

SOUTHEAST SUBAREA CONTINGENCY PLAN

NOTE: This is the original scenarios section included in the initial publication of the Southeast Subarea Contingency Plan (1997). Revisions and updates have not yet been made.

SCENARIOS SECTION

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SCENARIOS: PART ONE - COASTAL OIL

A. WORST CASE SCENARIO

Situation: At 0130, 26 November, the Tank Barge *Sitka* carrying 20,000 barrels of number 6 fuel was driven aground by 30 knot northerly winds at Cozian Reef, Hoonah Sound, Peril Strait, Alaska. The Tug *Alapul* was the towing vessel and lost propulsion while awaiting favorable tides in Sergius Narrows. The tug and its tow were bound for the Alaska Pulp Corporation facility in Sitka, Alaska, when the incident occurred and the barge ran aground. The barge is suffering serious structural damage due to strong wave action working the vessel against rocky outcroppings. Penetration of the hull has allowed rapid flooding of her cargo tanks and voids, causing progressive structural failure of cargo tank bulkheads. Cargo is spilling from the vessel as progressive damage increases and an ebb tide reduces effective external water pressure. High tide will occur at 0203 local at 15.10 feet, and the next low tide will be 2.42 feet at 0742, 26 November. The strong northerly winds during the first day of the spill, along with the strong tidal currents will move much of the oil rapidly through Peril Strait. The oil will immediately impact much of the north-facing shoreline along the western extend of Peril Strait as well as impacting Salisbury Sound and areas south toward Sitka Sound. Strong tidal currents in the area will produce convergence and divergence zones and in turn cause the oil to be concentrated or dispersed in different areas. The following is the response that would be mounted for the first six (6) days of the spill.

Location: Cozian Reef, Hoonah Sound, Peril Strait
57° 34.0'N 135° 26.0'W

Cozian Reef is a projection of hard rocks covered by 2 to 1/4 fathoms of water at mean low water. The reef is located approximately .7 miles to the northeast of Otstoa Island and stands approximately .5 miles off the north shore of the Duffield Peninsula of Baranof Island which forms the southern extremity of Hoonah Sound. This location is approximately 35 air miles to the north northeast of the Sitka Airport, and 40 water miles from Sitka by way of Salisbury Sound and Sergius Narrows.

There are several small wooded islands in the immediate vicinity of the reef with numerous other submerged or partially submerged rock outcroppings. The shore of Duffield Peninsula contains large areas of relatively gradual beached and intertidal areas. The shoreline of Chichagof Island by contract is relatively steep, with limited beach areas.

The area is subject to currents as high as 3 knots which tend toward the east and southeast down Peril Strait, with numerous back eddies around rocks and shoreline projections. In addition the area is subject to some swelling and severe surface chop when driven by sustained winds from the southeast. It is also subjected to irregular severe surface chop and waves during periods of high winds form the north. Reduced visibility due to fog and snow is frequently encountered.

There is a fixed, floating logging support camp facility located at False Island near Chichagof Island, approximately 8 miles to the east of Cozian Reef. Another logging support base is planned for Appelton Cove, in Rodman Bay, Baranof Island, approximately 9 miles to the southeast of Cozian Reef. The closest harbor of safe refuge to Cozian Reef is Ushk Bay located 5 miles to the west of Chichagof Island.

Initial Actions: Immediately after the grounding, the master of the Tug *Alapul* notified their home office who then notified the State of Alaska of the situation and the Coast Guard Command Center, Juneau. The Command Center in turn notified the Commanding Officer of Marine Safety Office in Juneau, Alaska. The FOSC contacted the owner/operator of the vessel who accepted responsibility for the spill. Upon notification of the incident a temporary Unified Command Post is established at the Coast Guard Marine Safety Office in Juneau, Alaska, until a command post can be established in Sitka. The Unified Command Post is comprised of the Commanding Officer from the Marine Safety Office Juneau, the State-On-Scene Coordinator from the Department of Environmental Conservation, and the representative from the Responsible Party (RP).

An attempt is made to determine the cause of the incident, the amount discharged and what, if any, actions had been taken by the responsible party (RP) to prevent further damage and to minimize the discharge. Drug and alcohol testing is arranged with the State Troopers and the City and Borough of Sitka General Hospital. A USCG POLREP One and ADEC SITREP One is generated informing other units and governmental agencies as appropriate. The Scientific Support Coordinator (SSC), National Response Center (NRC), and Coast Guard Pacific Strike Team are notified and spill trajectories are requested from the SSC. The Coast Guard Air Station in Sitka is notified and air surveillance requested. At this time a Federal Project Number is requested from 17th Coast Guard District with a ceiling of \$500,000 to cover overflight expenses and transportation expenses if commercial resources are needed. An investigative and surveillance team is dispatched to the scene to advise the Federal On-Scene Coordinator (FOSC) and the State On-Scene Coordinator (SOSC). USFWS and ADF&G teams are dispatched to cover fish and wildlife concerns. The responsible party's representative arranges for lightering/storage vessels from various sources. The Coast Guard District Seventeen Response Group (DRG) is activated. Overflights will be used to determine booming and response strategies.

The Coast Guard Command Center in Juneau dispatches Search and Rescue (SAR) vessels to assist as needed. A local notice to mariners is issued and a Temporary Safety Zone established by the Captain of the Port (COTP) for S.E. Alaska. A request is made and granted from the FAA for restricted air space over the area. The Alaska Regional Response Team (ARRT) is activated and a telephone conference set up to brief all members. Monitoring teams from the Marine Safety Office and ADEC are dispatched to the scene. The RP arranges for a local CO-OP to coordinate the initial response actions and for a cleanup contractor to provide cleanup actions in accordance with the approved federal, state and local contingency plans.

A pollution fund manger is requested from the Unified Command Center for assistance in cost documentation. The CO-OP representative makes arrangements for cleanup personnel, lodging, and response equipment. The FOSC coordinates with the Responsible Party, USFWS, and ADEC for protecting and cleaning of wildlife. The Coast Guard District Seventeen Communications Center and ADEC arrange for emergency communications equipment. All federal and state resources are mobilized and placed on standby.

Within the first few days, the Occupational Safety and Health Administration (OSHA) and the State of Alaska Departments of Labor (ADOL) and Environmental Conservation (ADEC) begin conducting worker training and review. OSHA, ADOL and ADEC also begin site safety surveillance. The FOSC requests that the State of Alaska and DOI coordinate and initiate biological/marine monitoring of potentially affected fish and wildlife in the spill area on a continuing basis. The Unified Command requests a damage assessment by the National Pollution Fund Center (NPFC) in conjunction with the Natural Resource Trustees so that restoration work can begin as quickly as possible. The Unified Command, in conjunction with the ARRT, also identifies the land trustee for the affected resources and requests that the archeological status of the cleanup and potentially affected areas be determined.

Spill Organization: Refer to the Unified Plan, Annex B.

Strategies:

1. Considering the wind and current, the first objective of this response should be to bring the spill

ashore as soon as possible.

2. The second consideration is to strategically place the deflection boom so as to keep the oil in the most advantageous areas for recovery and minimal environmental impact.
3. As the weather permits and as the larger skimmers arrive, open water recovery should be conducted.
4. The fourth major strategy involves storage and disposal requirements for the recovered product.

Boom Deployment: There are recovery devices within this region that are capable of handling this oil under these conditions in open water environments, but they are not readily available. The spill trajectories and resulting boom strategies are only one of many options available. The primary objective is to identify resources and shortfalls. The time constraints for remotely located recovery devices to be at this spill site and be of any use has been considered and rejected. After consultation with the ARRT, the Unified Command chooses to limit the spread of oil to the immediate location of the initial impact and to concentrate floating oil by deflecting it towards an identified shoreline collection point and to concurrently safeguard known sensitive areas. The agreed upon plan is then to recover the oil from pooled areas and to try and reclaim the beaches through washing.

Oil boom onboard the barge, (1,000 ft), will be deployed from the grounded vessel in a straight line to the east southeast toward Nismeni Point in an attempt to prevent eastward migration beyond Nismeni Cove, as illustrated by Figure 1, Boom Group (a). This configuration should be maintained until at least 0800 when the tidal flow reverses. Oil boom from Sitka (1,000 ft), Ketchikan (3400 ft), Petersburg (400 ft) and Wrangell (400 ft) will be deployed to the spill site by a DHC-3 Otter, and a DHC-2 Beaver float plane, at first light. These booms will be deployed in four (4) 1,000 ft increments in a chevron pattern oriented toward the southwest as illustrated by Figure 1, Boom Group (b), to deflect drifting oil onto controlled beach areas. Initially the booms will be tied off to trees along the shoreline and the other end of the boom string will be maneuvered into position as needed. The remaining 1200 ft of boom will be positioned as necessary in backup locations downstream of current flow, with a possible deployment pattern as illustrated by Boom Group (c) on Figure 1, or deployed in positions to prevent oiling Otstoia Island. Contractor oil boom from Juneau (8,000 ft) will be flown to Sitka airport by cargo aircraft (DC-3 and DC-4), then sling loaded below commercial S-62 helicopters. These helicopters will shuttle boom to the spill scene for deployment by small craft deployed from Sitka. Positioning this second wave of boom will be determined by an air observer on an overflight.

The objective of the second wave of booming will be to limit the oil from spreading northward. Coast Guard resources and equipment will be staged in Sitka, approximately 10,000 ft. of boom will be available. An illustration of a possible deployment strategy is depicted by Boom Group (d) and (e) in Figure 1. A third wave of booming will be deployed at the extreme limits of the projected impact area, which is the eastern limits of Nismeni Cove to Pogibshi Point. These booms will be deployed to take advantage of prevailing current in the same deflection arrangements as Boom Group (b). Deflection booming will be arranged by Suloia Pt. To deflect the oil into Suloia Bay. This booming will be accomplished using log booms in the immediate area (an appropriate average of 6,000 ft. is available). Additional boom will be flown to Sitka from commercial sources in Seattle, Anchorage, and Portland with an arrival in Sitka not later than 24 hours from time of contractor notification. Log booms from other sources within the region will be transported to the spill site by towing vessels and work vessels en route to conduct support operations. Contractor booms will be used to limit the spread of oil generally, and to corral oil for cleanup operations. Log booms will be deployed to prevent oiling sensitive areas, and to seal off inlets such as Ushk Bay Poison Cove and Rodman Bay.

Oil Recovery Methods: After consultation with appropriate parties, the Unified Command determines that the only effective methods for recovering the oil are:

- 1) Concentrate oil into pools and skim using oleophilic systems, i.e. disc, drum, rope mop, foxtail, etc.

- and mechanical lifting, i.e. belt, spatula, large diameter vacuum, crane w/clamshell bucket, etc.
- 2) Mechanical removal from heavily oiled beaches, i.e. hand cleaning or excavating.
 - 3) Washing beaches and other impacted surfaces.

Skimmers such as weir and vortex systems would likely be ineffective in recovering cold bunker fuel. Initially, five regional skimming devices will be deployed to the site within the first hours. These will come from Sitka (rope mop), Petersburg (rope mop), and Ketchikan (rope mop and disc). These skimmers will be on scene within 10 hours of activation. Total effective in-region skimming capacity, will be approximately 70 barrels per hour.

Additional oleophilic skimmers will be transported to the Sitka airport by response contractors. These will include rope mop, disc, and lifting systems for use from fixed position ramp barges and landing craft along the impacted beaches, as well as air transportable self-propelled and vessel-of-opportunity skimmers. This equipment will arrive in Sitka in tiers. The first tier is within 24 hours from initial activation, the second tier is within 48 hours from initial activation, the third is within 72 hours of initial activation. The travel time from Sitka to the spill site by barge is approximately 4 hours at a rate of 10 knots. Flight time is approximately one hour. At least two oleophilic skimmers maintained by response contractors are dedicated to on-scene arrival within twelve hours of notification. Subsequent additional skimmers will be deployed to the spill between hour 49 and hour 72 as dictated by events measured from hour 12 to hour 36 of the response.

Oil trapped near shore will be recovered using stationary skimmers such as rope mops mounted aboard landing craft and ramp barges. In each case, oil boom will be deployed from the vessel to the beach in a “V” configuration to concentrate the oil for collection. The use of a crane with a clamshell bucket will also be employed in the recovery of both fresh and weathered oil. The ambient temperature at this time of year will make this method of recovery feasible. A barge equipped with a ten-ton crane is available in Juneau and Ketchikan. A 34x110 ft barge with a 50-ton crane and a 1.5 yd. clamshell bucket is available in Sitka.

Beached oil will be washed back into water areas as described above in Boom Deployment. The washing technique, after ARRT approval, will be by low-pressure spray using an ARRT-approved cleaning agent followed by low-pressure ambient-temperature seawater as a transport medium. It may be necessary to apply the cleaning agent using high pressure (approx. 1,000 psi) water washers at ambient sea water temperatures to penetrate rock fissures and hidden surfaces. High pressure washing will be limited to only those situations where low pressure is obviously ineffective.

Permits: The FOSC and SOSC will routinely review pre-approved permits for the use of dispersants, *in situ* burning, decanting, disposal of cleanup materials, etc. Any permits that are not pre-approved will be reviewed and needed permits will be applied for through the ARRT. Anticipated permits are listed below with their status (i.e. pre-approved, in process, etc).

<u>PERMITS</u>	<u>PRE- APPROVED</u>	<u>IN PROCESS</u>	<u>APPROVED NOT APPROVED</u>	<u>AGENCY</u>
1. Fish Habitat				ADF&G
2. Land Use				
3. Temporary Water Use				
4. Bird Salvage & Rehab				
5. Corps of Engineers				COE
6. <i>In-Situ</i> Burning Permit				
7. Dispersant Use Permit				
8. Cleanup Waste Burning				ADEC
9. Decanted Water On-Site Discharge Permit				ADEC
10. Marine Mammal Hazing Permit				ADF&G
11. Special Area Permit				ADF&G
12. Drinking Water Permit				ADEC
13. Wastewater Permit				ADEC
14. Food Service Permit				
15. Scientific & Educational Collection Permit				ADF&G

Resource Requirements: Initially, response equipment will be mobilized from both private and government sources. Government-owned or contracted resources will remain until the responsible party can arrange for commercial replacement.

These figures are for planning purposes only and do not reflect performance standards.

a. Equipment:

(1) Boom: An estimated 130,000 feet of boom is required for a response to the “worst case scenario”. As a planning standard, 33 CFR 154 & 155 require 30,000 feet of boom within 24 hours and the State requires containment and control of 15% of cargo within 48 hours and cleanup with S.P.T. (With operators resources). This initial 30,000 feet will be deployed to limit the spread of oil to the Deadman Reach, Duffield Peninsula, and Pavorotni Island areas. Oil escaping this initial containment will spread with tides and currents over a wide area. To contain or divert this escaped oil, an estimated 100,000 additional feet of boom will be required for various boom deployment strategies. This amount allows for flexibility in boom deployment options, task force arrangements, and simultaneous on water skimmer operations and exclusion/diversion booming.

