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ATLANTA COASTAL REGION MULTI-AGENCY
OIL AND HAZARDOUS MATERIALS POLLUTION
CONTINGENCY PLAN - REGION IV

Coast Guard District (7th)
Miami, Florida

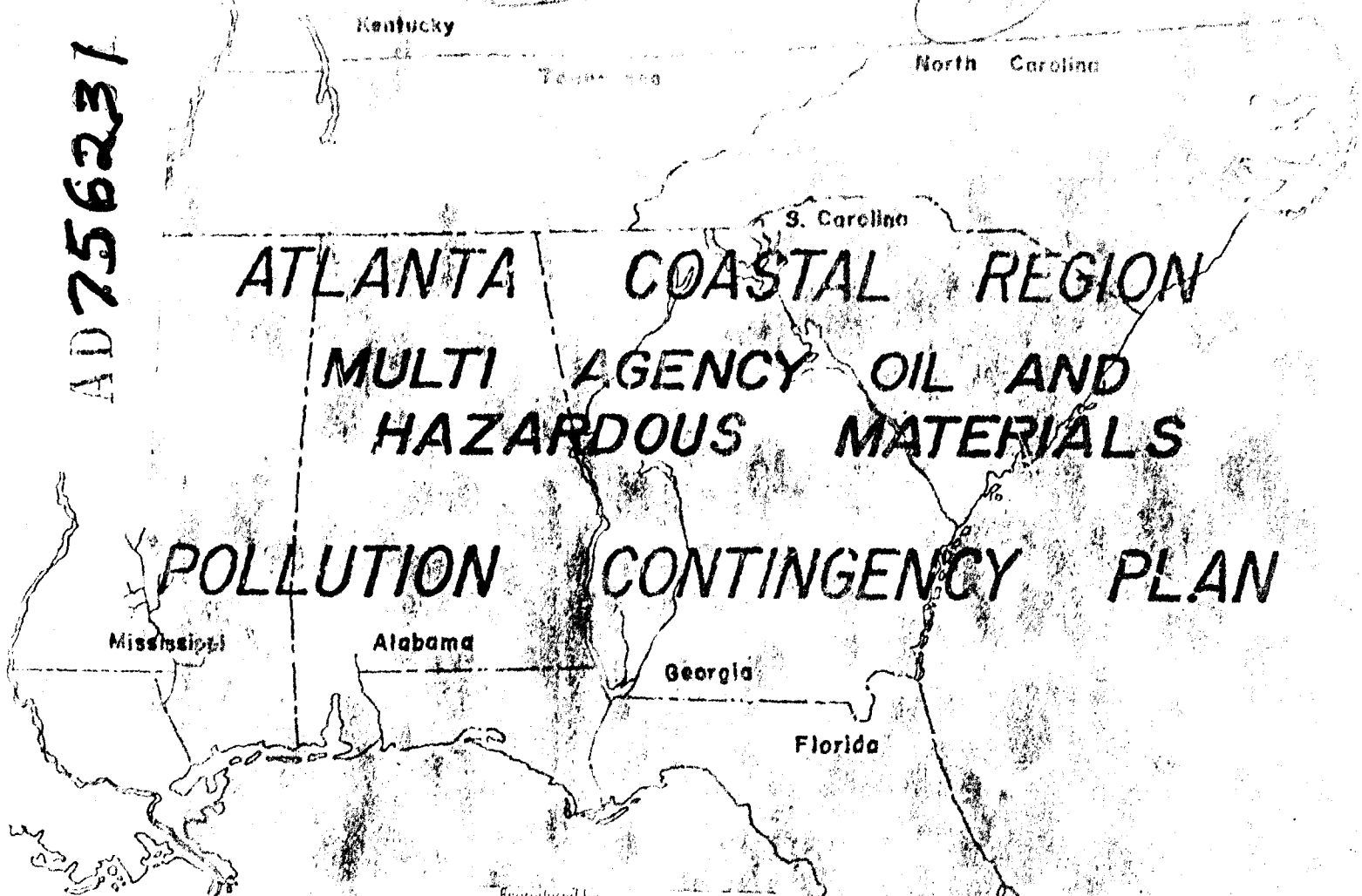
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REGION

