



Sturgeon Bay Fire Dept.

Station: **01**

Shifts Or Platoon: **Blue Shift**

Location: Bay Ship 605 N 3rd AVE Sturgeon Bay WI 54235	Incident Type: 134 - Water vehicle fire
Lat/Long: N 44° 50' 28.82" W 87° 22' 56.16"	FDID: 15070 Incident #: 2021-123 Exposure ID: 54760394 Exposure #: 0 Incident Date: 02/01/2021 Dispatch Run #: 355719
Zone: 0-East - All Eastside Calls Location Type: 1 - Street address	

Report Completed by: Dietman , Timothy M	Date: 02/09/2021
Report Reviewed by: Dietman , Timothy M	Date: 02/09/2021
Report Printed by: Dietman , Timothy M	Date: 2/9/2021 Time: 21:19

Structure Type:	Property Use: 419 - 1 or 2 family dwelling		
Automatic Extinguishment System Present: <input type="checkbox"/>	Detectors Present: <input type="checkbox"/>	Cause of Ignition: Cause under investigation	
Aid Given or Received: Mutual aid received	Primary action taken: 11 - Extinguishment by fire service personnel		
Additional actions: 12 - Salvage & overhaul , 65 - Secure property			
Losses	Pre-Incident Values	Civilian Injuries: 0	Fire Service Injuries: 0
Property: \$20,000,000.00	Property: \$100,000,000.00	Civilian Fatalities: 0	Fire Service Fatalities: 0
Contents:	Contents:	Total Casualties: 0	Total Fire Service Casualties: 0
Total:	Total:		
Total # of apparatus on call:	11	Total # of personnel on call:	27

Special Studies	
COVID 19 was a factor in this incident.	No, COVID 19 was not a factor.

NARRATIVE (2)
<p>Narrative Title: Lieutenant Austad</p> <p>Narrative Author: Austad , Matt</p> <p>Narrative Date: 02/09/2021 13:42:09</p> <p>Narrative Apparatus ID: B5</p> <p>Narrative:</p> <p>Responded to incident address for smoke coming out of the cabin of the M/V Roger Blough, workers are unable to locate a source due to the amount of smoke. Paged General Alarm. Upon arrival, CH10 requested 3 squads, 1 each from Southern Door, BUG and Jacksonport. Crews entered using the stairs next to the M/V James Barker and then moved across it's deck to a walkway to the Roger Blough. Crews experienced extreme heat and smoke at the rear of the vessel. Crews vented with the assistance of Bay Ship workers cutting holes in the conveyor belt tunnel at the aft end of the ship. After venting and cooling, crews entered to find the seat of the fire. Multiple areas were located throughout the aft end of the ship below deck having either active fire or fire damage. Request was made for a total of 8 squads from MABAS partners and also a Truck from Sister Bay-Liberty Grove fire. Request was also made for Egg Harbor to backfill the East Side with an Engine and Tender and Sevastopol EMR's to also staff. Engine 4 supplied 2- 2 1/2" hose lines for interior attack. SB Truck 2 and SBLGFD Tower 22 set up for master stream operations at the aft end of the vessel concentrating on multiple areas including the belt system. Multiple entries were made by all crews on scene to extinguish the fire. After the fire was extinguished crews re-entered to check air quality and to extinguish any remaining hot spots. USCG was on scene as well as representatives from Bay Ship and the Vessel Owner. DCEMS was also on scene and provided Rehab for all firefighters. Used an approximate total of 1.4 million gallons of water to extinguish the fire, put out hot spots and for gross decon. SBFD Engine 4 and Truck 2 flowed approx. 1 Million gallons of water from fire hydrants and SBLGFD Tower 22 approx. 400,000 by drafting from the berth behind the vessel. Fire is under investigation at this time.</p>

NARRATIVE (3)

Narrative Title: Lt Wiegand

Narrative Author: Wiegand , Brent

Narrative Date: 02/03/2021 06:45:41

Narrative Apparatus ID: E4

Narrative:

SBFD units were dispatched to Bay Ship at 605 N 3rd Ave Sturgeon Bay for a report of smoke coming from the cabin area of the vessel the Roger Blough. A General alarm was paged in. Upon arrival found heavy smoke coming from the rear deck house. We made an initial entry to investigate on the front side of the deckhouse on the rear of the vessel. We entered without a hand line to investigate the origin. We advanced roughly 20 feet and were unable to see with 0 visibility and heat and had no handline so we backed out and waited for a water supply. MABAS was activated for squads. After a water supply was established from T2 we noted the smoke was thick and black and appeared to be a belt fire. After trying to find belt access we used a torch and cut access holes above the belt housing for cooling and ventilation, then used Truck 2 to spray water into the rear door access to the port belt housing. We noted conditions in the galley and rear cabins were deteriorating and the galley was igniting. Fires in the galley were extinguished and we noted the water on the floor was boiling. Entry was made on the deck level numerous times to advance and find the seat of the fire with 2 crews, one on each side. Crews found thick black smoke and 0 visibility. Crews made their way to the engine room and belt area one deck lower. After the main body of fire was extinguished shipyard personnel opened hatches at the front of the ship and along the way to the rear to allow for ventilation. Entry was also made on the rear of the vessel later to extinguish and check for hot spots. Once the fire was extinguished and ventilation was complete entry was made by Chief Dietman, Assistant Chief Montevideo, and Lt Wiegand to assess the damage.

NARRATIVE (4)

Narrative Title: Chief

Narrative Author: Dietman , Timothy

Narrative Date: 02/09/2021 21:17:37

Narrative Apparatus ID: CH10

Narrative:

CH10 responded to the report of smoke coming from the cabin area of the MV Roger Blough, individuals on the scene were unable to identify where it was actually coming from. Once on scene, I requested additional resources for squads/manpower, I then reported to the main deck of the MV James Barker and met the 3rd shift supervisor from Fincantieri Bay Ship (FBS). He stated the only person aboard was the ship keeper and was off. The shift supervisor was working on getting resources for us. As I turned around I was able to verify the ship keeper Isaac Johnson was the only person on board. He stated, he was woken up by an alarm and heavy black smoke in his room, he grabbed clothes and got off the boat. I did a 360 of the cabin area on the 01 deck to find black smoke venting out the top of a door on the port side forward cabin area along with heavy black smoke coming from the stack and vents on the forward bulkhead of the 01 deck near the venting door. There was smoke starting to come from some of the other doors and aft end very soon after. SBFDF units arrived and they were advised to come aboard with SCBA to assess the incident. Lt Wiegand and FF Smith were aboard and did another 360, at this time we didn't open the door on the 01 deck as we didn't have adequate protection and didn't know what was behind the warm door. As we came around to the starboard side there was more visible dark smoke coming from different areas of the starboard side 01 deck. Our crews then went to the main deck, 3 firefighters were going to head forward with Ward Poppenberg from Key Lakes to enter the port tunnel and assess the situation, while on their way one ff stopped and withdrew from going forward due to illness. The other 2 firefighters entered the starboard entrance on the main deck aft end to assess what was happening. As the crew entered the main deck door they were met with heavy black smoke banking almost to the floor. FF Smith held at the door and maintained communications with Lt Wiegand as he entered the hallway investigating. Lt Wiegand was not in long nor very far before he had to exit due to no visibility and heat. As they exited we closed the hallway door and went back to 01 deck. Shortly after the 2 firefighters that were in the tunnel came back, they stated they were met with smoke and heat at about the 2nd bulkhead, they closed everything up and came back up. During this time crews had assembled on deck of the Barker. Firefighters on the ground set up SBFDF truck 2 behind the Blough in an attempt to put water on the aft end. Heavy black smoke starting building and became very intense, venting from both the port and starboard aft unloading area/belts. The crew from the Barker assisted in us getting another water supply to assist with deck operations and protection to the Barker. SBFDF crew assisted in deck cooling and attempted getting water into the aft unloading area. AC Montevideo assisted with ground command and coordinating crews to respond up to the main decks. Accountability was established due to all the FF's on deck of the Barker and the Blough. Coordination with Isaac the ship keeper, Ward Poppenberg, and Dave Hunt all from Key Lakes brought us to the main deck hatch which is by the bulkhead about the center of the ship. We were told this should allow water to get to the belt at the rear of the aft cargo hold, we put a 2 1/2" line in the hole and continued flowing water. Further talks brought us to getting a torch from FBS so we could cut holes on the belt tunnel roof where it was coming up through the 01 deck. Temperatures in excess of 1000-1200 degrees were found exterior on the aft end. We were able to cut 2 large holes into the starboard tunnel roof and 1 into the port tunnel roof allowing water to be dropped into the belt area. The area had to be cooled only allowing short cuts as the heat and heavy black smoke continued hindering our ability to make access. With the heat and heavy excessive black smoke exiting we knew we had multiple belt fires along with whatever started this incident. As the decks were being cooled we added a cellar head to the side of the Blough near the rear adjoining the Barker for protection and limiting heat spread. As we attempted to enter and cool the boat I was also in direct contact with FBS and Sarter tugs to create separation between the boats tied up. The James Barker was the anchor boat at the dock, the Roger Blough was tied to the Barker, the American Mariner was tied to the Blough and the John J. Boland was tied to the American Mariner. Some issues were the anchors were dropped on the Blough and we had all power cut to the boat. The Blough, Mariner, and Boland all had to be moved together as the ice and limited area would not allow a tug to get in by the Blough. As the incident progressed the command decision was to move all 3 boats out and create separation and in the case of a sea chest or valve failure, ensuring we would have enough room around the boats for added access. Accountability was established on the Blough as the boats separated with limit access except for a man basket and crane. Once the boats were separated, cooling of the aft deck and water being sprayed into the port and starboard access holes conditions started improving slightly. SBFDF Truck 2 was attempting to spray large amounts of water through the aft entry to the belt tunnels through the door and off the ceiling. The fire continued showing out the port and starboard off-loading area, water was not able to get into the areas of live fire. Once the aft deck was cooled and the beltways were cooled down crews were able to access rear hatches and work towards extinguishing the flames. It was found later that there were large beams attached in the stern where water could not get to them due to the shape of the stern. At this time crews were able to start entering the starboard hallway on the main deck. Crews continued in finding flames and hotspots through the engine room, aft end, and beltways. This process took a couple of hours to fully extinguish and clear. Once the main fire was extinguished crews continued clearing the aft end of the boat. I met with Key Lakes reps, USCG, DonJon salvage and assessed the incident. It was determined by SBFDF that National Response would not be needed and the stability of the boat was intact. As the incident was controlled we started releasing crews, as they left the boat everyone involved was gross decontaminated at the bottom of the stairs, turnout gear bagged, and then escorted to the decon showers. Once showered they were given clean sweat pants and shirts and released back to their respective stations. Once the air within the boat had CO levels low enough to enter, I, AC Montevideo, and Lt Wiegand donned full-face respirators and did a walkthrough of the entire affected area of the boat to ensure no hot spots and assess the damage. Once the walk-through was complete it was determined we would need to secure the boat and provide security to ensure the scene would remain protected so the fire investigation could be completed jointly with the USCG. Contact was made with Chief Henry of the Sturgeon Bay Police department and they provide security while the scene was held open by SBFDF until we would return Tuesday morning for the investigation. Conversations with the USCG investigator [REDACTED] myself, and AC Montevideo were told that all interviews and information obtained during their interviews would be readily available as we needed, this allowed us to not have to track down the individuals who were present before, during,

and after. Chief Wasson from the James Barker and his crew assisted fire crews by shuttling equipment and supplies with their smaller starboard crane, the Barker also sustained interior smoke damage. Upon cleanup at the station it was noted there was a large amount of gear that may have extensive damage, many sets of structural gloves were destroyed and disposed of along with carbon filter hoods. A full gear assessment will be taken the next day after everything has been cleaned and inspected.