(2) Boom Support Equipment: Within 24 hours, an estimated 56 large (500-7,500 lbs) anchors with chain/anchor line will be required for containment strategies in the Deadman Reach, Duffield Peninsula, and Pavorotni Island areas. In high current areas, anchors may not hold and boom may need to be tied off to shore and held in place with large workboats. By Tier 3, an estimated 40 additional anchors with ground tackle, and additional tow bridles and tow line will be required.

(3) Tugs/Barges: Nineteen resident tug and barge combinations may be required to shuttle equipment to the scene and conduct/support response operations. As the response matures, and task forces are consolidated, fewer may be needed. Tug/barges will be used as skimming platforms for portable storage tanks, maintenance/repair platforms, debris storage, and equipment transport.

(4) Workboats: Within 72 hours, 41 large boom tending vessels and 36 work skiffs (18-20 ft, 50-200 hp) will be required to support skimming and booming operations. Each workboat will require a minimum two person crew and must meet applicable boating safety standards. Workboats will be used for worker and freight transport, boom tending, landing craft, skimmer platforms, beach cleaning support, command vessels, and monitoring.

(5) Skimmers: On water and on shore recovery combined volumes total 5,040 bbls within 24 hours (Tier 1), 8,400 bbls within 48 hours (Tier 2), and 13,440 bbls within 72 hours (Tier 3). See Table 2 for calculation. Volume standards aside, an estimated 36 oleophilic/brush skimmers (2 per 18 barges) will be required to support the response, especially if the oil becomes widely spread. Approximately 6 to 8 open water skimmers will be required, primarily in Hoonah Sound, using RP and government resources.

(6) Storage Capacity: The first four (4) days storage capacity equal twice the required recovery capacity, or 10,800 bbls for Tier 1, 16,800 bbls by the end of Tier 2, and 26,880 bbls by the end of Tier 3. See Table 2 of this section. However, a total response will require an additional storage capacity dependent upon skimmer efficiencies, emulsification factor, decanting rate, and disposal options. For planning purposes, a total of 53,760 bbls (2 x Tier 3) will be used. This 53,000 bbls will be used to calculate shortfalls. If decanting is not allowed, and no shuttling of product to disposal sites occurs, then 106,000 bbls of on site storage may be required (53,000 bbls x 2).

(7) Berthing: All command post personnel will be housed in Sitka hotels. If determined necessary, on scene lodging and personnel support will be required for an estimated 492 personnel, but Officer in Charge of Marine Inspection (OCMI) approved “berthing barges” or passenger ships will not be available until after Tier 3. All berthing vessels will be required to meet Coast Guard standards and house, feed, and support field

personnel. In the interim, personnel will be housed in Sitka area hotels and shuttled to the scene aboard high speed USCG inspected passenger vessels.

(8) Aircraft: Commercial, Department of Defense, and Coast Guard aircraft will be used to shuttle response equipment and personnel into Sitka, or directly to the scene aboard available float planes or helicopters from Ketchikan, Sitka, Juneau, and Petersburg. Up to eight (8) C-130 cargo planes can be on deck at the Sitka airport at one time.

(9) Staging Areas: A staging area with a large storage and assembly yard, vessel access, large forklifts, transport equipment, and close proximity to the scene is required.

(10) Trucking Support: An estimated eight commercially contracted tractors and 40 chassis will be required to shuttle equipment from the airports and freight yards to the staging areas.

(11) Command Post: One fully equipped unified command post will be required. All support items (telephones, faxes, copiers, etc.) will be commercially acquired. One or more on scene Command Post(s) will be required and likely be initially established on board Coast Guard vessels.

(12) Personnel Training & Protective Equipment (PPE): PPE and training are not specifically addressed. It is assumed that the RP, USCG, State and other sources of personnel will train and fully outfit their personnel with all required equipment.

(13) Wildlife Collection and Rehabilitation: This will be the responsibility of the RP and under the supervision of the USFWS and ADF&G. Collection skiffs, transport cages, and high speed shuttle vessels will be required on scene. Air transport is an option at the discretion of the wildlife experts. In Sitka, a large cleaning center with hot water, heat and space for pens will need to be located.

(14) Communication: A comprehensive communication plan is required. The majority of communication will take place over VHF radios. To facilitate radio coverage, two portable repeaters and at least one satellite communication packages will be required. Each workboat, skiff, and beach party will require VHF radios. Vessel marine communications will generally use 25-watt VHF marine radios with high gain antennas. Beach clean up and small boat crews will need portable VHF radios with one to five watt settings. Back up batteries and battery charges will also be required. For planning purposes, 75 hand held VHF radios will be required by Tier 3.

b. Personnel: An estimated 572 personnel will be required. The estimated requirements in Table 3 of this section are based on the assumption of operating one 12-hour shift per day. Requirements will double for 24-hour operations. Figures provided are for on scene and command post requirements only.

Resources Available:

These items are for planning purposes only and do not reflect performance standards.

a. Primary Sources of Equipment:

The Responsible Party will be the primary source for response equipment. Initially, the RP, Coast Guard and ADEC will each mobilize and deploy assets under their control. Government response equipment will remain deployed until the RP can arrange for commercial replacement.

(1) Boom: For Tier 1 - Tier 3, the source and estimated deployment schedule for 130,000 feet is boom is contained in Table 4A of this Appendix. If necessary, additional quantities of boom are available from Foss Environmental (Foss) in Seattle, Alaska Clean Seas (ACS) in Anchorage, and Cook Inlet Spill

Prevention and Response, Inc. (CISPRI) in Kenai. The construction of additional log booms will be accomplished by logging companies.

(2) Boom Anchor and Support Equipment: Initially, anchors, chain, and line will be acquired “in house” aboard response vessels, or from USCG buoy tenders in Sitka and Ketchikan, or commercially procured. Large 500-7,500 lb anchors are available from USCG Base Ketchikan, which also has the ability to manufacture heavy concrete anchors on short notice. Anchors can also be made at the concrete plants in Sitka and Juneau. SE Stevedoring in Ketchikan owns a wide variety of anchors, and bottom fishing ground anchors should be available in all fishing ports at this at this time of year. Anchor sources with a potential delivery schedule are listed in Table 4E to this Section. Additional anchoring equipment will be commercially procured.

(3) Tugs/Barges: Table 5 of this Section lists tug/barge combinations and estimated response times. The RP will contract for these resources. Additional tug/barge combinations may be available from SEAPRO membership companies or from Seattle area transportation companies.

(4) Work (Support) vessels: Table 5 identifies workboats that may be available. Workboats listed include commercially available landing craft, public vessels, small tugs, small OSV freight vessels, log camp workboats, log broncs, private skiffs, charter, and various commercial fishing vessels. Local harbor masters will provide information on the availability and assist in contacting the owners of the most suitable fishing vessels. For planning, fishing vessels outside the immediate spill area will take an estimated 72 hours to be identified, surveyed, supplied, trained, and dispatched.

(5) Skimmers: Table 4B identifies skimmers and their delivery schedule. If required, the RP can acquire additional units from Foss, ACS, or other contractors. Tier 1-3 recovery capacities are illustrated in Table 6. NAVSUPSALV will arrange for transportation of their equipment to Sitka. CG C-130 and other DOD aircraft requirements will be arranged through the D17 CMDCTR.

(6) Storage Capacity: Table 4C of this Section identifies a limited amount of storage containers that may be available. Initially, and until CG certified tank barge(s) arrives on-scene, almost anything that can safely hold recovered liquids will be evaluated for use. Tank barges may be available from SEAPRO member companies or chartered from the Seattle area with arrival on-scene after Tier 3. Dedicated shoreside storage is available at Sitka Sound Seafoods (300,000 gallons) and at UNOCAL in Ketchikan (300,000 gallons). Decanting and the use of an oily water separator will reduce the storage volume. Fish totes and portable tanks will be used to shuttle recovered liquids from the skimmers to the collection barge(s). Tier 1-3 estimated storage capacity is illustrated in Table 7.

(7) Berthing: For planning purposes, the assumption has been made that on-scene berthing will be required for field personnel, and command post personnel will stay in Sitka area hotels. The build up of personnel will occur steadily over the first 2-5 days of the response. Tier 1 on-scene demands can likely be filled by full use of existing berthing aboard work vessels and tugs, Coast Guard cutters, and State vessels. Tier 2 and 3 responders may require temporary lodging in Sitka until arrangements can be made for on-scene support. Responders in this case will be shuttled to the scene aboard high-speed passenger vessels. By day four, some of the area’s logging camp barges listed in Table 5 should be available. Other long-term options include use of the Alaska Marine Highway vessels or chartering locally-available USCG-inspected passenger vessels. FOSS can assemble a 440-man berthing barge and S.E. Stevedoring can assist in the locating of small cruise ships from the Seattle area. The *Spirit of Discovery*, *Spirit of Glacier Bay*, *Spirit of Alaska*, *Sea Lion*, and *Sea Bird* all berth about 80 passengers and are laid up in Seattle for the winter. On-scene vessels will be resupplied with food and other supplies using high-speed passenger vessels. If needed, extra Sitka lodging can be set up in the Sitka armory, Mt. Edgecumbe hangar, or at Sheldon Jackson College.

(8) Aircraft: Local aircraft are identified in Table 7. Response equipment from outside the area will arrive at Sitka International Airport aboard DOD and USCG C-130 aircraft and scheduled or chartered

commercial aircraft. If aircraft larger than C-130 are used, they will need to land in Juneau and shuttle the equipment aboard barges or C-130s. Float planes will be limited to daylight operations, and will be limited by on scene landing conditions. Chartered commercial helicopters and fixed winged aircraft will be used for over flights and personnel support. Sikorski heavy lift helicopters available from CRI or Rocky Mountain Helicopters in Ketchikan can be used to transport equipment to the scene.

(9) Staging Areas: The primary staging area will be the Sampson Tug and Barge facility in old Sitka. Secondary areas will be the AML facility in Old Sitka and the hanger area at Mt. Edgumbe school.

(10) Trucking Support: Existing commercial trucking companies in Sitka can supply the required tractor/trailer combinations to shuttle equipment from the airport to staging areas. See Tab O to Appendix III in Annex E for specific companies.

(11) Command Post: The primary choice is the Sitka Civic Center. A minimally equipped Command Post at this location can be set up by the end of Tier 1, including emergency installation of telephone lines. A fully equipped Command Post will likely be established by the end of Tier 3. All items (phones, faxes, copiers, etc.,) Will be provided by the Civic Center. The interim Command Post location will likely be AIRSTA Sitka or the National Guard Armory. The On-Scene Command Post will initially be aboard USCGC Woodrush or Liberty and shifted to a vessel supplied by the RP as soon as possible.

(12) Personnel Training & Protective equipment (PPE): The RP, USCG, and State will assume responsibility for properly training and outfitting their responders. No one will be allowed on scene without the PPE specified by the site safety plan.

(13) Wildlife collection and Rehabilitation: This activity will be coordinated between the RP, USFWS, and ADF&G. The RP will contract with Wildlife Rescue Team, Inc. in Juneau to coordinate this activity. For planning purposes, 5 four-person collection teams will be deployed in skiffs to capture oiled wildlife. Wildlife will be shuttled to a rehabilitation center in Sitka aboard high-speed vessels. The location of the center has to be determined, along with the minimum equipment requirements. ACS's containerized wildlife rescue and cleaning equipment may be available at this time of year.

(14) Communications: The RP in coordination with the USCG will develop a comprehensive communications plan. Two portable repeaters and one satellite communication system will be available. At the earliest opportunity, SEAPRO will set up a portable repeater on scene and make a portable satellite communication system available for the on scene command post. USCG PST systems will be deployed as required. If not already equipped, all vessels will require a VHF radio. Handheld radios will be supplied by the RP in situations where a shortage exists.

b. Personnel: The Commanding Officer of MSO Juneau will be the Federal On-Scene Coordinator (FOSC). He will command a USCG staff comprised of personnel from MSO Juneau, MSDs Sitka and Ketchikan, PST, 17th Coast Guard District DRAT, and MSOs Anchorage and Valdez. Funding support will be requested from the National Pollution Fund Center (NPFC). USCG District Office will be responsible to locate and administratively support USCG personnel outside MSO Juneau's normal allowance.

The RP OSC will be from the company owning the vessels. Until the RP arrives, the manager of SEAPRO will act as his/her "qualified person". SEAPRO membership in Sitka would have 15 trained personnel immediately available with another 10 arriving as charter flights arrive with boom and equipment.

The ADEC Southeast Area Response Team (SART) has a pre-identified SOSC located in Juneau. His/her staff will come from SART personnel in Juneau and from other ADEC offices around the state as needed.

Contracted tug and barge companies will provide their own crews for vessel operations and be supplemented as required with response personnel for cleanup work. As a minimum, at least two qualified personnel will be

required on all workboats and skiffs.

Shortfalls:

a. Equipment Shortfalls:

(1) Anchoring Equipment: Of the estimated 56 large boom anchors (500-7,500 lbs) required within 24 hours, the USCGC Woodrush can provide and deploy 10-20 buoy anchors. Fishing vessel and ground tackle anchors would be locally available, but most likely too light to hold boom in high current areas. Until additional anchors arrive on scene, some booms may need to be tied to shore and held in place with workboats. By Tier 2, additional large buoy anchors will arrive from USCG Base Ketchikan (40 ea), SE Alaska Lighterage (2 ea), and NAVSUPSALV (12 ea). USCG Base Ketchikan and local concrete plants in Sitka and Juneau should be requested to begin making concrete block anchors. Another short-term option is to use large pieces of available scrap metal for anchors.

<u>Tier</u>	<u>Source</u>	<u>No.</u>	<u>Required</u>	<u>Shortfall</u>
1	USCG Woodrush	10-20	56	36-46
2	USCG Base Ketch	40-50		
2	SE Stevedoring	2		
2	NAVSUPSALV	12		
	Total Tier 1+2	64-84	96	12-32
3	No Specific sources identified.			

(2) Skimmers: Skimmers listed in Table 4b of this Section can recover an estimated 3,772 barrels during Tier 1; 9,125 barrels during TIER 2; and 768 barrels during Tier 3 for a total of 13,665 barrels. Based on these estimates and using the planning volumes contained in 33 CFR 154 & 155 of 5040 bbls for Tier 1, 8400 bbls for Tier 2, and 13,440 bbls for Tier 3, the recovery capacity standard for Tier 1 is short by 1,268 barrels. This shortfall will be identified and accounted for. However, the Area Committee has estimated that 36 individual skimmer units may be required, especially if this spill becomes dispersed over a wide area. Twenty-nine (29) skimmers have been identified. The additional 7 units can be secured from area SEAPRO members or from commercial contractors outside the area. It will be the responsibility of the RP to identify and contract for these resources.

