

*Barberi Class Vessel*  
Station Bill  
Emergency Information

Ten (10) pages total including this cover

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**BARBERI CLASS VESSEL  
STATION BILL  
(Sister Ships: Andrew J Barberi, SI Newhouse)**

UPON REPORTING ABOARD THIS VESSEL, IT IS THE RESPONSIBILITY OF EACH CREWMEMBER TO FAMILIARIZE THEMSELVES WITH THE STATION BILL AND MUSTER LIST.

Whenever a Staten Island Ferry vessel is out of service, and without a crew for more than four (4) hours, and prior to being put back in service, the Master will inspect the Pilot House controlled emergency and rescue equipment; the Mate will inspect the deck emergency and rescue equipment; the Chief Marine Engineer will inspect the control room controlled emergency and rescue equipment; and the Marine Engineer and the Marine Oilers will inspect all other below deck emergency and rescue equipment. While on duty and making rounds, or participating in drills, every crewmember will be on close lookout for, and immediately report all deficiencies in emergency and rescue equipment. The Master's and the Chief Marine Engineer's daily logs have designated space to report the results of these daily inspections.

Every crew will participate in weekly fire and rescue drills to ensure that all crews are well trained, and that emergency/rescue equipment is inspected and maintained regularly.

Equipment used during the drills shall vary and be logged.

The entire crew shall familiarize themselves with the location and duties of their assigned station during emergency situations.

The entire crew will drill and familiarize themselves with above and below deck areas of the vessel, as well as the location and use of all emergency and rescue equipment.

Every crewmember must participate in all drills as instructed.

Drills will be performed as if a real emergency exists.

Any crewmember discovering a fire must inform the pilothouse, isolate the passengers from danger, and then attempt to restrict and/or extinguish the fire until the fire team arrives.

Any crewmember discovering a person overboard will immediately throw a life ring or life jacket in the vicinity of the person and then inform the pilothouse.

During emergency situations crewmembers are reminded to stay calm, listen for instructions and signals, rely on the experience you have acquired from the drills, and remember that instruction(s) to the passengers will minimize panic and confusion.

## SIGNALS

Upon hearing the following below listed signals, all crewmembers will immediately report to their assigned stations fully prepared to perform their assigned tasks according to the muster list.

General Alarm controls are located in the pilothouse and the control room. It is operated by lifting the knob on the end of the handle and swinging the handle to the right for sound and back to the left for silence.

The ship's whistle controls are located in the pilothouse and are operated electronically by controls in the front of the steering station or manually by a pull cord directly above the steering station.

The Public Address (PA) controls are located in the pilothouse. It is operated by turning the power switch ON and by positioning the operation mode switch to either ALL public spaces or ALL spaces; pick-up the hand set and place approximately six (6) inches from mouth; depress button and speak slowly and clearly (the manual for the system is located in each pilothouse).

## FIRE AND EMERGENCY

One (1) continuous blast of the ship whistle and continuous ringing of the general alarm for a period of at least 10 seconds.

The following additional signals will designate the location of the emergency.

Engine Room	One (1) short blast of the whistle and general alarm.
Main Deck	Two (2) short blasts of the whistle and general alarm.
Saloon Deck	Three (3) short blasts of the whistle and general alarm.
Bridge Deck	Four (4) short blasts of the whistle and general alarm.
Hurricane Deck	Five (5) short blasts of the whistle and general alarm.

## MAN OVERBOARD

The following announcement over the public address system and whistle signals will be utilized for a rescue operation. The words "man overboard" will not be used. These unusual signals are to minimize panic, confusion, and passenger interference during the rescue operation.

"All crewmembers report to Station Number One (1)" signifies that the rescue operation will be conducted from the New York End of the vessel.

"All crewmembers report to Station Number Three (3)" signifies that the rescue operation will be conducted from the Staten Island End of the vessel.

Launch Rescue Boat  
Retrieve Rescue Boat  
Secure Rescue Boat

One (1) short blast of the whistle and general alarm.  
Two (2) short blasts of the whistle and general alarm.  
Three (3) short blasts of the whistle and general alarm.