APPARATUS

Fire Controlled Date / Time:		2/1/2021 10:00:00 AM	
Unit	CH10	Unit	E4
Type:	Chief officer car	Type:	Engine
Use:	Other	Use:	Suppression
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	1	# of People	2
Alarm	02 /01/2021 01:38:52	Alarm	02 /01/2021 01:38:52
Dispatched	02 /01/2021 01:38:52	Dispatched	02 /01/2021 01:38:52
Enroute	02 /01/2021 01:42:10	Enroute	02 /01/2021 01:42:17
Arrived	02 /01/2021 01:43:24	Arrived	02 /01/2021 01:44:37
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	02 /01/2021 15:57:36	Cleared Scene	02 /01/2021 15:57:58
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	02 /01/2021 17:30:00	In Service	02 /01/2021 17:00:00
Unit	E6	Unit	CH11
Type:	Engine	Type:	Chief officer car
Use:	Suppression	Use:	Other
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	2	# of People	3
Alarm	02 /01/2021 01:38:52	Alarm	02 /01/2021 01:38:52
Dispatched	02 /01/2021 01:38:52	Dispatched	02 /01/2021 01:38:52
Enroute	02 /01/2021 01:43:20	Enroute	02 /01/2021 01:44:25
Arrived	02 /01/2021 01:47:50	Arrived	02 /01/2021 01:48:13
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	02 /01/2021 15:57:58	Cleared Scene	02 /01/2021 15:57:58
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	02 /01/2021 17:00:00	In Service	02 /01/2021 17:00:00
Unit	UT15	Unit	TRK2
Type:	Support apparatus, other	Type:	Quint
Use:	Other	Use:	Suppression
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	1	# of People	4
Alarm	02 /01/2021 01:38:52	Alarm	02 /01/2021 01:38:52
Dispatched	02 /01/2021 01:38:52	Dispatched	02 /01/2021 01:38:52
Enroute	02 /01/2021 01:45:49	Enroute	02 /01/2021 01:53:47
Arrived	02 /01/2021 01:48:38	Arrived	02 /01/2021 01:56:39
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	02 /01/2021 15:57:58	Cleared Scene	02 /01/2021 15:57:58
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	02 /01/2021 17:00:00	In Service	02 /01/2021 17:00:00
Unit	T3	Unit	B8
Type:	Tanker & pumper combination	Type:	Brush truck
Use:	Suppression	Use:	Suppression
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	4	# of People	2
Alarm	02 /01/2021 01:38:52	Alarm	02 /01/2021 01:38:52
Dispatched	02 /01/2021 01:38:52	Dispatched	02 /01/2021 01:38:52
Enroute	02 /01/2021 01:55:30	Enroute	02 /01/2021 02:00:16
Arrived	02 /01/2021 01:57:54	Arrived	02 /01/2021 02:03:26
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	02 /01/2021 15:57:58	Cleared Scene	02 /01/2021 15:57:58
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	02 /01/2021 17:00:00	In Service	02 /01/2021 17:00:00
Unit	SQ1	Unit	B5
Type:	Rescue unit	Type:	Brush truck
Use:	Other	Use:	Other
Response Mode:	Lights and Sirens	Response Mode:	Lights and Sirens
# of People	6	# of People	1
Alarm	02 /01/2021 01:38:52	Alarm	02 /01/2021 01:38:52
Dispatched	02 /01/2021 01:38:52	Dispatched	02 /01/2021 01:38:52
Enroute	02 /01/2021 02:03:39	Enroute	02 /01/2021 02:15:30
Arrived	02 /01/2021 02:05:42	Arrived	02 /01/2021 02:18:14
Cancelled	-- / -- / -- -- : -- : --	Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	02 /01/2021 15:57:58	Cleared Scene	02 /01/2021 15:57:58
In Quarters	-- / -- / -- -- : -- : --	In Quarters	-- / -- / -- -- : -- : --
In Service	02 /01/2021 17:00:00	In Service	02 /01/2021 17:00:00
Unit	D7		