(3) Temporary Storage: Temporary storage may be the initial bottleneck in the response. Only 5,686 barrels of temporary on-scene storage has been identified. This represents a 79% shortfall from the NVIC 8092 planning volume of 26,880 barrels for Tier 1 through Tier 3, and an 89% shortfall from the Area Committee planning volume of 53,000 barrels of temporary storage for the entire response. (The Area Committee standard assumes that decanting will be allowed on-scene). Both of these shortfalls can be best overcome by the identification and arrival on-scene of a certified tank barge or barges. This barge will most likely come from the Seattle area and arrive on-scene in the 5-day time period. The RP will be responsible for locating and contracting for the tank barge or other means of temporary storage. Until a tank barge arrives on-scene, all potential storage sources will need to be evaluated and approved by the Unified Command. Extra fish totes can be secured from the fish plants to help fill the gap. Sitka Sound Seafood has dedicated shoreside storage of 300,000 gallons, but this is not considered on-scene storage. Until such time as adequate on-scene storage is identified, the lack of temporary storage will be considered a shortfall.

(4) Vessels: Table 5 identifies vessels that may be available for response. For the 19 tug/barge

combinations, the shortfall may be their immediate availability. Response times indicated are conservative, but may be increased if the barges must be off-loaded of cargo or equipment prior to be dispatched for response. An estimated 41 large support vessels are required. Listed in Table 5 are 67 potential support vessels. However, of this 67, nine are public vessels and 25 are fishing vessels to be determined. The major shortfall of this support vessel category is not the number of vessels available, but a method to quickly identify and mobilize the required 25 local fishing or private vessels. This method should include a list of the most suitable fishing and private vessels, on/off charter survey procedures, and training requirements. Until a workable system is in place local harbor masters will act as the clearing agent to identify the best available vessels in each port. For planning purposes it is assumed that within 72 hours, local fishing and private vessels would be available. An estimated 36 work skiffs will also be required, but only 12 are listed in Table 5. Skiff shortfalls will likely be filled by local seine skiffs and by private craft, but the development of a good database for skiffs is also required.

(5) Berthing: On-scene berthing for approximately 500 personnel will be a problem until at least day five. The buildup of personnel will be over a 2-5 day period and should be timed as best possible with the availability of housing support. In the interim, workers will be berthed in Sitka and shuttled to the scene via vessel. Berthing demands on-scene will be met by a combination of assets including the use of Foss 400-man berthing barge, Alaska Marine Highway vessel, inspected passenger vessels, and construction or logging camp berthing barges. If the hotel capacity of Sitka hotels is exceeded, then beds may be set up in the Sitka Armory, Sheldon Jackson College, Mt. Edgecumbe school gym, or an old aircraft hangar.

(6) Communication: Communications are never as good as everyone would like, but for this scenario, most difficulties should be overcome by Tier 3. An overall communications plan will need to be quickly developed and implemented. A satellite communication system provided by the RP will be needed to replace the system deployed by the PST. The RP will also need to replace the portable PST repeater (if deployed). The command post will require the installation of at least one 25 watt marine VHF base unit and one 25 watt programmable commercial band VHF unit, each with supporting antenna. Additional radio requirements for each member of the unified command will be the responsibility of the individual component. All vessels will also need installed VHF marine radios. Of the estimated 75 handheld VHF radio required, local SEAPRO companies can supply 55 (2 each from 14 terminals, 10 each from KPC and APC, and 7 from SEAPRO office) and the remainder will be procured commercially. Also required are spare batteries and battery chargers. Telephone and fax machines will be locally purchased or leased.

(7) Wildlife Rehabilitation: For SE Alaska, all aspects of this subject can, at present, be considered a shortfall. Equipment requirements need to be developed, potential cleaning centers identified, capture personnel trained, recovery vessels identified, and overall guidelines developed. In the short term, containerized wildlife capture and cleaning equipment may be available from ACS at this time of year. Also, personnel and temporary space may be available from the Sitka Raptor Center. The ADF&G may be able to most quickly provide the personnel and on scene vessels for the capture of oiled wildlife.

b. Personnel: No shortages of personnel are expected.

c. Permits: All required permits identified in this scenario should be pre-approved or a procedure adopted with ARRT coordination that allows emergency permit approval by the FOSC & SOSC.

d. Funds: No funding shortfall is expected. If the response exceeds the funding ability of the RP, then a combination of finances from the State Response Fund and the Federal OPA 90 Pollution Fund should cover the shortfall.

e. Response Times: Due to the remoteness of most of SE Alaska, response times are best estimates. Extreme weather often eliminates air transport, and slows vessel delivery schedules. Also, larger vessels and tug/barge combinations are limited to slack water to transit through Sergius Narrows, which may also reduce response times.

f. Location/Identification of Additional Resources: This will be the responsibility of the Logistics Section of the Unified Command.

Disposal:

In the early stages of response, spilled product should be anticipated to be extremely thick and resistant to pumping efforts. As time passes, the product will emulsify with constant water agitation and concentrations of oil in the intertidal zone will become laden with soils, marine life, possible wildlife carcasses, and other debris. What little volatility this product contains will be naturally dissipated by vaporization in the early stages of the release.

Pumping of recovered product will have to be approached using systems capable of handling very high viscosity fluids contaminated with a wide range of debris. Specialty pumping equipment (screw, Peristaltic hose, centrifugal or diaphragm) for pumping viscous materials will be dispatched to the scene, along with portable cargo heaters. Transfer of some portion of weathered product will only be accomplished with mechanical excavating machinery, and in some cases with pitchforks and shovels. The product will initially be placed in open top containers, (fish totes, folding tanks, etc.), where available, or placed in decanting vessels until it can be treated to separate oil, water, and debris, thereby minimizing the tankage needed to hold recovered oil. Open top containers (if feasible) can be mechanically lifted for dump transfer into larger containers or tanks. Recovered oil placed in closed tanks and containers may require heating prior to pumping into other containers for disposal/recycling.

Based upon these constraints, stationary rope mop skimmers will be mounted on fish totes (open drums if necessary). The wrung-out product will be readily transferable to larger containers. Products accumulated in this manner will then be processed by physically removing large debris to a second barge for washing, and passing recovered liquid through an electrocoagulation system or oily water separator to separate oil, water, and solids. Once separated, liquids will be transferred to a barge equipped to store liquids in tanks and solids in containers. Upon storage in a barge, the recovered product will be decanted and upon agreement and approval of the ARRT, the decanted water will be allowed to be discharge overboard at the spill site. Required oily water separators will be used on scene for the separation of product and water. For planning purposes, a total of 53,760 bbls (2 x Tier 3) will be used. This 53,000 barrels will be used to calculate shortfalls. If decanting is not allowed, and no shuttling of product to disposal sites occurs, then 106,000 bbls of on site storage may be required (53,000 x 2).

During the initial phase of the response, the responsible party will locate and dispatch to the scene, a barge capable of holding and transferring the oil product recovered and treated in the manner described above until a suitable barge can arrive to receive their contents. All recovered oil will then be transported to an approved treatment or disposal site.

Support Vessels:

Virtually all of the operations called for within the first 72 hours of this response can and will be handled by in-region vessels. Numerous vessels are available in the region and will be dispatched to the scene based upon their potential value to control and cleanup operations. For example, the *St. Maria* would be dispatched from Sitka to serve as the initial on scene Command Post. The *Jamie Lee*, *Wild Goose*, and *MODOC* would be sent to serve as boom and recovery vessels, and the *Sea Otter Express* (and possibly two other vessels of this class) would be deployed for high speed transport of initial response gear to the site and will then remain on station to work as needed, or to serve as high speed transport back to Sitka. Additional vessels from around the area will be chosen for their ability to work in recovery and containment operations, or for their ability to handle cargo loads and act as decanting vessels.

A tank barge can be loaded with diesel oil and gasoline, along with lubricants and hydraulic oils put on deck in Ketchikan, and towed to the site by a tug vessel. These vessels will serve as the fuel depot for all of the other vessels employed at the site. This barge will either be topped off by other fuel delivery barges operating in the region or it will be replaced by a larger depot barge such as the *Chilkat Warrior* or a barge from outside the region if either proves to be inadequate. Vessels and equipment routinely calling in Sitka will take on fuel at the Sitka terminals in order to minimize fuel drain at the on-scene barge depot.

During the initial phases, personnel will be berthed in Sitka (hotels, Air Station Sitka, college as available). They will be transported to and from the site by high speed passenger transport vessels (*Sea Otter Express*, *Sea Lion Express*, *St. Rufina*, etc.). It is expected that this arrangement will only be needed during the first few days. As soon as they can arrive on scene, several berthing barges will then be utilized pending approval of permits for the housing of the on scene workers, including *Alaska Plaza*, *Sm Iii*, *Clearwater*, *Midway*, *Miller 205*, and several others.

Resources at Risk:

There is scattered information available on resources of the area that could potentially be affected by oil in this scenario. This narrative and the included draft matrix summarize data obtained from resource agencies. Because the Environmental Sensitivity Index maps are not available at this time, information on the most oil sensitive sections of the coast is not available. The Sensitive Areas Matrix (Figure 1) is included as a general guideline to the area. Tidal flats, supratidal meadows, estuaries, and sheltered rocky shores are the most oil-sensitive habitats. We do know the Ushk Bay, Fish Bay, and Deep Bay have the greatest concentration of resources including commercial crabbing, sheltered tidal floats and possibly marshes or supratidal wet meadows which are extremely sensitive to oil. These areas should receive careful attention when planning for boom deployment and cleanup strategies. Fish Bay has nine salmon streams with runs of pink, coho, and chum. There is one Dolly Varden stream on the northern shore. Major sea otter concentration areas are Salisbury and Sitka Sound. Wintering waterfowl are in Sukoi Inlet and Krestof Sound; a marine park encompasses the Mogoun Islands. This is a heavily used recreation area. Harbor seal haulouts are located on Haggatt Reef (>100,) Oloroi and Kurgloi Islands. Cultural resources have not been surveyed for much of the area and a state or agency archeologist will need to be contacted for response actions. The probability is high for cultural resources in estuarine areas. Log Transfer Facilities (LTFs) are located in Ushk Bay, Poison Cove and intermittently in Fish Bay. Large razor clam beds that are used by subsistence households are along the southeastern shore of Kruzof Island. Because bald eagles are not using nests at this time of year, nest locations are not a major concern. There is however, concern of adverse affects on the eagles by the shoreline contamination and feeding on oiled carrion. Hatcheries and mariculture sites, and historic areas are located in Sitka, well outside the probable trajectory.

TABLE 1
OIL BOOM PLANNING STANDARDS

OPERATING ENVIRONMENT	SIGNIFICANT WAVE HEIGHT	SEA STATE	BOOM HEIGHT INCHES	TIER 1 REQUIREMENT FEET
INLAND	< 3 FEET	2	18-42	30,000

TABLE 2

WORST CASE PLANNING VOLUMES	
CARGO CARRIED:	20,000 BBLs OF #6 OIL GROUP IV OIL
EMULSIFICATION FACTOR	1.4
AREA TRANSITED	INLAND / NEARSHORE
PLANNED % ON-WATER RECOVERY	INLAND 50% NEARSHORE 50%
PLANNED % ON-SHORE RECOVERY	INLAND 70% NEARSHORE 70%

LOCATION	CARGO BBLs	PLANNED % RECOVERY	EMULSIFICATION FACTOR	PLANNING VOLUME (BBLs)
ON WATER RECOVERY	20,000	0.5	1.4	14,000
	20,000	0.7	1.4	19,600

DAY 1 THRU 4 DAILY PLANNING VOLUMES FOR RECOVERY RESOURCES BY TIERS				
LOCATION	PLANNING VOLUME BBLs	TIER 1 (24 HR) 15% BBLs / DAY	TIER 2 (48 HR) 25% BBLs / DAY	TIER 3 (72 HR) 40% BBLs / DAY
ON WATER/INLAND NEAR SHORE RECOVERY	14,000	2,100	3,500	5,600
ON SHORE	19,600	2,940	4,900	7,840
TOTAL PLANNING RECOVERY STANDARD FOR FIRST 4 DAYS*		5,040	8,400	13,440
DAILY STORAGE CAPACITY 2 X REQUIRED RECOVERY CAPACITY		10,080	16,800	26,880
*NOTE: 20% OF THE CAPABILITY FOR INLAND/NEARSHORE RECOVERY RESOURCES FOR ALL TIERS SHOULD BE CAPABLE OF OPERATING IN WATER DEPTH OF 6 FEET OR LESS				

TABLE 3

TABLE 3		SOURCE OF PERSONNEL			
		POSITIONS	ESTIMATED # REQUIRED	RESPONSIBLE PARTY	COAST GUARD PERSONNEL
UNIFIED COMMANDERS	3	1	1	1	0
ADMINISTRATION SUPPORT	12	4	4	4	0
LOGISTICS DEPARTMENT	16	8	4	4	0
OPERATIONS DEPARTMENT	18	8	4	4	2
PLANNING DEPARTMENT	10	4	2	2	2
AIR OPERATIONS COORDINATOR	4	1	1	1	1
LEGAL DEPARTMENT	1	1	0	0	0
PUBLIC AFFAIRS	4	1	2	1	0
SAFETY	4	1	1	1	1
SCIENTIFIC SUPPORT COORDINATOR	3	0	0	0	3
COMMAND POST SECURITY	4	4	0	0	0
RADIO OPERATORS	4	2	1	1	0
TOTALS	83	35	20	19	9

TABLE 3A

			SOURCE OF PERSONNEL				
ON SCENE	# UNITS OR TEAMS	POB/UNIT	ESTIMATE NUMBER REQUIRED	RESPONSIBLE PARTY	COAST GUARD	STATE PERSONNEL	OTHER AGENCY PERSONNEL
TASK FORCE COMMANDERS	4	3	12	4	4	4	0
BEACH MONITORS	10	2	20	0	10	10	0
BEACH LABORERS	10	10	100	100	0	0	0
TUG/BARGE CREWS	19	4	76	76	0	0	0
RECOVERY MONITORS	10	2	20	0	10	5	5
WORKBOAT CREWS	41	2	82	82	0	0	0
SKIFF CREWS	36	2	72	72	0	0	0
SKIMMER OPERATORS	36	1	36	36	0	0	0
WILDLIFE COLLECTION	5	4	20	15	0	0	0
WILDLIFE CLEANING	1	20	20	15	0	0	0
OVERFLIGHT OBSERVERS	4	4	16	0	4	4	4
NAVSUPSALV	6	3	18	0	0	0	18
TOTALS			492	404	28	23	37
GRAND TOTAL FOR PERSONNEL			575	409	48	42	46