### ABANDON SHIP

Seven (7) short blasts of the ship whistle and general alarm followed by one (1) long blast of the whistle and general alarm.

When the Master announces over the PA system to prepare for abandoning ship and for passenger's to put the life jackets on over their warmest clothing, each deckhand will go to their assigned deck station to aid and assist in the distribution and donning of life jackets. A final check of the passenger's life jackets and clothing will be performed at the evacuation platform.

**BARBERI CLASS VESSEL  
MUSTER LIST  
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In the case of a fire in the engine room, generator flat, steering compartment or any below deck area, the deck crew will muster outside the effected compartment equipped with hoses, fire extinguishers, and axes and await instructions from the Chief Engineer. Each deck crewmember will arrive at the scene with a fire extinguisher.

FIRE STATIONS

Master	In the pilothouse in charge of all operations; informs the Chief Engineer of the situation; insures notifications are made to the Ferry Terminal Supervisor, FDNY, NYPD, and USCG.
Assistant Captain	In the pilothouse to assist the Master in navigation and communications; closes the fire screen doors; secures ventilation; <u>insures proper information is presented to passengers via the public address system.</u>
Mate #1	Acts under the direction of the Master; Officer in charge on scene; arrives on scene with an axe; remains in continual contact with the pilothouse via VHF radio.
Mate #2	Acts under the direction of the Master; on scene in charge of passenger control; if two hoses are required, in charge of 2 <sup>nd</sup> hose team; remains in continual contact with Mate #1 via VHF radio.
Bridge Deck Deckhand #1	Acts under the direction of the Mate; arrives on scene with a fire extinguisher; operates the nozzle.
Saloon Deck, Jersey Side Deckhand #2	Acts under the direction of the Mate; arrives on scene with a fire extinguisher; tends the hose behind the nozzle operator.
Saloon Deck, Bklyn Side Deckhand #3	Acts under the direction of the Mate; arrives on scene with a fire extinguisher; operates the hydrant.
Men's Cabin Deckhand #4	Acts under the direction of the Mate; arrives on scene with the fog applicator; if two hoses are required, this person will operate the nozzle of the 2 <sup>nd</sup> hose.
New York End	Acts under the direction of the Mate; arrives on scene with a

Deckhand #5	fire extinguisher; if two hoses are required, tends the 2 <sup>nd</sup> hose behind the nozzle operator; otherwise directs passengers to a safe area.
Staten Island End Deckhand #6	Acts under the direction of the Mate; arrives on scene with a fire extinguisher; if two hoses are required, operates the hydrant for the second hose; otherwise directs passengers to a safe area.
Utility Bridge Deck Deckhand #7	Acts under the direction of the Mate; assists Mate #2 with crowd control; operates the fog applicator.
Chief Engineer	In charge in the control room; remains in communication with pilothouse; ensures electrical power is shut off to the affected area; activates the CO2 system if needed.
Marine Engineer	Acts under the direction of the Chief; on scene in charge; ensures that the oilers have lined up bilge and fire systems; starts fire pump and bilge pump.
Oiler #1	Acts under the direction of the Marine Engineer; lines up the <u>valves for the fire systems</u> ; if the fire is in the engine room and water is used, tend the nozzle and hose; when the semi-portable CO2 system is used, tend the discharge nozzle.
Oiler #2	Acts under the direction of the Marine Engineer; lines up the <u>valves for the bilge system</u> ; if the fire is in the engine room and water is used, tend the hose hydrant; when the semi portable CO2 system is used, tend the valve on the bottle.

### BOAT STATIONS

Master	In the pilothouse in charge of all operations; informs the Chief Engineer of the situation; insures notifications are made to the Ferry Terminal Supervisor, USCG, NYPD.
Assistant Captain	In the pilothouse to assist the Master in navigation and communications.
Mate #1	Acts under the direction of the Master; on scene in charge of rescue boat launch and recovery operation; remains in continual communications with the Pilothouse.
Mate #2	Acts under the direction of the Master; in charge of passenger control; assists rescue team as needed.

