Medir la distancia
Distancia total: 477.59 m (1,566.881 pies)

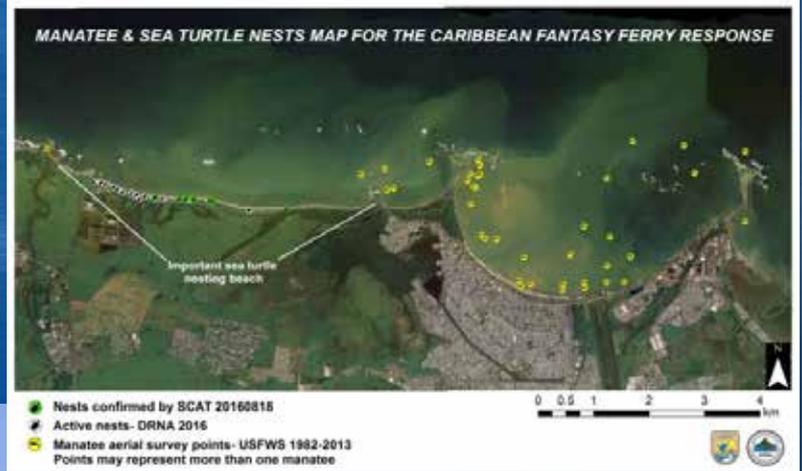
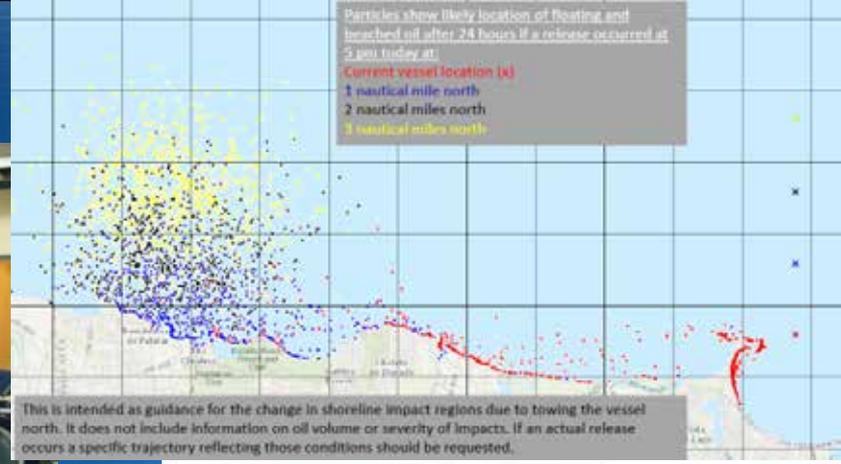
Day 1



Day 2



Days 2 & 3



Day 4



Day 4



C/S CARIBBEAN FANTASY RESPONSE

Cumulative results (as of 211900Z AUG 2016)

- Ø Rescued 511 passengers and crew; 5 dogs.
- Ø Mobilized 20+ federal, commonwealth, local, and industry partners for coordinated ICS response to ensure safety and minimize environmental impacts.
- Ø Coordinated salvage effort to refloat, ensure the stability of, and safely conduct dead ship tow of 614-ft, 28,000 ton vessel, followed by the extinguishing and overhaul of the engine room fire.



Overarching (Positives)



- + Quick MRO activation & partnering saved 511 lives
- + Rapid implementation of ICS / establishment of ICP
- + Timely RFF / Activation of CG DSF and SME's
- + Exercising MRO more frequently than requirements
- + Maintaining a Pax Vsl Specialist at certain Sectors w/ HCPVs
- + Immediate MTSRU Team/CART population provided transparency and helped address questions before additional work was generated.

Overarching (Deltas)



Δ Insufficient Interagency communication procedures and capabilities

Δ Additional MRO plan familiarity needed

Δ Maintaining ICS structure until threat of potential pollution was successfully mitigated