BOOM AND EQUIPMENT DELIVERY SCHEDULE AIRCRAFT OPTION TABLE 4(A) BOOM AND EQUIPMENT DELIVERY SCHEDULE VESSEL OPTION

SOURCE	ITEM TYPE	AMOUNT	TIER	AIRCRAFT SOURCE	ETD	ARRIVE LOCATION	ETA	VESSEL NAME	NM DIST.	HOME PORT	ETD	VESSEL SPEED	ETA SCENE
BARGE SITKA	KEPNER 8X12	1000 FT	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	M	
MSO JUNEAU	KEPNER 8X12	500 FT	1	N/A	N/A	N/A	N/A	CGC LIBERTY	180	JUNEAU	M+6	20	M+15
MSO JUNEAU	KEPNER 10X16	2000 FT	1	N/A	N/A	N/A	N/A	GUMPTION	180	JUNEAU	M+09	12	M+24
ADEC JUNEAU	KEPNER 8X12	500 FT	1	N/A	N/A	N/A	N/A	GUMPTION	180	JUNEAU	M+09	12	M+24
MSD SITKA	KEPNER 10X16	2000 FT	1	N/A	N/A	N/A	N/A	ARTHUR/STB10	35	SITKA	M+06	08	M+10
MSD SITKA	KEPNER 8X12	500 FT	1	N/A	N/A	N/A	N/A	ARTHUR/STB10	35	SITKA	M+06	08	M+10
MSD SITKA	KEPNER 8X12	500 FT	1	N/A	N/A	N/A	N/A	ARTHUR/STB10	35	SITKA	M+06	08	M+10
MSO ANCHORAGE	A. MARINE 42"	2500 FT	1	CG-C130	M+10	SITKA	M+10	BARGE TBD	35	SITKA	M+14	12	M+17
MSO ANCHORAGE	A. MARINE 42"	2500 FT	1	NG-C130	M+12	SITKA	M+12	BARGE TBD	35	SITKA	M+14	12	M+17
MSD KODIAK	KEPNER 10X16	2000 FT	1	CG-C130	M+14	SITKA	M+14	NG LCM 8554	35	SITKA	M+18	07	M+23
MSD KODIAK	GOODRICH 36'	1200 FT	1	CG-C130	M+14	SITKA	M+14	NG LCM 8555	35	SITKA	M+18	07	M+23
SITKA PETRO MARINE	KEPNER 8X12	300 FT	1	N/A	N/A	N/A	N/A	SEA OTTER EXPRESS	35	SITKA	M+3	20	M+5
SITKA FUELS	KEPNER 8X12	700 FT	1	N/A	N/A	N/A	N/A	SEA OTTER EXPRESS	35	SITKA	M+3	20	M+5

BOOM AND EQUIPMENT DELIVERY SCHEDULE AIRCRAFT OPTION

TABLE 4(A)

BOOM AND EQUIPMENT DELIVERY SCHEDULE VESSEL OPTION

SOURCE	ITEM TYPE	AMOUNT	TIER	AIRCRAFT SOURCE	ETD	ARRIVE LOCATION	ETA	VESSEL NAME	NM DIST.	HOME PORT	ETD	VESSEL SPEED	ETA SCENE
KETCHIKAN SHIPYARD	KEPNER 12X16	1200 FT	1	TAQUAN AIR	M+6	SCENE	M+8	POLAR VENTURE	260	KETCH	M+5	16	M+21
KETCHIKAN WELD	KEPNER 8X12	800 FT	1	TAQUAN AIR	M+6	SCENE	M+8	POLAR VENTURE	260	KETCH	M+5	16	M+21
KETCHIKAN UNOCAL	KEPNER 8X12	400 FT	1	KETCHIKAN AIR	M+6	SCENE	M+8	POLAR VENTURE	260	KETCH	M+05	16	M+21
PETERSBURG UNOCAL	KEPNER 8X12	200 FT	1	PACIFIC WING	M+6	SCENE	M+8	RB	150	PETERSBURG	M+05	12	M+18
PETERSBURG WHITE PASS	KEPNER 8X12	200 FT	1	PACIFIC WING	M+6	SCENE	M+8	RB	150	PETERSBURG	M+05	12	M+18
WRANGELL OIL	KEPNER 8X12	200 FT	1	PRO MECH	M+8	SCENE	M+10	LEO M APC 202	230	WRANGELL	M+08	08	M+37
WRANGELL DELTA WESTERN	KEPNER 8X12	200 FT	1	PRO MECH	M+8	SCENE	M+10	TBD	230	WRANGELL	M+8	08	M+37
ANCHORAGE UNITECH	CONTAIN. SYS. 8X12	2,000 FT	1	CHARTER	M+10	SCENE	M+12	TBD	35	SITKA	M+17	08	M+21
ANCHORAGE VECO	VARIOUS BOOM	5,000 FT	1	CHARTER	M+10	SCENE	M+12	TBD	35	SITKA	M+17	08	M+21
ANCHORAGE ACS	VARIOUS BOOM	10,000 FT	1	CHARTER	M+10	SCENE	M+12	TBD	35	SITKA	M+17	08	M+21
KENAI CISPRI	VARIOUS BOOM	10,000 FT	1	CHARTER	M+10	SCENE	M+12	TBD	35	SITKA	M+17	08	M+21
USHK BAY LOGGING	LOG BOOMS	6,000 FT	1	N/A	N/A	N/A	N/A	JAMIE LEE	35	SITKA	M+05	12	M+08
TIER I TOTAL BOOM		58,000 FT											

BOOM AND EQUIPMENT DELIVERY SCHEDULE AIRCRAFT OPTION

TABLE 4(A)

BOOM AND EQUIPMENT DELIVERY SCHEDULE VESSEL OPTION

SOURCE	ITEM TYPE	AMOUNT	TIER	AIRCRAFT SOURCE	ETD	ARRIVE LOCATION	ETA	VESSEL NAME	NM DIST.	HOME PORT	ETD	VESSEL SPEED	ETA SCENE
TIER II BOOM													
NAVSUPSALV	BOOM 42"	6,000 FT	2	DOD C-130	M+10	SITKA	M+18	BARGE TBD	35	SITKA	M+22	07	M+27
MSD KETCHIKAN	KEPNER 10X16	2,000 FT	2	N/A	N/A	N/A	N/A	BANNER QUARTZ HILL	260	KETCH	M+06	08	M+39
MSD KETCHIKAN	KEPNER 8X12	500 FT	2	N/A	N/A	N/A	N/A	BANNER QUARTZ HILL	260	KETCH	M+06	08	M+39
JOHN GITKOV	KEPNER 16X24	2,600	2	AIR NORTH	M+08	SITKA	M+09	DAVID V	180	JUNEAU	M+10	12	M+25
JOHN GITKOV	KEPNER 8X12	300	2	AIR NORTH	M+08	SITKA	M+09	DAVID V	180	JUNEAU	M+10	12	M+25
JOHN GITKOV	ABASCO 18"	1,700 FT	2	AIR NORTH	M+08	SITKA	M+09	JULIE ANN	180	JUNEAU	M+10	12	M+25
JOHN GITKOV	OMI 36"	1,200 FT	2	AIR NORTH	M+08	SITKA	M+09		180	JUNEAU	M+10	12	M+25
JOHN GITKOV	PSI 26"	600 FT	2	AIR NORTH	M+08	SITKA	M+09	ALSEK	180	JUNEAU	M+10	12	M+25
JOHN GITKOV	TEXABOOM	1,600 FT	2	AIR NORTH	M+08	SITKA	M+09	ALSEK	180	JUNEAU	M+10	12	M+25
DOH	KEPNER 10X16	300 FT	2	CHARTER	M+08	SITKA	M+32	TBD	35	SITKA	M+36	08	M+25
ANCHORAGE ACS	VARIOUS BOOM	15,000 FT	2	CHARTER	M+30	SITKA	M+32	TBD	35	SITKA	M+36	08	M+41
FOSS SEATTLE	VARIOUS BOOM	7,500 FT	2	CHARTER	M+15	SITKA	M+18	TBD	35	SITKA	M+22	08	M+26
TIER II TOTAL BOOM		36,800 FT											

BOOM AND EQUIPMENT DELIVERY SCHEDULE AIRCRAFT OPTION

TABLE 4a

BOOM AND EQUIPMENT DELIVERY SCHEDULE VESSEL OPTION

SOURCE	ITEM TYPE	AMOUNT	TIER	AIRCRAFT SOURCE	ETD	ARRIVE LOCATION	ETA	VESSEL NAME	NM DIST.	HOME PORT	ETD	VESSEL SPEED	ETA SCENE
ANCHORAGE ACS	VARIOUS BOOM	20,000 FT	3	CHARTER	M+30	SITKA	M+32	TBD	35	SITKA	M+45	08	M+49
RIDELLE PORT	VARIOUS BOOM	15,000 FT	3	CHARTER	M+48	SITKA	M+52	TBD	35	SITKA	M+60	08	M+64
TIER III TOTAL BOOM		35,000 FT											
BOOM GRAND TOTAL		130,200 FT											

BOOM AND EQUIPMENT DELIVERY SCHEDULE AIRCRAFT OPTION

TABLE 4b

BOOM AND EQUIPMENT DELIVERY SCHEDULE VESSEL OPTION

SOURCE	ITEM TYPE	AMOUNT	TIER	AIRCRAFT SOURCE	ETD	ARRIVE LOCATION	ETA	VESSEL NAME	NM DIST.	HOME PORT	ETD	VESSEL SPEED	ETA SCENE
SKIMMER RESOURCES													
SITKA PETRO MARINE	ROPE MOP	1	1	N/A	N/A	N/A	N/A	LUTAC PRIDE	35	SITKA	M+05	08	M+09
PETERSBURG PETRO MARINE	ROPE MOP	1	1	PACIFIC WING	M+06	SITKA	M+08	RB	150	PETERSBURG	M+05	12	M+18
KETCHIKAN PETRO MARINE	ROPE MOP	1	1	TAQUAN	M+06	SITKA	M+08	SHORELINE IX	260	KETCH	M+05	20	M+18
KETCHIKAN PETRO MARINE	ROPE MOP	1	1	TAQUAN	M+06	SITKA	M+08	SHORELINE IX	260	KETCH	M+05	20	M+18
UNITEC	ROPE MOPS	3	1	CHARTER	M+10	SITKA	M+12	TBD	35	SITKA	M+17	08	M+22
CISPRI	LORI BRUSH	1	1	CHARTER	M+10	SITKA	M+12	TBD	35	SITKA	M+17	08	M+21
ALASKA CLEAN SEAS (ACS)	LORI BRUSH	1	1	CHARTER	M+10	SITKA	M+12	TBD	35	SITKA	M+17	08	M+21
MSO ANCHORAGE	VOSS	2	2	CG C-130	M+08	SITKA	M+10	CGC WOODRUSH	31	SITKA	M+14	12	M+17
USCG PACIFIC STRIKE TEAM	GT185 SKIMMER	1	1	CG C-130	M+08	SITKA	M+14	BARGE TBD*	35	SITKA	M+18	08	M+23
FOSS ENVIRONMENTAL	ROPE MOPS	1	1	CHARTER	M+15	SITKA	M+18	TBD	35	SITKA	M+22	08	M+26
FOSS ENVIRONMENTAL	OIL MOPS	2	2	CHARTER	M+15	SITKA	M+18	TBD	35	SITKA	M+22	08	M+26
FOSS ENVIRONMENTAL	MARCO 1	2	2	CHARTER	M+15	SITKA	M+18	TBD	35	SITKA	M+22	08	M+26
GLOBAL DIVING	ROPE MOP	1	2	CHARTER	M+15	SITKA	M+18	TBD	35	SITKA	M+22	08	M+26

BOOM AND EQUIPMENT DELIVERY SCHEDULE AIRCRAFT OPTION

TABLE 4b

BOOM AND EQUIPMENT DELIVERY SCHEDULE VESSEL OPTION

SOURCE	ITEM TYPE	AMOUNT	TIER	AIRCRAFT SOURCE	ETD	ARRIVE LOCATION	ETA	VESSEL NAME	NM DIST.	HOME PORT	ETD	VESSEL SPEED	ETA SCENE
GLOBAL DIVING	FOX TAIL	1	2	CHARTER	M+15	SITKA	M+18	TBD	35	SITKA	M+22	08	M+26
NAVSUPSALV	MARCO CLASS V	3	2	DOD C141	M+10	SITKA	M+18	TBD	35	SITKA	M+22	07	M+27
NAVSUPSALV	35" ROPE MOP	1	2	DOD C141	M+10	SITKA	M+18	TBD	35	SITKA	M+22	07	M+27
KETCHIKAN SHIPYARD	VAC TRUCK	1	2	N/A	N/A	N/A	N/A	QUARTZ HILL	260	KETCH	M+6	08	M+39
FOSS ENVIRONMENTAL	ROPE MOPS	2	3	TBD				TBD					
FOSS ENVIRONMENTAL	ROPE MOPS	2	3	TBD				TBD					
TOTAL TIER 1-3 SKIMMERS		29											

BOOM AND EQUIPMENT DELIVERY SCHEDULE AIRCRAFT OPTION

TABLE 4c

BOOM AND EQUIPMENT DELIVERY SCHEDULE VESSEL OPTION

SOURCE	ITEM TYPE	AMOUNT	TIER	AIRCRAFT SOURCE	ETD	ARRIVE LOCATION	ETA	VESSEL NAME	NM DIST.	HOME PORT	ETD	VESSEL SPEED	ETA SCENE
TEMPORARY STORAGE													
SITKA SOUND SEAFOODS	FISH TOTES	100	1	N/A	N/A	N/A	N/A		35	SITKA			
ICICLE SEAFOODS	FISH TOTES	100	1	AIR NORTH	M+17	SITKA	M+19	HD CBELL/CT200	230	WRANGEL	M+08	08	M+37
US COAST GUARD	28,000 GAL INFLAT. BARGE	2	1	CG C-130	M+08	SITKA	M+10	CGC WOODRUSH	35	SITKA	M+14	12	M+17
PACIFIC STRIKE TEAM (PST)	DRACONE	2	1	CG C-130	M+08	SITKA	M+14	BARGE TBD	35	SITKA	M+18	08	M+23
SILVER LINING	FISH TOTES	100	2	AIR NORTH	M+17	SITKA	M+19	RV DAY/SCI II	260	KETCH	M+08	08	M+41
WHITNEY FILDAGO	FISH TOTES	100	2	AIR NORTH	M+17	SITKA	M+19	RV DAY/SCI II	260	KITCH	M+08	08	M+41
JOHN GITKOV	18,000 GAL TANK	1	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35
JOHN GITKOV	4,000 GAL TANK	1	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35
JOHN GITKOV	750 GAL TANK	1	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35
JOHN GITKOV	50,000 GAL DRACONE	1	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35
DOUGLAS OIL HEAT (DOH)	10,000 GAL TANK	1	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35
DOUGLAS OIL HEAT (DOH)	5,000 GAL TANK	1	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35
DOUGLAS OIL HEAT (DOH)	1,100 GAL TANK	1	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35
DOUGLAS OIL HEAT (DOH)	550 GAL TANK	1	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35