Bridge Deck Deckhand #1	In the Pilothouse to assist the Master and Assistant Captain; acts as lookout.
Saloon Deck, Jersey Side Deckhand #2	Acts under the direction of the Mate; with assistance from DH#3, moves the ladder from its stowed to operational position; assists in swinging the rescue boat to its lowering position; checks rescue boat equipment; when the boat is ready, enters it and rows.
Saloon Deck, Bklyn Side Deckhand #3	Acts under the direction of the Mate; with assistance from DH #2, moves the ladder from its stowed to operational position; assists in swinging the rescue boat to its launching position; insures the drain plug is in place; when the boat is ready, enters it and rows.
Men's Cabin Deckhand #4	Acts under the direction of the Mate; tends gripes; assists with falls; assists with passenger control.
New York End Deckhand #5	Acts under the direction of the Mate; prepares and tends forward falls.
Staten Island End Deckhand #6	Acts under the direction of the Mate; prepares and tends aft falls.
Bridge Deck Utility Deckhand #7	Acts under the direction of the Mate; assists with the aft falls; assists with passenger control.
Chief Engineer	In charge in the Control Room; prepares for erratic maneuvers and high speed return to a terminal.
Marine Engineer	Acts under the direction of the Chief; assists the Chief.
Oilers #1 and #2	Acts under the direction of the Chief Engineer; if released by the Chief Engineer, assist the Deck Crew with crowd control.

#### DAMAGE ASSESSMENT AND CONTROL

The damage assessment and control team is comprised of the engine room crew. In case of collision, explosion, grounding, flooding, or any other situation that may compromise the vessel's structural integrity, this team (led by the Chief) will immediately dispatch to the scene. They will keep the Master informed of the situation and make recommendations as to the course of action. The team will make what ever emergency repairs are possible

Launch Rescue Boat  
Retrieve Rescue Boat  
Secure Rescue Boat

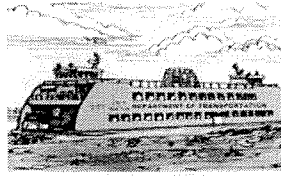
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# Emergency Information - Barberi Class

## Fire Fighting Equipment

### Fire hose Stations:

23 -50ft hose stations, (4 - 1½” hoses, 19 - 2½” hoses)

Sta.#1- #4 in engine room have 1½” hoses. Sta. #5 – #23 have 2½” hoses.

NYFD shore hookup fittings are located on each end of main deck.

2 - 12’ fog applicators (for 2½” hoses)

Main deck Staten Island end, Brooklyn Side

Saloon deck amidships, Jersey side

4 - 4’ fog applicators (for 1½” hoses)

At each machinery space fire station (stations 1-4).

### Fire Extinguishers:

Numerous Dry Chemical and CO2 Portable Extinguishers located throughout the vessel; on deck and in all machinery spaces. Fire axes also stationed throughout vessel.

Operation of CO2: Pull pin from lever and grasp horn by insulated handle. Ground bottle to the deck. Depress lever down, direct horn at base of fire, 3-8ft. range, avoid contact w/ equipment. Use short bursts and sweeping motion as necessary. @ 45secs.

Operation of Dry Chemical: Pull pin from lever, depress handle down and aim at base of fire, 8-10ft.

2 CO2 Hose Reel systems.

Center of machinery space in engine room

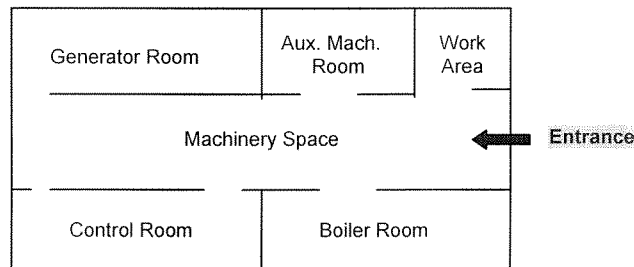
Outside generator space in engine room

2 Fixed CO2 Systems

Engine Room: Open box at top of engine room, Pull pin from CO2 cylinder, Depress lever down, pull locking pin under hand wheel, turn hand wheel counter-clockwise to open. Can also be released locally at CO2 bottle storage room.\*

**\*ONLY ACTIVATED ON ORDERS FROM CHIEF ENGINEER OR CAPTAIN**

Emergency Diesel Generator Room (EDGR): Open box outside of EDGR, pull pin from CO2 cylinder, depress lever down.