Type:	Breathing apparatus support
Use:	Other
Response Mode:	Lights and Sirens
# of People	1
Alarm	02 /01/2021 01:38:52
Dispatched	02 /01/2021 01:38:52
Enroute	02 /01/2021 02:49:35
Arrived	02 /01/2021 02:52:21
Cancelled	-- / -- / -- -- : -- : --
Cleared Scene	02 /01/2021 15:57:58
In Quarters	-- / -- / -- -- : -- : --
In Service	02 /01/2021 17:00:00
Number Of People not on apparatus: 0	

FIRE			
Acres Burned	None or Less Than One	Acres Burn From Wildland Form	False
Area Of Fire Origin	Machinery room or area; elevator machinery room	Heat Source	Undetermined
Item First Ignited	Undetermined	Fire Is Confined To Object Of Origin	
Type Of Material	Undetermined	Cause Of Ignition	Cause under investigation
Factor Contributing To Ignition	Undetermined		
Human Factors Contributing	None		
Mobile Property Involve And Type	Involved in ignition and burned	Mobile Property Type	Cargo or military ship > 1,000 tons
Mobile Property Make	Other Make	Mobile Property Year	

ARSON		
Agency Name	Agency Address	Agency Phone

PEOPLE -- PERSON 1			
Is Owner	True	Business Name	Key Lakes
Telephone Number	[REDACTED]	Involvement	General Manager Key Lakes/Great Lakes Fleet
Name	Ken Gerasimos	Date of Birth	
Address	[REDACTED]		

PEOPLE -- PERSON 2			
Is Owner	False	Business Name	Fincantieri Bay Ship
Telephone Number	[REDACTED]	Involvement	Fincantieri Bay Ship VP/General Manager
Name	Todd THayes	Date of Birth	
Address	[REDACTED]		

PEOPLE -- PERSON 3			
Is Owner	False	Business Name	
Telephone Number	[REDACTED]	Involvement	Shipkeeper
Name	Isaac Johnson	Date of Birth	
Address	Superior, WI		

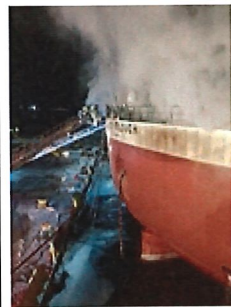
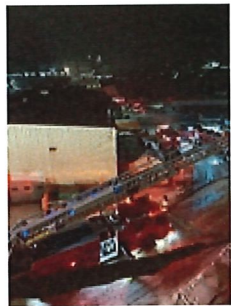
PEOPLE -- PERSON 4			
Is Owner	False	Business Name	
Telephone Number	[REDACTED]	Involvement	Port Coordinator
Name	Ward Poppenberg	Date of Birth	
Address	dULUTH, MN		

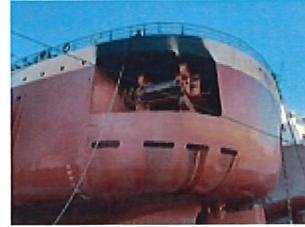
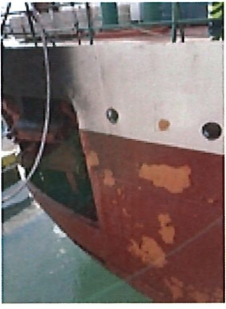
PEOPLE -- PERSON 5			
Is Owner	False	Business Name	
Telephone Number	[REDACTED]	Involvement	Port Engineer
Name	Dave Hunt	Date of Birth	
Address	Sturgeon Bay, WI		

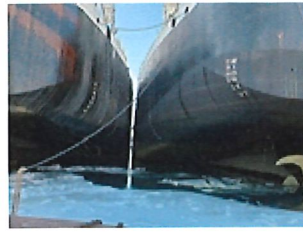
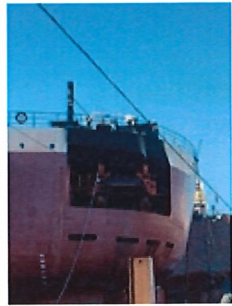
CUSTOM FIELDS FORM