BOOM AND EQUIPMENT DELIVERY SCHEDULE AIRCRAFT OPTION

TABLE 4c

BOOM AND EQUIPMENT DELIVERY SCHEDULE VESSEL OPTION

SOURCE	ITEM TYPE	AMOUNT	TIER	AIRCRAFT SOURCE	ETD	ARRIVE LOCATION	ETA	VESSEL NAME	NM DIST.	HOME PORT	ETD	VESSEL SPEED	ETA SCENE
CHANNEL CORP	2,250 GAL TANK	2	2	N/A	N/A	N/A	N/A	SKOOKUM YARDER	180	JUNEAU	M+10	12	M+25
KETCHIKAN UNOCAL	550 GAL TANK	2	2	N/A	N/A	N/A	N/A	EL CAPITAN	260	KETCH	M+08	08	M+41
KETCHIKAN UNOCAL	1,000 GAL TANK	2	2	N/A	N/A	N/A	N/A	EL CAPITAN	260	KETCH	M+08	08	M+41
KETCHIKAN SHIPYARD	1,200 GAL TANK	3	2	N/A	N/A	N/A	N/A	EL CAPITAN	260	KETCH	M+08	08	M+41
FOSS TANK BARGE	35,000 BBL	1	DAY 5	N/A	N/A	N/A	N/A	TBD		SEATTLE	M+12	08	DAY 5
TOTAL STORAGE 1,672,400 GALLONS OR 39,819 BBLs													

BOOM AND EQUIPMENT DELIVERY SCHEDULE AIRCRAFT OPTION

TABLE 4d

BOOM AND EQUIPMENT DELIVERY SCHEDULE VESSEL OPTION

SOURCE	ITEM TYPE	AMOUNT (EA)	TIER	AIRCRAFT SOURCE	ETD	ARRIVE LOCATION	ETA	VESSEL NAME	NM DIST.	HOME PORT	ETD	VESSEL SPEED	ETA SCENE
COMMUNICATIONS EQUIPMENT													
PACIFIC STRIKE TEAM (PST)	INMARSAT	1	1	CG C-130	M+08	SITKA	M+14	BARGE TBD*	35	SITKA	M+18	07	M+23
PACIFIC STRIKE TEAM (PST)	REPEATERS	2	1	CG C-130	M+14	SITKA	M+14	BARGE TBD*	35	SITKA	M+18	07	M+23
SEAPRO	REPEATERS	1	1	TAQUAN	M+08	SCENE							
ADEC	TBD												
ALASKA PULP CORP. (APC)	HAND HELD	20	1	TAQUAN	M+08	SCENE	M+10						
SEAPRO	HAND HELD	235	1	TAQUAN	M+08	SCENE	M+10						

BOOM AND EQUIPMENT DELIVERY SCHEDULE AIRCRAFT OPTION

TABLE 4e

BOOM AND EQUIPMENT DELIVERY SCHEDULE VESSEL OPTION

SOURCE	ITEM TYPE	AMOUNT (EA)	TIER	AIRCRAFT SOURCE	ETD	ARRIVE LOCATION	ETA	VESSEL NAME	NM DIST.	HOME PORT	ETD	VESSEL SPEED	ETA SCENE
ANCHORING EQUIPMENT													
SITKA FISHING VESSELS	BOTTOM ANCHORS	50	1	N/A	N/A	N/A	N/A	TBD					
NAVSUPSALV	MOORING SYSTEMS	12	2	DOD C-130	M+14	SITKA	M+22	TBD	35	SITKA	M+28	12	M+31
USCG KETCHIKAN	CEMENT ANCHORS	40	2	N/A	N/A	N/A	N/A	CGC PLANETREE	260	KETCH	M+6	12	M+28
JOHN GITKOV	8,000 LB ANCHORS	06	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35
JOHN GITKOV	BOOM ANCHORS	50	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35
NAVSUPSALV	MOORING SYSTEMS	12	2	DOD C-141	M+14	SITKA	M+22	BARGE TBD	35	SITKA	M+26	07	M+33
NAVSUPSALV	MOORING SYSTEMS	06	2	DOD C-141	M+14	SITKA	M+22	BARGE TBD	35	SITKA	M+26	07	M+33
NAVSUPSALV	MOORING SYSTEM	06	2	DOD C-141	M+36	SITKA	M+44	BARGE TBD	35	SITKA	M+48	07	M+53
JOHN GITKOV	3" MOORING LINES	3,000 FT	2	N/A	N/A	N/A	N/A	ETHAN B/YF727	180	JUNEAU	M+12	08	M+35
USCG KETCHIKAN	ANCHOR CHAINS		2	N/A	N/A	N/A	N/A	CGC PLANETREE	260	KETCH	M+06	08	M+28
FOSS ENVIRONMENTAL	ANCHORS	TBD	3	TBD				TBD					
SOUTHEAST STEVEDORING	ANCHORS	TBD	3	TBD				TBD					

TABLE 5 VESSEL DEPLOYMENT SCHEDULE

M=TIME OF INCIDENT

TIER	DEPART SITE	TUG/BARGE COMBINATION	BARGE USE	CONTACT SOURCE	TELEPHONE NO. (907)	ETD M+HRS	TO	SPD (KTS)	DIST. N/M	ETA M+HRS
1	SITKA	LUTAC PRIDE/STB11	DECK/CRANE	SAMSON TUG	747-8559	M+04	SCENE	08	35	M+08
1	SITKA	WIDGEON / W S NO. 1	DECK/CRANE	W. S. CONSTRUCTION	747-6841	M+04	SCENE	08	35	M+08
1	SITKA	TYEE/WS1	DECK/CRANE	DON HOUSE	747-3601	M+04	SCENE	08	35	M+08
1	SITKA	BRIAN ARTHUR / STB 10	RAMP BARGE	SAMSON TUG	747-8559	M+06	SCENE	08	35	M+10
2	WRANGELL	CHATHAM STRAIT / CT 150	RAMP BARGE	CAMPBELL TOWING	874-3318	M+05	SCENE	08	230	M+34
2	WRANGELL	PERIL STRAIT / CT 140	RAMP BARGE	CAMPBELL TOWING	874-3318	M+05	SCENE	08	230	M+34
2	WRANGELL	HD CAMPBELL / CT 200	CHIP BARGE	CAMBELL TOWING	874-3318	M+08	SCENE	08	230	M+37
2	WRANGELL	LEONARD M / APC 202	CHIP BARGE	CAMPBELL TOWING	874+3318	M+08	SCENE	08	230	M+37
2	WRANGELL	IAN C / ST ELLIS	DECK BARGE	CAMPBELL TOWING	874+3318	M+05	SCENE	08	230	M+34
2	WRANGELL	SILBER BAY 1 / SSBII	DECK BARGE	DICK BUHLER	586-4133	M+10	SCENE	08	230	M+39
2	KETCHIKAN	BANNER / QUARTZ HILL	RAMP BARGE	AMAK TOWING	225-6157	M+06	SCENE	08	260	M+39
2	KETCHIKAN	BLARNEY / ZB-39	DECK BARGE	SOUTH COAST	225-6125	M+08	SCENE	08	260	M+39
2	KETCHIKAN	RV DAY / SCI 11	DECK BARGE	SOUTH COAST	225-6125	M+08	SCENE	08	260	M+41
2	KETCHIKAN	EL CAPITAN / KFP 1	RAMP BARGE	SOUTH COAST	225-6125	M+08	SCENE	08	260	M+41
2	KETCHIKAN	NORTON BAY / SM 1	CRANE BARGE	AK TUG AND BARGE	225-6300	M+08	SCENE	08	260	M+41

TABLE 5 VESSEL DEPLOYMENT SCHEDULE

M=TIME OF INCIDENT

TIER	DEPART SITE	TUG/BARGE COMBINATION	BARGE USE	CONTACT SOURCE	TELEPHONE NO. (907)	ETD M+HRS	TO	SPD (KTS)	DIST. N/M	ETA M+HRS
1	SITKA	MODOC	WORK TUG	SAMPSON TUG	747-8559	M_04	SCENE	10	35	M+08
1	SITKA	CGC WOODRUSH	BUOY TENDER	COAST GURAD MARINE SAFETY OFFICE	463-2240	M+06	SCENE	10	35	M+10
1&2	SITKA	TEN (10) FISHING VESSELS	WORKBOATS	SITKA HARBORMASTER	747-3439	TBD				
1	KETCHIKAN	POLAR VENTURE	OFFSHORE SUPPLY VESSEL	NORTHLAND	225-2478	M+05	SCENE	16	260	M+21
1	KETCHIKAN	SHORELINE IX	PASSENGER/ WORK VESSEL	AMAK	225-6157	M+08	SCENE	20	260	M+18
1	KETCHIKAN	CHRYSTAL FJORD	PASSENGER WORK VESSEL	OUTDOOR ALASKA		M+08	SCENE	20	260	M+21
1	KETCHIKAN	HARPERS FERRY	PASSENGER/ WORK VESSEL	KLUKWAN	225-6125					
1	KETCHIKAN	KETCHUM	WORK TUG	AMAK	225-6157	M+05	SCENE	14	260	M+24
1	KETCHIKAN	SEEKER	LANDING CRAFT (LCM)	LARRY THOMPSON		M+10	SCENE	16	260	M+26
1	KETCHIKAN	BRANDON								
1	INTEGRETY	OFFSHORE SUPPLY VESSEL				M+05	SCENE	16	150	M+14
1	PETERSBURG	RB	LANDING CRAFT (LCM)	GLENN REED		M+05	SCENE	12	150	M+18
1	PETERSBURG	CHESTER B	LANDING CRAFT (LCM)			M+05	SCENE	12	150	M+21
1	PETERSBURG	DIRTY ONE	LANDING CRAFT (LCM)			M+08	SCENE	12	150	M+21

TABLE 5 VESSEL DEPLOYMENT SCHEDULE

M=TIME OF INCIDENT

TIER	DEPART SITE	TUG/BARGE COMBINATION	BARGE USE	CONTACT SOURCE	TELEPHONE NO. (907)	ETD M+HRS	TO	SPD (KTS)	DIST. N/M	ETA M+HRS
2	KETCHIKAN	BENGAL TIGER / SN 11	CRANE BARGE	OCEAN TUG AND BARGE	225-3539	M+08	SCEME	08	260	M+41
2	KETCHIKAN	ALLISON H / KOOTZNAHOO	FUEL DEPOT	BOYER	225-2090	M+20	SCENE	08	260	M+53
2	JUNEAU	ETHAN B / YF 727	CRANE/HELO	AMAK AND GITKOV	789-4210	M+12	SCENE	08	180	M+35
2	JUNEAU	J.S. POLHEMUS / BARGE	RAMP BARGE	V. ANDERSON	586-1361	M+08	SCENE	08	180	M+31
2	JUNEAU	TAGISH / TRUCANO BARGE	DECK/CRA NE BARGE	MIKE KEISO	780-4848	M+08	SCENE	08	180	M+31
SUPPORT VESSELS		VESSEL	VESSEL USE							
1	JUNEAU	CGC LIBERTY	PATROL	COAST GUARD MARINE SAFETY OFFICE	463-2240	M+06	SCENE	20	180	M+15
1	JUNEAU	SKOOKUM YARDER	WORKBOAT	CHANNEL CORPORATION	780-4333	M+10	SCENE	12	180	M+25
1	SITKA	ALASKA NATIONAL GUARD LCM 8554	LANDING CRAFT	SITKA ARMORY	747-3486	M+18	SCENE	07	35	M+23
1	SITKA	ALASKA NATIONAL GUARD LCM 8666	LANDING CRAFT	SITKA ARMORY	747-3486	M+18	SCENE	07	35	M+23
1	SITKA	SEA OTTER EXPRESS	49 PASSENGER VESSEL	ALLEN MARINE	747-8100	M+03	SCENE	20	35	M+05
1	SITKA	ST. MARIA (COMMAND VESSEL)	320 PASSENGER VESSEL	ALLEN MARINE	747-8100	M+03	SCENE	09	35	M+07
1	SITKA	SEA LION EXPRESS	49 PASSENGER	ALLEN MARINE	747-8100	M+15	SCENE	20	35	M+17
1	SITKA	ST RUFINA	150 PASSENGERS	ALLEN MARINE	747-8100	M+08	SCENE	20	35	M+10
1	SITKA	JAMIE LEE	LANDING CRAFT	KEN KIMBALL	747-3403	M+05	SCENE	12	35	M+08

TABLE 5 VESSEL DEPLOYMENT SCHEDULE

M=TIME OF INCIDENT

TIER	DEPART SITE	TUG/BARGE COMBINATION	BARGE USE	CONTACT SOURCE	TELEPHONE NO. (907)	ETD M+HRS	TO	SPD (KTS)	DIST. N/M	ETA M+HRS
MISCELLANEOUS WORKBOATS										
1	HOONAH	RACONA II	WORK TUG	WHITESOTNE LOGGING	945-3626	M+10	SCENE	12	100	M+18
1	SITKA	25 FOOT BAYLINER	WORKBOAT	ALLEN MARINE	747-3486	M+08	SCENE	20	35	M+10
1	SITKA	18 FOOT BAYLINER	WORKBOAT	ALLEN MARINE	747-3486	M+08	SCENE	20	35	M+10
1	SITKA	16 FOOT BOSTON WHALER	WORKBOAT	ALLEN MARINE	747-3486	M+08	SCENE	20	35	M+10
1	SITKA	16 FOOT BOSTON WHATER	WORKBOAT	ALLEN MARINE	747-3486	M+08	SCENE	20	35	M+10
1	SITKA	AK 9516 K	WORKBOAT	SOUTHEAST SEVEDORING	747-3377	M+08	SCENE	20	35	M+10
1	SITKA	APC	BOOMBOATS	ALASKA PULP CORP.	747-2222	M+07	SCENE	20	35	M+13
1	SITKA	TEN (10)-FIFTEEN (15) FISHING VSLS	WORKBOAT	SITKA HARBORMASTER	747-3439	M+10	SCENE	20	35	M+13
1	JUNEAU	65 FOOT RESEARCH BOAT	WILDLIFE	USFWS	586-7240	M+08	SCENE	10	120	M+12
1	JUNEAU	65 FOOT RESEARCH BOAT W/3 17' SKIFFS	WILDLIFE	USFWS - ES	586-7243	M+08	SCENE	10	120	M+12
1	JUNEAU	TWO (2) 25 FOOT BOSTON WHALERS	WILDLIFE	ADF&G	465-4112	M+08	SCENE	08	35	M+31
1	JUNEAU	SIX (6) 17 FOOT BOSTON WHALERS	ADF&G	ADF&G	465-4112	M+08	SCENE	08	35	M+31