### Fire Screen Doors:

Activated from 3 locations. 1) Pilohouse, 2) Engine Room and 3) locally at door.

### Emergency Stops:

Located at entrance of engine room, positioned as follows:

1. Diesel Oil Transfer Pump
2. Boiler #1
3. Boiler #2
4. Ventilation (also located in each pilot house)

### Fire fighting Safety:

- 4 Notify pilohouse immediately.
- 4 De-energize any electrical circuits at scene and/or call down to engine room to secure power at location of fire.
- 4 Secure ventilation as necessary.
- 4 Do not enter any non-ventilated spaces.
- 4 Check all doors and hatches for heat and smoke before entering.
- 4 Breakout fire fighting equipment and fight fire as per *Mate* or *PIC* (person in charge).
- 4 Check and cool down as necessary, all surrounding areas within fire boundaries.

- 4 When extinguished, set re-flash watch and check all adjoining compartments (6 sides)

## **Emergency/ Rescue Equipment**

### **Rescue Boats:**

4 Rescue boats located two on each end.

*Gear includes:* 4 rowing oars, 1 sweep oar, boat hook, bucket w/ bailer\*, flashlight\* and hand ax\*. (\*Located in rescue boat gear box with crew's life jackets on main deck ends.)

### **Man Overboard:**

Deploy lifering to area of person in water, notify pilothouse. Maintain visual on person in water. Ready lifeboat for lowering and deployment.

*On the mate's command:* Remove belly gripes, undo boat falls and lay out on deck. Put ladder over the side and remove davit stays. Swing davit over the side and lower boat to rail. Screw in bilge plug and lower boat to the water. Oarsmen enter boat w/ life jackets and release hooks fore and aft. Take in sea painter.

### **Buoyant Apparatus:**

20 – 20 man buoyant apparatus located on hurricane deck.

### **Inflatable Life Rafts:**

4 – 8 man rafts and 1 - 6 man raft located on hurricane deck, with “hammer” hydrostatic release.

### **Liferings:**

4 (12-total) life rings on each of the main deck, upper embarkation level (UEL) and hurricane deck.

1 (4 total) on each end of UEL and hurricane deck has distress marker light.

1 (6 total) on each end of all decks has 15 fathoms of line attached.

1 (2 total) on each end of main deck.

### **Anchor Gear:**

2 – 1000lb anchors located on each end of the main deck.

300ft of anchor line w/ shackle located in anchor gear locker at each end.

### **Life Jackets:**

Life jackets are located under seats throughout vessel. *Children's lifejackets* are available for 10% of the total number allowed onboard. They are generally located fore and aft and amidships of each deck.

### **Communication:**

*Sound powered phones:* Located at each end, EDGR, propulsion rooms, control room, pilot houses.

*Talk back system:* Located throughout vessel at various stations.

*Operation:* depress button at speaker and talk in direction of speaker. Light will illuminate in pilothouse to show which station you are at. Pilot will then position switch to respective station and communication will then be open.

*Buzzer:* Main deck buzzers located at # 1 and # 4 boat stations. Depress buzzer to ring pilothouse on opposite end and then use sound powered phone. Three sets of three buzzes signals “man overboard”.

*Matron alarm:* Activated in ladies room, signaled to pilothouses. Alerts crew of problem in ladies room.

### **General Safety:**

*All emergency evolutions are conducted with the following priorities:*

*Maximize* passenger safety during emergencies.

*Minimize* damage to ferryboat and vessel's equipment.

*Minimize* passenger obstruction/involvement during evolutions.

*Maintain* order on board.

*Maintain* clear line of communication with pilothouse.

### **Vessel Information:**

Length: 310 feet

Gross Tons: 3335

Passengers: @6017