CO Detector Left on Scene (RECORD ON WHITE BOARD)	NA
Gallons of City supplied Water Used	1,000,000
Gallons of Foam Used	NA
Drafted Water total	400,000
Shift 1	
Shift 2	
Shift 3	
Shift 4	
General Alarm	Yes
Delayed Response	

INCIDENT IMAGES







REVISIONS

Rev. No. Description of Change

Rev. No.	Description of Change
1	Initial issue
2	...
3	...
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1. The purpose of this document is to provide a clear and concise description of the project's objectives, scope, and deliverables. It serves as a reference point for all project participants and ensures that everyone is working towards the same goals.

2. The project is expected to be completed by the end of the fiscal year. The primary objective is to develop a new software application that will streamline the company's internal processes and improve efficiency.

3. The project team consists of a project manager, a software developer, a quality assurance specialist, and a business analyst. Each team member has specific responsibilities and is accountable for their respective areas of expertise.

4. The project budget is estimated to be \$500,000. The budget includes costs for software licenses, hardware, personnel, and other resources required for the project's successful completion.

5. The project risks are identified and categorized as low, medium, and high. The project manager will monitor these risks throughout the project and implement mitigation strategies to minimize their impact.

6. The project will be managed using a agile methodology. This approach allows for flexibility and adaptability in response to changing requirements and market conditions.

7. The project will be supported by a steering committee consisting of senior management members. This committee will provide strategic guidance and ensure that the project remains aligned with the company's overall vision and mission.

8. The project will be communicated through regular status reports, meetings, and a dedicated project website. This ensures that all stakeholders are kept informed and can provide input as needed.

9. The project will be evaluated at the end of the project to determine its success and identify areas for improvement. This evaluation will be used to inform future projects and ensure continuous learning and growth.

10. The project will be a key driver of the company's growth and success in the coming years. It is essential that all project participants work together to ensure the project's timely and successful completion.

PROJECT DATA

Project Name: [Redacted]

Project Manager: [Redacted]

Start Date: [Redacted]

End Date: [Redacted]

Status: [Redacted]

Budget: [Redacted]

Scope: [Redacted]

Deliverables: [Redacted]

Risks: [Redacted]

Stakeholders: [Redacted]

Communication: [Redacted]

Reporting: [Redacted]

Approval: [Redacted]

Signature: [Redacted]

Date: [Redacted]

PERSONNEL ON CALL

Name	Personnel Rank	Role(s)	Apparatus
Aldrich, Anthony	PT		D7
Austad , Matt T	LT		B5
Cihlar , Michael D	FF		T3
Dietman , Timothy M	FC		CH10
Frangipane , Michael P	FF		B8
Gordon, Dean	PT		TRK2
Gulley, Austin	FF		B8
Hanson , Brian G	FF		TRK2
Jorns , Ethan T	FF		TRK2
Jorns, John	PT		TRK2
Lynch, Randall Lee	PT		SQ1
Mann, Jason	PT		T3
Montevideo , Kalin K	AC		CH11
Moore, Anthony	PT		SQ1
Nell, Kory Allan	PT		SQ1
Paye, Mike	FF		E6
Pierre, Lucas	PT		T3
Savenko, Bogdan	PT		T3
Schneider, David	PT		SQ1
Scudder, Isaiah	PT		SQ1
Smith , Mark R	FF		E4
Soukup , Richard A	FF		E6
Wautier, Shane	Inspector		UT15
Weber, Ben	PT		SQ1
Wiegand , Brent A	LT		E4
Writt , Michael T	FF		CH11
Zoromski, Ryan	PT		CH11

Member Making Report (FC Timothy M Dietman): _____

Incident Reviewer (FC Timothy M Dietman): _____