TABLE 5 VESSEL DEPLOYMENT SCHEDULE

M=TIME OF INCIDENT

TIER	DEPART SITE	TUG/BARGE COMBINATION	BARGE USE	CONTACT SOURCE	TELEPHONE NO. (907)	ETD M+HRS	TO	SPD (KTS)	DIST. N/M	ETA M+HRS
2	JUNEAU	DAVID V	LANDING CRAFT (LCM)	JOHN GITKOV	789-4210	M+10	SCENE	12	180	M+25
2	JUNEAU	JULIE ANN	LANDING CRAFT (LCM)	JOHN GITKOV	789-4210	M+10	SCENE	12	180	M+25
2	JUNEAU	ALSEK	LANDING CRAFT (LCM)	JOHN GITKOV	789-4210	M+10	SCENE	12	180	M+25
2	JUNEAU	GUMPTION	LANDING CRAFT	GUMPTION FREIGHT	789-4233	M+09	SCENE	12	180	M+24
2	JUNEAU	LCM 8547	LANDING CRAFT	ALASKA NATIONAL GUARD	463-4521	M+24	SCENE	12	180	M+39
2	JUNEAU	LCM 8548	LANDING CRAFT	ALASKA NATIONAL GUARD	463-4521	M+24	SCENE	12	180	M+39
2&3	JUNEAU	FIVE (5) FISHING VESSELS	WORKBOATS	JUNEAU HARBORMASTER	586-5255	TBD				
2	KETCHIKAN	CGC PLANETREE	BUOYTENDER	COAST GUARD BASE KETCHIKAN	2258-2240	M+06	SCENE	12	260	M+28
2	PETERSBURG	TEN (10) FISHING VESSELS	WORKBOATS	PETERSBURG HARBORMASTER	772-4688					
3	KETCHIKAN	TEN (10) FISHING VESSELS	WORKBOATS	KETCHIKAN HARBORMASTER	228-5637					
3	KETCHIKAN	LCM 8556	LANDING CRAFT	KETCHIKAN ARMORY	225-2247	M+24	SCENE	12	260	M+46
3	KETCHIKAN	LCM 8557	LANDING CRAFT	KETCHIKAN ARMORY	225-2247	M+24	SCENE	12	250	M+46

TABLE 5 VESSEL DEPLOYMENT SCHEDULE

M=TIME OF INCIDENT

TIER	DEPART SITE	TUG/BARGE COMBINATION	BARGE USE	CONTACT SOURCE	TELEPHONE NO. (907)	ETD M+HRS	TO	SPD (KTS)	DIST. N/M	ETA M+HRS
BERTHING BARGES										
3	KETCHIKAN	SM III	BERTHING 25 PERSONS	SMART CONSTRUCTION		M+24	SCENE	07	260	M+61
3	KETCHIKAN	CLEARWATER	BERTHING 25 PERSONS	ITT		M+36	SCENE	07	260	M+73
3	KETCHIKAN	MIDWAY	BERTHING 105 PERSONS	OCEAN TUG AND BARGE		M+36	SCENE	07	260	M+73
3	KETCHIKAN	MILLER 205	BERTHING 30 PERSONS	KLUKWAN		M+36	SCENE	07	260	M+73
3	KETCHIKAN	ALASKA PLAZA	BERTHING 28 PERSONS	SOUTH COAST CONSTRUCTION		M24	SCENE	07	260	M+61

TABLE 6 - RECOVERY EQUIPMENT

SOURCE	ITEM TYPE	QTY	TIER	NAME PLATE BBLS / HR BEST EST.	24 HR DERATED RECOVERY (BBLS)*	NVIC 8-92 PLANNING VOLUME	SHORT FALL
SITKA PETRO MARINE	ROPE MOP (SMALL)	1	1	UNKNOWN	48		
PETERSBURG PETRO MARINE	ROPE MOP (SMALL)	1	1	UNKNOWN	48		
KETCHIKAN PETRO MARINE	ROPE MOP (SMALL)	1	1	UNKNOWN	48		
UNITECH	ROPE MOP	1	1	60	29		
UNITECH	ROPE MOP	1	1	60	288		
CISPRI	LORI BRUSH	1	1	178	854		
ALASKA CLEAN SEAS (ACS)	LORI BRUSH	1	1	178	854		
USCG PACIFIC STRIKE TEAM (PST)	SKIMMER	1	1	264	1,267		
		TOTAL TIER 1 RECOVERY			3,772	5,040	1,268

TABLE 6 - RECOVERY EQUIPMENT

SOURCE	ITEM TYPE	QTY	TIER	NAME PLATE BBLs / HR BEST EST.	24 HR DERATED RECOVERY (BBLs)*	NVIC 8-92 PLANNING VOLUME	SHORT FALL
SITKA PETRO MARINE	ROPE MOP (SMALL)	1	1	UNKNOWN	48		
PETERSBURG PETRO MARINE	ROPE MOP (SMALL)	1	1	UNKNOWN	48		
KETCHIKAN PETRO MARINE	ROPE MOP (SMALL)	1	1	UNKNOWN	48		
UNITECH	ROPE MOP	1	1	60	29		
UNITECH	ROPE MOP	1	1	60	288		
CISPRI	LORI BRUSH	1	1	178	854		
ALASKA CLEAN SEAS (ACS)	LORI BRUSH	1	1	178	854		
USCG PACIFIC STRIKE TEAM (PST)	SKIMMER	1	1	264	1,267		
		TOTAL TIER 1 RECOVERY			3,772	5,040	1,268

TABLE 6 - RECOVERY EQUIPMENT

SOURCE	ITEM TYPE	QTY	TIER	NAME PLATE BBLs / HR BEST EST.	24 HR DERATED RECOVERY (BBLs)*	NVIC 8-92 PLANNING VOLUME	SHORT FALL
FOSS ENVIRONMENTAL	ROPE MOP (OMI)	1	2	60	288		
FOSS ENVIRONMENTAL	OIL MOP (OMI)	1	2	20	96		
FOSS ENVIRONMENTAL	OIL MOP (PMI)	1	2	20	96		
FOSS ENVIRONMENTAL	MARCO 1	1	2	229	1,099		
FOSS ENVIRONMENTAL	MARCO 1	1	2	107	514		
GLOBAL DIVING	ROPE MOP	1	2	60	288		
GLOBAL DIVING	ROPE MOP	1	2	60	288		
NAVSUPSALV	MARCO CLASS V	1	2	72	346		
NAVSUPSALV	MARCO CLASS V	2	2	72	346		
NAVSUPSALV	MARCO CLASS V	1	2	72	346		
NAVSUPSALV	36" ROPE MOP	1	2	93	446		
KETCHIKAN SHIPYARD	VAC TRUCK	1	2	178	854		
MSO ANCHORAGE	VOSS	2	2	429 (ea)	2,059 (ea) (4,118 total)		
		TOTAL TIER 2 RECOVERY			9,125		
		TOTAL TIER 1 RECOVERY			3,772		
		TOTAL 1 + 2 RECOVERY			12,897	8,400	0

TABLE 7 - STORAGE

SOURCE	ITEM TYPE	TIER	NUMBER OF UNITS	UNIT VOL. GALS	TOTAL VOLUME		NVIC 8-92 PLANNING VOL.(BBL)	AREA COMM PLANNING VOL.(BBL)
					GAS	BBLs		
SITKA SEAFOODS	FISH TOTES	1	100	75	7,500	179		
ICICLE SEAFOODS	FISH TOTES	1	100	75	7,500	179		
US COAST GUARD	28,000 GAL INFLAT. BARGE	1	2	28,000	56,000	1,333		
USCG PACIFIC STRIKE TEAM (PST)	DRACONE	1	1	40,000	40,000	952		
USCG PACIFIC STRIKE TEAM (PST)	DRACONE	1	1	10,000	10,000	238		
TIER 1 STORAGE VOLUME					121,000	2,881	10,080	53,000
SILVER LINING	FISH TOTES	2	100	75	7,500	179		
WHIT. FELDAGO	FISH TOTES	2	100	75	7,500	179		
JOHN GITKOV	18,000 TANK	2	1	18,000	18,000	429		
JOHN GITKOV	4,000 TANK	2	1	4,000	4,000	95		
JOHN GITKOV	750 TANK	2	1	750	750	18		
JOHN GITKOV	50,000 GAL DRACONE	2	1	50,000	50,000	1,190		
DOUGLAS OIL HEAT (DOH)	10,000 TANK	2	1	10,000	10,000	238		
DOUGLAS OIL HEAT (DOH)	5,000 TANK	2	1	5,000	5,000	119		
DOUGLAS OIL HEAT (DOH)	1,100 TANK	2	2	1,100	2,200	52		
DOUGLAS OIL HEAT (DOH)	550 TANK	2	2	550	1,100	26		
CHANNEL COPR.	2,250 TANK	2	2	2,250	4,500	107		

TABLE 7 - STORAGE

SOURCE	ITEM TYPE	TIER	NUMBER OF UNITS	UNIT VOL. GALS	TOTAL VOLUME		NVIC 8-92 PLANNING VOL.(BBL)	AREA COMM PLANNING VOL.(BBL)
					GALS.	BBLs		
KETCHIKAN UNOCAL	550 TANK	2	3	550	1,650	39		
KETCHIKAN UNOCAL	1,000 TANK	2	2	1,000	2,000	48		
KETCHIKAN SHIPYARD	1,000	2	3	1,200	3,600	66		
TOTAL TIER 2 VOLUME					117,800	2,805		
TOTAL TIER 1 VOLUMES					121,000	2,881		
TOTAL 1 & 2 STORAGE VOLUMES					238,800	5,686	16,800	53,000
TIER 3	NO ADDITIONAL SOURCES IDENTIFIED		0	0	0	0		
	TOTAL TIER 3 VOLUME					0		
	TOTAL 1+2+3 VOLUMES					5,686	26,880	53,000
	SHORTFALLS						21,194	74,314
	SHORTFALL PERCENTAGES						79%	89%
* NOTE: A 35,000 to 50,000 Bbl Tankbarge will be identified by Tier 3, but will not arrive on scene until approximately Day 5.								
**NOTE: After Tier 3, the Area Committee has established a total temporary storage planning volume of 53,000 bbls for the entire response.								

B. MAXIMUM MOST PROBABLE SCENARIO

Situation: At 0300, 15 June, the Tank Barge *Alaska Spirit* has struck bottom near Point Whidbey while attempting to negotiate the entrance to St. James Bay, Alaska, where it was seeking refuge from a strong storm with northerly winds. The vessel is carrying 25,656 barrels of cargo consisting of diesel fuel and gasoline. The barge in tow of the tug *Maritime* was bound for the White Pass Alaska terminal in Skagway. The barge has suffered damage to the bottom plating of the number 1 port and starboard, and number 2 port cargo tanks. Approximately 6600 barrels of cargo has been released from the damaged cargo tanks.

The barge and towing vessel are now at anchor inside the bay. The towing vessel reports that the barge is stable with a slight port list. The towing vessel reports that there is still 1095 barrels of fuel in the three damaged tanks. High tide occurred at 2058 local at 15.8 feet, and the next low tide will be 2.2 feet at 0346.

Location: St. James Bay, Lynn Canal, Alaska 58° 36.5'N 135° 10.5'W

St. James Bay is a small bay extending about 4.5 miles to the north on the west side of Lynn Canal inside Point Whidbey. A large stream enters the bay at the north end forming extensive mud flats. The arm of Point Whidbey to the east rises sharply from a rocky shoreline, while a chain of small low islands known as the Lynn Brothers on the west side of the bay have predominantly gravel beaches. This bay affords no protection from the predominant southeasterly winds.

The bay is located approximately 34 air miles to the northwest of the Juneau airport, and approximately 44 air miles south of Haines. This area affords only a few anchorages which are protected in all weather conditions, the closest of which is William Henry Bay about 7 miles to the north. Berners Bay, which is directly across Lynn Canal from William Henry Bay offers more maneuvering room, but less shelter from southerly winds. The steep shores of Lynn Canal tend to guide winds along the canal's axis, intensifying their velocity.

Initial Actions: Immediately after the grounding, the master of the tug MARITIME notified White Pass Alaska's Oil Discharge Coordinator with the information obtained from his initial assessment. The coordinator then notified the Commanding Officer of the Marine Safety Office Juneau, the Alaska's Department of Environmental Conservation (ADEC), the National Response Center (NRC), and other agencies listed in White Pass Alaska's Contingency Plan. The FOSC contacts the owner/operator of the vessel who accepts responsibility for the spill. Upon notification of the incident, a Unified Command Post is established at the Coast Guard Marine Safety Office in Juneau, The Unified Command is comprised of the Commanding Officer from the Marine Safety Office Juneau, the SOSOC from the Department of Environmental Conservation for the State of Alaska, and the owner's representative, who is connected to the Unified Command Post via teleconference.

An attempt is made to determine the cause of the incident, the amount discharged and what, if any actions have been taken by the responsible party (RP) to prevent further damage and to minimize the discharge. Drug and alcohol testing is arranged with the State Troopers and Bartlett Memorial Hospital. A USCG POLREP One and ADEC SITREP One are generated informing other units and agencies as appropriate. The Scientific Support Coordinator (SSC), National Response Center (NRC), and Coast Guard Pacific Strike Team are notified and spill trajectories requested from the SSC. The Coast Guard Air Station in Sitka is notified and air surveillance requested. At this time, a Federal Pollution Number is requested from district with a ceiling of \$500,000 to cover overflight expenses if commercial resources are needed. An investigative and surveillance team is dispatched to the scene to advise the FOSC, and the responsible party's representative arranges for lightering vessels from various sources. The Coast Guard District Seventeen and RP chartered aircraft will be used to determine booming and response strategies.

The Coast Guard Command Center dispatches Search and Rescue (SAR) vessels to assist as needed. A local notice to mariners is issued and a Temporary Safety Zone established by the Captain of the Port (COTP) for S.E Alaska. A request is made and granted from the FAA for restricted air space over the area. The Alaska Regional Response Team (ARRT) is activated and a telephone conference set up to brief all members. Monitoring teams from the marine Safety Office and ADEC are dispatched to the scene. The RP arranges for a local CO-OP to coordinate the cleanup efforts.

A pollution fund manager is requested from the Unified Command Center for assistance in cost documentation. The CO-OP representative makes arrangements for cleanup personnel, lodging, and response equipment. The FOOSC and SOSOC coordinate with the Responsible Party, USFWS, and ADF&G for protecting and cleaning of wildlife. The Coast Guard District Seventeen Communications Center and ADEC are contacted to arrange for emergency communications equipment if needed. All federal and state resources are mobilized and put on standby.

Arrangements are made with the Occupational Safety and Health Administration (OSHA) and the State of Alaska Department of Labor (ADOL), and ADEC to begin conducting worker training and review. OSHA, ADOL, and ADEC also begin site safety surveillance. The Unified Command requests that the State of Alaska and DOI coordinate and initiate biological/marine monitoring of potentially affected fish and wildlife in the spill area on a continuing basis. The Unified Command requests a damage assessment by the National Pollution Fund Center (NPFC) in conjunction with the Natural Resource Trustees so that restoration can begin as quickly as possible. The Unified Command, in conjunction with the ARRT, identifies the land trustee for the affected resources and requests that the archeological status of cleanup areas and potentially impacted areas be determined.