Δ Don't underestimate social media

Salvage & Marine Firefighting



- + Marine Inspector coordination with cmd cntr during initial response

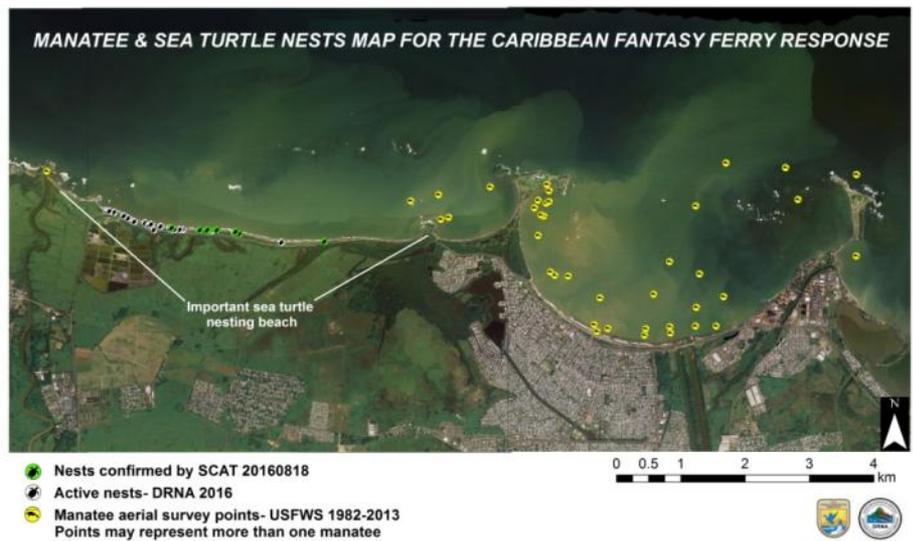
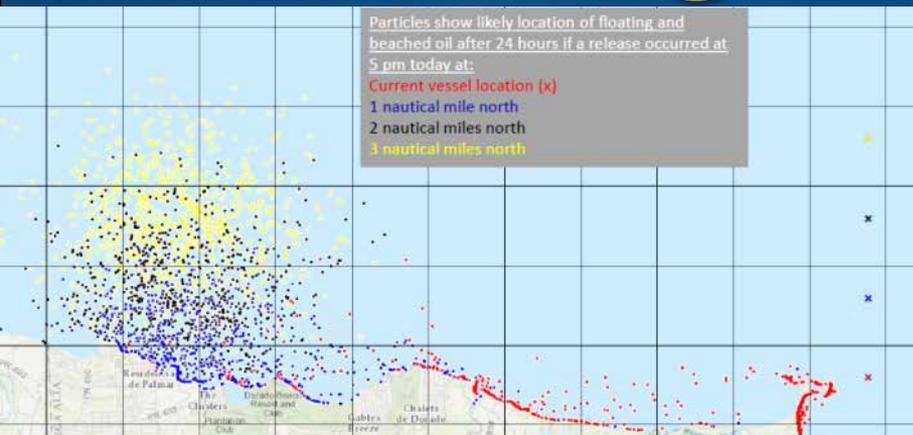
- + Excellent salvage oversight

- + Critical to convene special purpose cargo & customs clearance meeting

- Δ Needed additional flexibility to modify Safety Plan in response to real-world developments to prevent unnecessary delays and hazards

- Δ RP premature transition from salvage response to remediation phase

Area Contingency/Pollution Threat



+ Excellent teamwork and execution of SCAT

+ Teamwork between Prevention/IMD to develop plan of action to locate cause of sheens

Δ Better coordination to ensure baseline sounding of all tanks are conducted and results are on hand

Δ OSRO utilizing ship's crew for labor slowed response efforts

Δ Should have required (over board discharge) scuppers plugged sooner

Δ Main access control pt should have been moved fwd when the ramp was opened

ICS and Support



Successes

- + Timely RFF/Activation of DSF & SME's: Strike Team, IMAT, SERT engineers, Doc support.
- + ESD support was rapid and efficient
- + Excellent engagement from trustees

Challenges

- △ Personnel: Need more qualified ICS personnel & lacked pre-designated bilingual agency reps
- △ Facilities: Insufficient space for Incident Command Post & Joint Information Center
- △ Processes/procedures: proficiency w/ Incident Management Software System

Questions?



Awareness & Notification:



- + Rapid initial notifications and MRO Plan activation
- + Immediate Sector wide response-initial phases
- + Immediate designation of on-scene commander
- Δ Limited initial situational awareness and communication on-scene
- Δ Management of the amount of information flowing into the CC
- Δ Language Barriers and need for Spanish speakers in the SCC and Pier 6

On-Scene SAR/Evacuation:



+ Quantities, diverse capabilities, and response times of assets were critical to success

Δ Insufficient Interagency communication procedures and capabilities

Δ On-scene air control/air boss not initially designated

Δ Establish Temp Flight Restrictions earlier

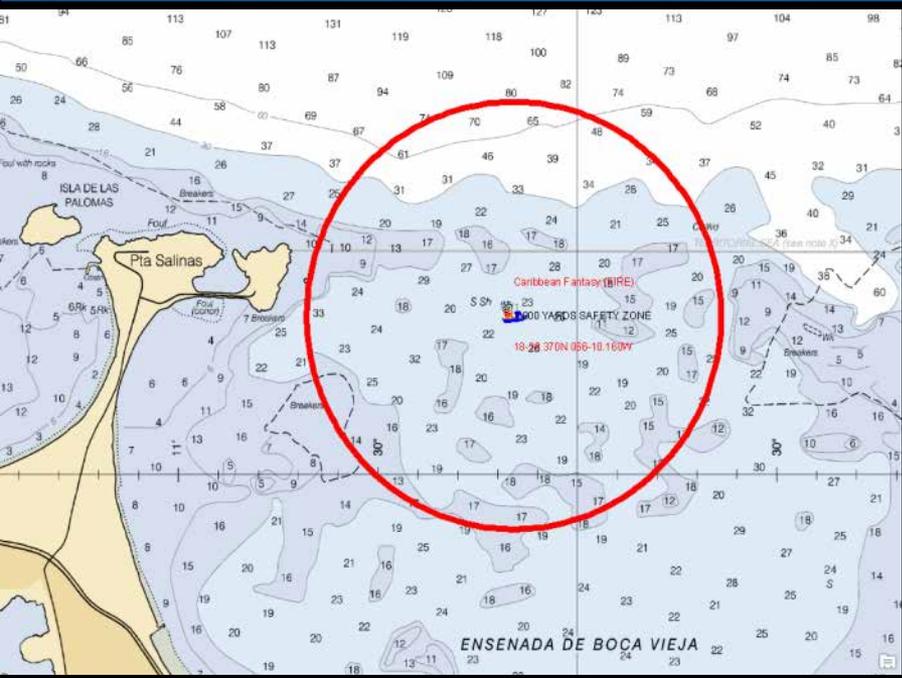
Landing Site & Reception Center:



- + Landing site and Reception Center designated in MRO plan were validated
- + Coast Guard representation at on-scene mobile command post and landing site was critical

- Δ Accountability was difficult to perform
- Δ Comms between Landing Site & ComCen were difficult to establish due to lack of communication equipment
- Δ Need to identify/train personnel for Advance Team to landing site

Safety Zone Enforcement



- + 24/7 “Eyes on” achieved via FRC
- + Use of cutter small boat was optimal
- + Comms check-ins w/ salvage assets
- △ Provide upfront expectations for Safety Zone enforcement. UoF expectations, etc.
- △ Identify type and make of vessels making up the salvage crew and provide a list to Safety Zone assets
- △ Confusion differentiating crewmembers of salvage skiff from locals unaware of the safety zone
- △ Helo Check-in

ICS and Support



- + Timely RFF/Activation of DSF & SME's
- + ESD support was rapid and efficient
- + Great support by Depts & galley staff
- △ Personnel: Need more qualified ICS personnel & lacked pre-designated bilingual agency reps
- △ Facilities: Insufficient space for Incident Command Post & Joint Information Center
- △ Processes/procedures: Need to improve transition from Cmd Center to ICP; Cross-Sector knowledge of MRO plan; and proficiency w/ Incident Management Software System

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Overarching (Deltas)



△ Insufficient Interagency communication procedures and capabilities

△ Additional MRO plan familiarity needed

△ Participation of Commonwealth Agencies in UC

△ Don't underestimate social media



Awareness & Notification:



Successes

- + Rapid initial notifications and MRO Plan activation and ACP
- + Immediate Sector wide response - initial phases and ICP Stand-up
- + Immediate designation of on-scene commander

Challenges

- Δ Limited initial situational awareness and communication on-scene
- Δ Management of the amount of information flowing into the CC
- Δ Language Barriers and need for Spanish speakers in the SCC and Pier 6

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Challenges

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Δ Difficulty accounting for numbers on the ship. Verification of clear ship.

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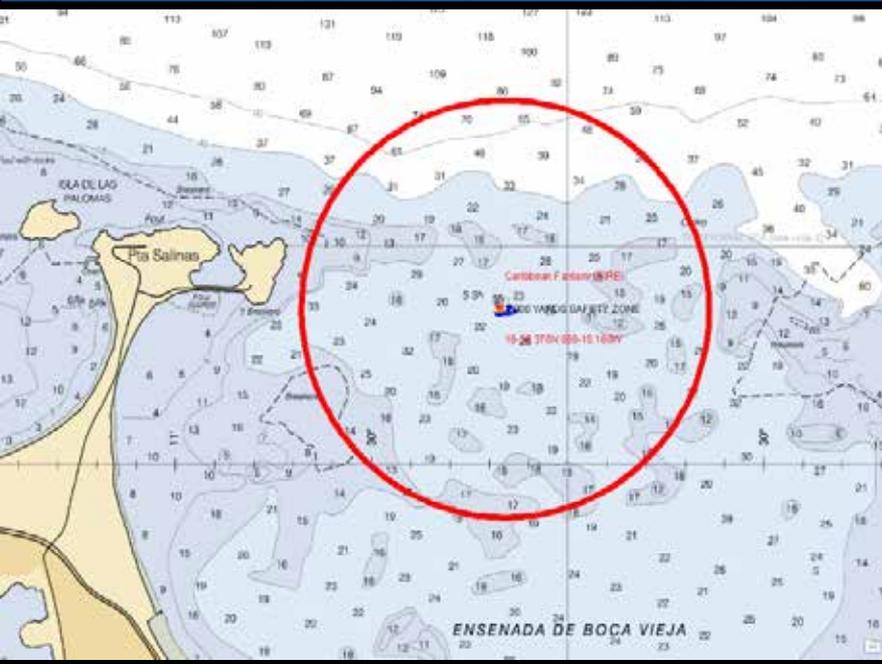
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