During the initial grounding it is learned that 1320 bbls of the diesel and gasoline were lost. Due to exceptionally strong northerly winds the tug and barge entered St. James Bay to find shelter spilling another 2640 bbls of fuel during transit and finally another 2640 bbls while at anchor in the bay. Due to the nature of the products spilled, most of the spilled oil disperses or evaporates during the first 24 hours of the incident. A need for a major cleanup response is not projected, but minor shoreline cleanup is expected. The main concerns are setting up lightering operations and booming to protect environmentally sensitive areas.

After the barge is securely at anchor, the priority will be to stop the flow of product from the damaged tanks by stabilizing the barge. The damaged tanks (#1 port and starboard, and #2 port) are causing a starboard list. With the high winds, it is unlikely any fuel will be pooled around the barge, so its generator and hydraulic system can be used. The barge's pump system will be used to pump sea water into #2 port tank until the barge is level and increased water bottoms are created in #2 port and #1 port and starboard tanks. This will reduce the potential for turbulence inside the tanks causing a release of fuel out the hole. If this has been accomplished to the satisfaction of the FOOSC, the barge will remain stable until the lightering vessels arrive. An extra tug may be assigned to assist in monitoring the barge.

Spill Organization:

Refer to the Unified Plan, Annex B.

Strategies:

BOOM DEPLOYMENT:

Booming arrangements are set up primarily for preventing beach and tidal flat impact. The stricken barge is double-boomed. Deflection booming is employed along the northwest shore of Lynn Canal to protect the tidal flats south of St. James Point. This is done using a staggered tier configuration. The first length of boom is 300' and anchored near St. James Point, angling south toward Lincoln Island. The next length of boom is 500' with its near shore point anchored approximately one nautical mile southeast of the first boom. A third boom of 1500' is placed approximately one nautical mile south of the second boom. Each of these booms is used to deflect the diesel and gasoline into Lynn Canal to allow for natural dissipation and dispersion. Also, a short length of boom is placed across the opening between the southern tip of the Lynn Brothers Islands and the mainland. An additional 2,000-3,000 ft of boom will be available as needed for the upper portions of St. James Bay.

OIL RECOVERY METHODS:

After consultation with all parties the Unified Command determines that due to the volatility of the spilled product, there will be little chance for recovery. The main task now is lightering the remaining fuel from the stricken vessel to another vessel. Available vessels for lightering will be determined through contacts with industry and shipping agents.

Resource Requirements: Initially, response equipment is mobilized from both private and government sources. Government-owned or contracted resources will remain until the responsible party can arrange for commercial replacement.

All figures are for planning purposes only and do not reflect performance standards.

a. Equipment:

(1) Boom: As a planning standard for maximum most probable spills, Coast Guard NIVC 8092 requires that sufficient boom be available within the required response times for oil collection and containment, and for protection of shoreline areas. The NVIC does not provide specific quantities required, but for planning purposes, 15,000 ft of boom will be identified for delivery within 24 hours. It is anticipated that the majority of this boom will be for exclusion or protective booming. Sorbent boom and pads may be the best option for oil collection.

(2) Boom Support Equipment: Within 24 hours, an estimated 20 large anchors with chain/anchor line will be required. If high currents are encountered or insufficient anchors located, then the boom may need to be tied off to shore and held in place with large workboats. An estimated 30 additional anchors with ground tackle and additional tow bridles and towline may be required depending on the duration of the response.

(3) Tugs/Barges: A lightering barge with tug may be required to offload the damaged tanks, or if extensive structural damage is present, to offload all the remaining cargo. Two additional resident tug and deck barges will be identified to shuttle equipment to the scene and conduct and support response operations.

(4) Work Boats: For planning purposes, six shallow water vessels, two skimming vessels and 12 work skiffs may be required to support on-scene activities. Each workboat will required a minimum two-person crew and must meet applicable boating safety standards. Workboats will be used for worker and freight transport, boom tending, skimmer platforms, beach cleaning support, command vessels, and monitoring.

(5) Skimmers: For maximum most probable spills, the effective daily recovery capacity for oil recovery devices should equal 50 % of the planning volume for the vessel. The planning volume for the ALASKA SPIRIT is 3500 barrels (10% of the cargo capacity). Therefore, a 1750 daily recovery capacity is required (50% of 3500).

(6) Storage Capacity: Temporary storage should be identified for daily storage of twice the effective daily recovery capacity. This equates to 3500 barrels (2x1750 bbls). Open water skimming will probably be effective for only the first 24 hours due to evaporation and natural dispersion of the product. Therefore, for planning purposes, and assuming that skimming operations will be effective for only one day, and estimated 3,500 barrels temporary storage should be identified. A lightering barge will likely be required to provide storage for a portion or all of the remaining cargo on the ALASKA SPIRIT. If large enough, the same barge could satisfy both needs.

(7) Lightering/Salvage Equipment: Equipment to lighter the ALASKA SPIRIT and/or conduct emergency repairs will be required. This includes pumps and pumping support equipment, mooring fenders, and if necessary, temporary repair materials.

(8) Underwater Divers/Survey Equipment: An experience team of underwater divers with video equipment will be required for a thorough hull survey.

(9) Berthing: Due to the expected short duration of the cleanup response, all personnel will be housed in Juneau hotels and shuttled to the scene aboard USCG certificated passenger vessels or by small aircraft. If on-scene berthing for personnel is determined necessary, the quickest option is to charter several small passenger vessels from Juneau and Sitka. (Large OCMI approved Aberthing barges or passenger ships will not normally be available until after TIER 3). All berthing vessels will be required to meet State/Coast Guard standards and house, feed, and

support field personnel. Additionally, limited on-scene berthing will be available aboard the initial response vessels.

(10) Aircraft: Commercial and Coast Guard aircraft will be required to shuttle response equipment and personnel into Juneau or directly to the scene aboard available float planes or helicopters. Aircraft will enter the area only when it is determined that volatility of the spilled product has dropped to safe levels.

(11) Staging Areas: A staging area is required that provides close proximity to the scene, vessel access, transport equipment, and an assembly yard with adequate storage and large forklifts.

(12) Trucking Support: Commercial tractors and trailers will be leased locally in Juneau to transport response equipment from the Juneau airport to the staging area and other departure sites.

(13) Command Post: One fully-equipped Unified Command Post will be required. If not already in place, all support items (telephones, faxes, copiers, etc.) will be commercially acquired. One or more on-scene command post(s) will be required and likely be initially established onboard a Coast Guard Cutter.

(14) Personnel Training & Protective Equipment (PPE): PPE and training is not specifically addressed. It is assumed that the RP, USCG, State and other sources of personnel will train and fully outfit their personnel with all required equipment. Federal and State OSHA along with HAZWOPER requirements will be followed. Before agency or RP personnel are allowed in the discharge area, the Unified Command Safety Officer will determine if the area is safe for entry. The Site Safety Plan which is initiated at the beginning of this discharge will assist the Unified Command with this task. Decontamination areas will be established on the barge and in the cleanup area as needed.

(15) Wildlife Collection & Rehabilitation: This will be the responsibility of the RP under the supervision of the USFWS and ADF&G. It can reasonably be expected that some impact on wildlife will occur. Collection skiffs, transport cages, and high-speed shuttle vessels may be required on-scene. Air transport will be at the discretion of the wildlife experts. In Juneau, a cleaning center will need to be located that provides hot water, good ventilation, heat, and space for pens.

(16) Communication: A comprehensive communication plan will be required. The majority of communication will take place over VHF radios. To facilitate radio coverage, one portable repeater may be required. Each work boat, skiff, and beach party will require VHF radios. Vessel marine communications will generally use 25-watt VHF radios with high-gain antennas. Beach cleanup and small boat crews will need portable VHF radios with one to five watt settings. Backup batteries and battery charges will also be required. For planning purposes, 25 handheld VHF radios will be required.

(17) On-site equipment refueling: Refueling of cleanup equipment will be accomplished by support vessels bringing gas and diesel in drums to the cleanup areas.

b. Personnel: An estimated 575 personnel will be required. The estimated requirements in Table 3 of this section are based on the assumption of operating two 12-hour shifts per day. Figures provided are for on-scene and command post requirements only.

Resources Available:

These items are for planning purposes only and do not reflect performance standards.

a. Primary Sources of Equipment:

The RP will be the primary source for response equipment. Initially, the RP, Coast Guard, and the State will each mobilize and deploy assets under their control. Government response equipment will remain deployed until the RP can arrange for commercial replacement.

(1) Boom: Boom located in Juneau (approximately 15,000 ft) will be the first to be deployed, with backup material coming from Haines, (3,000 ft), Skagway (1,000 ft), Sitka (2,000 ft) and Ketchikan (2,000 ft). If necessary, additional quantities of boom can be flown in from other facilities in the area of from Coast Guard sources in Anchorage (3,000 ft), Kodiak (2,000 ft), as well as from Foss Environmental in Seattle, or ACS or CISPRI. Boom outside of Juneau will be flown to the Juneau airport aboard Coast Guard or commercial aircraft. Delivered to the staging area and shuttled to the scene aboard vessels. Boom transported to Juneau via floatplane can be flown

directly to the scene. Refer to the Resources Section for owners and locations of boom in SE Alaska. Large amounts of sorbent boom and pads may prove the most useful for recovery of product. Delivery vessels for the initial 15,000 feet of booming equipment may include:

<u>Vessel Name:</u>	<u>Owner Name:</u>	<u>ETD Juneau:</u>	<u>VSL Speed:</u>	<u>NM Distance:</u>	<u>ETA On-Scene</u>
Juneau:					
USCG Liberty	USCG	M+06	20 kts	25	M+08
David V	J. Gitkov	M+04	12 kts	25	M+07
Julie Ann	J. Gitkov	M+08	12 kts	25	M+11
Elsek	J. Gitkov	M+08	12 kts	25	M+11
Skookum Yarder	Channel Corp.	M+08	12 kts	30	M+12
Gumpton	R. Senkovich	M+04	12 kts	25	M+07
Petersburg:					
RB	G. Reed	M+08	12 kts	140	M+20
Dirty One	Rocky Mt Tow	M+08	12 kts	140	M+20

Limited quantities of sorbent boom are available from the Coast Guard and individual facilities, but large volume purchases may need to be flown in from Anchorage or Seattle.

(2) Boom Anchor & Support Equipment: The sources for anchors will be the same as identified in the worst case scenario. Initially, anchors, chain, and line will be acquired in house from sources in Juneau, mainly from J. Gitkov, and supplemented by fishing ground anchors. Delivery of anchoring equipment will be via one of the vessels listed above. USCG buoy anchors in Sitka and Ketchikan, or commercially procured anchors in Juneau, Sitka or Ketchikan are also available.

(3) Tugs/Barges: Listed below are possibilities for the tugs and a lightering barge and two deck barges. There are no dedicated lightering barges in SE Alaska. An initial search will be required to identify any tank barges in the zone, and then a schedule worked out for arrival on-scene. SEAPRO and Delta Western should be contacted concerning the availability of a tank barge. Additional tug/barge combinations are listed in Table 5 of the worst case scenario. The RP will contract for these resources. Additional tug/barge combinations may be available from SEAPRO membership companies or from Seattle area transportation companies.

Lightering Barges : These USCG certified tank barges are normally on scheduled deliveries in SE Alaska and are under tow by a dedicated tug.

<u>Vessel Name</u>	<u>Owner</u>	<u>Contact</u>	<u>Size</u>
Kootznahoo	Boyer Barge Lines	K. Halverson	15k bbls
Callapooya	Boyer Barge Lines	K. Halverson	15k bbls
Chilkat Warrior	Klukwan	Eric Collins	
DW 280	Delta Western	E. Kloster	48k bbls

Note: Consult SEAPRO or DELTA WESTERN for other tank barges that may be in the zone or available elsewhere.

Deck Barge (Juneau): These deck barges are used mainly in the construction industry and normally reside in Juneau. For planning purposes, it will be assumed that barges will be loaded and away from the dock in 12 hours and transit at 08 knots. The YF 727 will travel about 25 miles from Auke Bay to St James Bay for a M+15 hour ETA on scene. The other barges will depart Juneau Harbor, travel about 55 miles to St James Bay and have an ETA on-scene of about M+19 hours. If these barges are unavailable, other potential sources can be found in Table 5 for the worst case scenario or in the Resources Section of this plan.

<u>Vessel Name</u>	<u>Owner</u>	<u>Contact</u>	<u>Size</u>
YF 727	SEAK Lighterage	J. Gitkov	250'x 50'
Jena	Trucano Construction	A. Gould	110' x 34'
Newhalem	Channel Construction	J. Cheezmen	230' x 55'
ZB 12 (ramp)	Anderson Barge	V. Anderson	150' x 40'

Tugs: The listed tug boats are normally in Juneau. However, in the summer some of the tugs may be on call for docking assists and not immediately available. If the listed tugs are not available, consult Table 5 of the worst case scenario, or the Resources Section of this plan for other options.

<u>Vessel Name</u>	<u>Owner</u>	<u>Contact</u>	<u>Size</u>
Juneau:			
Ethan B	AMAK Towing	Bill Sharp	2000 HP
Ardie	AMAK Towing	Bill Sharp	800 HP
Tagish	Sea Maritime	Mike Keso	1700 HP
Columbia Queen	Sea Maritime	Mike Keso	1500 HP
J.S. Polhemus	Anderson Barge	Vince Anderson	400 HP
Crosmor	Anderson Barge	Vince Anderson	380 HP

(4) Work (Support) Vessels: For this scenario, two of the LCM type vessels and/or two barges can be used for skimming platforms. The other vessels along with any extra tugs can be used to satisfy the need for eight boom-tending boats. The Coast Guard, Unocal Juneau, Delta Western Juneau can each provide one work skiff. Additionally, each tugboat usually has a 14-16 ft skiff on board which can be used in boom tending. If additional work skiffs are needed, the RP can purchase new 16-18' skiffs and motors in Juneau. The Juneau harbormaster will provide information on the availability and assist in contacting the owners of the most suitable work skiffs or fishing vessels. For planning, fishing vessels in Juneau will take an estimated 36 hours to be identified, surveyed, supplied, trained, and dispatched.

(5) Skimmers: Small skimmers are available from the following sources in Juneau and would be available for dispatch aboard the first vessels departing for the scene:

<u>Location</u>	<u>Contact</u>	<u>Type</u>	<u>Effective Daily Recovery</u>
Taku Oil	Jeff Hansen	Oleo III	95 bbls
DOH	John Berthol	Rope Mop	75 bbls
DOH	John Berthol	Suction	100 bbls
Delta Western	Earl Kloster	Skim Pac 4200	480 bbls
ADEC	SOSC	Skim Pac 4200	480 bbls
Alaska Spirit	Vessel Master	Weir	100 bbls
SEAK Lighterage	John Gitkov	Suction	100 bbls
TOTAL			1,430 bbls

To meet the 1,750-barrel requirement additional rope mop skimmers could be flown within 8 hours directly to the scene from the following sources:

<u>Location</u>	<u>Type</u>	<u>Effective Daily Recovery</u>
Petro Marine Sitka	Rope	75 Bbls
Petro Marine Petersburg	Rope	75 bbls
Petro Marine Ketchikan	Rope	75 bbls
Delta Western Wrangell	Rope	75 bbls
TOTAL		300 bbls

Other skimmers outside the area are available from Foss Environmental which has 4 small rope mop skimmers in

Seattle which can be air-delivered to Juneau via Alaska Airlines within 12 hours. Larger systems are available from the USCG PST or USCG VOSS, but their usefulness will be limited due to the 24-36 hours it will take for delivery.

(6) Storage Capacity: Initially, and until a CG-certified tank barge(s) arrives on-scene, storage for skimming operations can be provided quickest from the sources listed below. Tanks can be deployed on barges and aboard the workboats.

<u>Source</u>	<u>Contact</u>	<u>Type</u>	<u>Volume</u>
DOH	John Berthol	Port Tank	238 bbls
		Port Tank	119 bbls
		Port Tank	26 bbls
SEAK Lighterage	John Gitkov	Port Tank	430 bbls
		Port Tank	95 bbls
		Bladder	1,190 bbls
		Port Tank	20 bbls
Channel Corp	Gerald Wilson	Port Tank	55 bbls
		Port Tank	55 bbls
TOTAL			2,228 bbls

If required, the following additional storage capacity can reasonably be on scene within 24 hours:

<u>Source</u>	<u>Contact</u>	<u>Type</u>	<u>Volume</u>
USCG Kodiak	FOSC	Bladder	950 bbls
USCG Anchorage	FOSC	Inflatable Barge	640 bbls
		Inflatable Barge	640 bbls
Total			2230 bbls

Other portable tanks are available from Alaska Marine Lines in Skagway and from various sources in Ketchikan, Sitka, Hoonah, and Petersburg. Delivery time for these resources will depend on the availability of barge transport. Refer to the Resources Section for other sources of portable storage.

(7) Lightering/Salvage Equipment: Assuming that the barge has no pumping ability, equipment to perform over-the-top lightering of the ALASKA SPIRIT may come from the sources listed below. Each source will furnish all hoses and power requirements for each pump. Diesel fuel in 55-gallon drums may be required. The type of product being pumped will determine the best type of pump to use.

<u>Location</u>	<u>Source</u>	<u>Item</u>	<u>ETD Juneau</u>
Calif	USCG PST	ADAPTS w double stage pump	M+10
Kodiak	USCG PST	ADAPTS w single stage pump	M+14
Anchorage	USCG	2-VOSS Lightering pumps	M+10
Ketchikan	Alaska Diving	Various Pumps	M+06
Juneau	John Gitkov	4" Electric Submersible	M
		3" Electric Submersible	M
Seattle	Foss Environ.	5 ea. 6" Hydraulic Submersible	M+10
		2 ea. 4" Hydraulic Submersible	M+10
Seattle	Global Diving	2 ea. MPC Hydraulic Submersible	M+10

(8) Underwater Divers/Survey Equipment: Potential sources for underwater surveys with video and still photography include the following:

<u>Location</u>	<u>Company</u>	<u>Telephone</u>	<u>ETD Juneau</u>
Juneau	Commercial Diving Service	907-586-4136	M+2
Ketchikan	Alaska Diving Service	907-225-3667	M+6
Anchorage	AK Divers & Underwater Salvage	907-337-0515	M+6
Seattle	Global Diving & Salvage	206-623-0621	M+10

(9) Berthing: For planning purposes, it is assumed that due to the expected short duration of on-water cleanup, response workers will be housed in Juneau and shuttled to the scene daily. Limited on-scene berthing will

be available aboard the response vessels, tugboats, and USCG cutters. If on-scene berthing for everyone is required, then the quickest option is to locate and charter several small passenger vessels in Juneau or Sitka.

(10) Aircraft: Local aircraft are identified in the Resources Section. Response equipment from outside the area will arrive at Juneau International Airport aboard USCG C-130 aircraft and scheduled or chartered commercial aircraft. All CG transport requirements can be initiated by USCG D17. Floatplanes will be restricted to daylight operations and will be limited by on scene landing conditions. Chartered commercial helicopters and fixed wing aircraft will be used for overflights and personnel transport.

(11) Staging Areas: The primary staging area will be John Gitkov's facility in Auke Bay. This facility has heavy lifting equipment, deep water, and provides the closest location to the scene. Storage area is limited, so secondary areas for storage of large quantities of equipment will be located at the Vintage Business park empty lot, or for small items, the Amalga Harbor boat ramp. The Amalga Harbor ramp is the nearest launching facility to St James Bay, but is not useable by barges or at low tides.

(12) Trucking Support: Existing commercial trucking companies in Juneau can supply the required tractor/trailer combinations to shuttle equipment from the airport to staging areas. Refer to the Resources Section for specific companies.

(13) Command Post: Due to the expected short duration of on-water cleanup, MSO Juneau will act as the Command Post. Radio communication can be supplied via phone patch through the USCG District 17 Command Center. Additional facsimile machines or other office support equipment can be leased through commercial sources. On-scene command posts can be located aboard a Coast Guard cutter or one of the barges.

(14) Personnel Training & Protective Equipment (PPE): The RP, USCG, and State will assume responsibility for properly training and outfitting their responders. No one will be allowed on scene without the PPE specified by the site safety plan. If emergency HAZWOPER training is required, it will be coordinated between the USCG, RP, and state as to the minimum requirements.

(15) Wildlife collection & Rehabilitation: This activity will be coordinated between the RP, USFWS, and ADF&G. The RP will contract with Wildlife Rescue Team, Inc. in Juneau to coordinate this activity. For planning purposes, two 4-person collection teams will be deployed in skiffs to capture oiled wildlife. Wildlife will be shuttled to a rehabilitation center in Juneau aboard high-speed vessels or floatplanes. There is no pre-identified location in Juneau for a wildlife cleaning station.

(16) Communication: The Unified Command will develop a comprehensive communications plan. If required, SEAPRO can supply a portable repeater and the USCG PST has available a portable INMARSAT communication package available for the on-scene command post. If not already equipped, all vessels will need a VHF radio. Handheld radios will be supplied by the RP in situations where a shortage exists.

b. Personnel: The Commanding Officer of MSO Juneau will be the FOSC. He will command a USCG staff comprised of personnel from MSO Juneau, MSDs Sitka and Ketchikan, PST 17th District, and the District Response Group. Funding support may be requested from the national Pollution Funds Center. USCG 17th District Office will be responsible to locate and administratively support USCG personnel outside MSO Juneau's normal allowance.

The RP OSC will be from the company owning the vessels. Until the RP OSC arrives, his Aqualified person will be the manger of SEAPRO. SEAPRO membership in Juneau will have 5 trained personnel immediately available, with another 10-15 arriving on charter flights.

The ADEC Southeast Area Response Team (SART) has a pre-identified SOSC located in Juneau. His/her staff will come from SART personnel in Juneau and from other ADEC offices around the state as needed.

Contracted tug & barges would provide their own crews for vessel operations, and be supplemented as required with response personnel for clean up work. As a minimum, at least two personnel will be required on all workboats and skiffs.

Resources at Risk: The Environmental Sensitivity Index maps identify ESI types at the head of St. James Bay #9, sheltered tidal flat, #10, intertidal marsh and #7, exposed tidal flat. ESI habitat types 9 and 10 flat, are the most sensitive to oil. There are also two major salmon streams, the St. James River and a unnamed river that flow into the head of the Bay. This area should be protected from shoreline impact of oil. Waterfowl that may be found in St James Bay in mid-June include the following species of waterfowl that would be non-breeders: mergansers, Canada geese, mallards, wigeon, goldeneyes, harlequins, and scooters. Loons and grebes may also be present, and marbled murrelets which nest in the adjacent upland.

The small islands in the bay are used as harbor seal haulouts. It is unlikely that there would be other marine mammals in the bay. There are no records of sea otters in this area.

St. James Bay has a commercial tanner and dungeness crab fishery. Sport fishing for halibut and salmon is popular. There is no aquaculture in this bay however; there are net pens in the adjacent Boat Harbor.

There are no known archaeological sites. Private cabins are located south of the main bay. St. James Bay is a legislatively designated park managed by the Alaska Department of Natural Resources. There are no developed public facilities.

South of the main bay and St James Point is a marsh complex and three major salmon streams. Along the area of shoreline impact as depicted by the trajectory, there are six major salmon streams south to the Robinson River that should be protected. The highest priority salmon streams are indicated on the following map. (MAP NOT READY YET). There are a number of bald eagle nests along the shoreline and any dead birds or other wildlife on the shore could be scavenged by adult eagles feeding their young. Any carcasses will need to be recovered to prevent scavenging. River otters may also scavenge carcasses. Priority areas for protection are the wetland complexes at the head of the bay and the area south of south of St James Point.

Shortfalls:

a. Equipment:

(1) Boom: Shortfalls in sorbent boom can be expected. Any short term short falls can be filled by commercial sources in Seattle or Anchorage.

(2) Boom Anchoring Equipment: No Shortfalls are expected.

(3) Tugs/Barges: No shortfalls are expected. However, delays may be encountered with availability of tugs since many assist in the docking of cruise ships at this time of year. Delays may also be experienced in locating and delivering a lightering barge. The source of the lightering barge will depend on what is available in the zone at the time. If a barge from Seattle is required, a 3 to 5 day delay may be necessary.

(4) Support Vessels: Primary shortfall will be in work skiffs. An estimated 12 may be required, but only three (one each from USCG, Unocal and Delta Western) can be pre-identified. Shortfalls will most easily be filled by skiffs on board tugs dispatched to the scene, and by purchase of skiffs and motors by the RP. The Juneau harbormaster will serve as an initial point of contact for identification of local fishing or other workboats that may be required.

(5) Skimmers: No shortfall expected.

(6) Storage Capacity: If full open water skimming operations are conducted for only 24 hours, temporary storage can be met. If skimming operations continue for longer, there will be a shortfall. To deal with this shortfall, additional temporary portable tanks can be mobilized from AML in Skagway, additional bladders from PPST and Foss Environmental, or a small lightering barge like the Callapooya (15k bbls). Storage for collected solids can be met by lined portable dumpsters or conex boxes stored on deck of the barges.

(7) Lightering/Salvage: No shortfalls expected.

(8) Underwater survey: No shortfalls expected.

(9) Berthing: On-scene berthing, if required, will be an initial shortfall until local small passenger vessels can be contracted. Delays can be expected due to June being their prime season for tourist charters. The initial requirements may be met with available berthing on response vessels.

(10) Aircraft: No shortfalls expected.

(11) Staging Areas: No shortfalls expected.

(12) Trucking Support: No shortfalls expected.

(13) Command Post: Although MSO Juneau has limited space, it should be sufficient for the time required for this response.

(14) Personnel Training: No shortfalls expected.

(15) Wildlife Rehabilitation: For SE Alaska, all aspects of this subject can, at present, be considered a shortfall. Equipment requirements need to be developed, potential cleaning centers identified, capture personnel trained, recovery vessels identified, and overall guidelines developed. The ADF&G may be able to most quickly provide the personnel and on-scene vessels for the capture of oiled wildlife.

(16) Communications: VHF radio communications from MSO Juneau will be limited. On-scene radio communications will likely need to be relayed through the USCG District 17 Communications Center.

b. Personnel: No shortages of personnel are expected.

c. Permits: All required permits identified in this plan and the Unified Plan, Annex C should be pre-approved, or a procedure adapted that allows emergency permit approval by the FOOSC & SOCS.

d. Policy: (To be identified by the Area Committee.)

e. Funds: No funding shortfall is expected. If the response exceeds the funding ability of the RP, then a combination of finances from the State Response Fund and the Federal OPA 90 Pollution Fund should cover the shortfall.

f. Response Times: Due to the remoteness of most of SE Alaska, response times are best estimates. Extreme weather often eliminates air transport, and slows vessel delivery schedules.

g. Location/Identification of Additional Resources: This will be the responsibility of the Logistics Section of the Unified Command.

C. AVERAGE MOST PROBABLE SCENARIO

Situation: At 1200, 15 August, a cargo transfer hose aboard the Tank Barge *Palmer* ruptured while transferring fuel oil to the Ketchikan Pulp Company (KPC) facility at Ward Cove, Ketchikan, Alaska. The 4" hose ruptured 30" shoreward of the stop and stop check valves of the barge discharge manifold, spilling #6 fuel oil into the water between the barge and the dock. The barge tankerman executed an emergency shutdown of the pumping system within 20 seconds of the rupture and secured the discharge piping within 40 seconds. KPC facility personnel secured the dock manifold valves within one minute of the rupture. At the time of rupture, the delivery pressure was estimated to be 70 psi. The length of hose in use was 50 feet, and all of the product remaining in the hose after the transfer was secured spilled into the water. Twenty barrels (840 gal) of #6 fuel oil was released from the ruptured hose.

At the time of the spill, the current in Tongass Narrows in front of Ward Cove was flooding at a velocity of 0.27 knots. High tide will occur at 1255 local at 18.66 feet, and the next low tide will be -2.83 feet at 1928.

Location: Ward Cove, Tongass Narrows, Ketchikan, Alaska 55° 24.2' N; 131° 43.8' W

Ward Cove is a small sheltered area approximately one mile long by a half mile wide. It is located off Tongass Narrows approximately 5 miles northwest of the city limits of Ketchikan. The Ketchikan Pulp Company pulp mill and saw mill are located at the northern end of the cove and cover about 30 percent of its shoreline. The eastern and southern shorelines contain a large log sorting yard, which is operated by Klukwan Forest Products Inc., and a large fish cannery owned by Ward Cove Packing. The majority of the cove is dedicated to log marshaling and storage, industrial wharfage, and stiff-leg moorage. There are several private residences on the southern tip of the cove, some of which have shoreline structures. Ward Creek is located at the northeastern end of the cove and the creek is cataloged as an anadromous fish stream. The opening to the cove is only 0.25 miles wide and is usually further constricted by rafts of logs stored along the northern shore of the cove. Virtually all of the shoreline is accessible from the highway which circles the cove.

The site of fuel oil transfers is at the face of the 250-yard long stevedoring dock which dominates the shore adjacent to the pulp mill.

Initial Actions: Immediately after securing the dock manifold valves, the facility transfer person-in-charge notified the main office of the plant who then notified the Coast Guard Marine Safety Detachment (MSD) in Ketchikan. The master of the tug *John Brix* contacted the home office. The MSD Supervisor contacted the owner/operator of the tank barge who accepted responsibility for the spill. An MSD rep arrived on-scene to find that the facility and the tug crew had begun to deploy boom to corral the oil and had sorbent pads, boom, and adsorbent snares ready to be used to clean up the oil. A USCG POLREP ONE and ADEC SITREP ONE were generated to inform other units and agencies as appropriate. The facility personnel continued daily cleanup operations until the oil was sufficiently recovered, while representatives from MSD Ketchikan and ADEC monitored the progress. Disposal was arranged to use of the pulp mill's incinerator.

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