IV



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COMMANDER, SEVENTH COAST GUARD DISTRICT

51 S.W. 1st Avenue

Miami, Florida 33130

Best Available Copy

I M P O R T A N T

This is the basic Regional Contingency Plan including Change 1. Future changes may be obtained at no cost from:

Commander (mep)
Seventh Coast Guard District
Federal Building
51 S. W. 1st Ave.
Miami, Fla. 33130

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ADDENDUM

The Federal Water Quality Administration (FWQA) should be changed to Environmental Protection Agency (EPA) wherever it appears in this plan.

ATLANTA COASTAL REGION
MULTI AGENCY OIL AND
HAZARDOUS SUBSTANCES
POLLUTION CONTINGENCY PLAN

REGION IV



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

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Miami, Fla. 33130

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24 DEC 1970

LETTER OF PROMULGATION

1. On 3 April 1970, the President signed into law the Water Quality Improvement Act of 1970 (Public Law 91-224), and in accordance with that act, a National Oil and Hazardous Materials Pollution Contingency Plan was developed. The federal Atlanta Coastal Region Pollution Contingency Plan, which includes the coastal areas of North and South Carolina, Georgia, Florida, Alabama and Mississippi and the Panama Canal Zone, supports and is consistent with the National Plan. It provides a mechanism for coordinating response to a spill of oil or other hazardous substances throughout the Atlanta Coastal Region.
2. The initially distributed Atlanta Coastal Plan has been subjected to extensive revision which was partially accomplished by a joint meeting of the primary federal agencies concerned, held in Miami on 13 and 14 October 1970. These agencies included the Federal Water Quality Administration, Office of Emergency Preparedness, U. S. Army Corps of Engineers, Department of Health Education and Welfare, Panama Canal Company and U. S. Coast Guard. The revised plan, attached hereto, is effective upon receipt and supersedes the initial plan, in its entirety. The superseded plan should be destroyed.
3. This revised plan is to be considered the "original" and all its pages, though blank of any such designation, are also the originals. Any changes made will be designated as such and will be consecutively numbered.
4. Comments and recommendations regarding this plan are invited and should be addressed to Commander, Seventh Coast Guard District (oil). The plan will be kept under continual review and additional information, changes and corrections will be promulgated as necessary.

O. R. SMEDER
Rear Admiral
United States Coast Guard
Commander, Seventh Coast Guard District
Chairman, Atlanta Regional Response Team

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ATLANTA COASTAL REGION
MULTI-AGENCY OIL AND HAZARDOUS SUBSTANCES
POLLUTION CONTINGENCY PLAN

The Atlanta Coastal Region Pollution Contingency Plan, prepared within the framework of the National Multi-agency Oil and Hazardous Substances Pollution Contingency Plan, provides a mechanism for coordinating response to a spill of oil or other hazardous substances. Agencies and organizations participating in this plan are:

Federal Government

Department of Transportation

Department of Defense

Department of Health, Education and Welfare

Department of Interior

Office of Emergency Preparedness

Panama Canal Company

State Governments

Florida

Georgia

South Carolina

North Carolina

Alabama

Mississippi

ATLANTA REGIONAL PLAN

Local Governments

Florida

Miami
Port Everglades
West Palm Beach
Port Canaveral
Jacksonville
Tampa
Key West

South Carolina

Charleston

Georgia

Savannah

Alabama

Mississippi

North Carolina

Private Organizations

Jacksonville Port Committee for Spillage
Control, Inc.

Savannah River Oil Spill Cooperative Agreement

Charleston Industry Committee for the Control of
Liquid Spillage

Port Everglades Oil and Related Industries Association

Key West Committee for Spillage Control

ATLANTA REGIONAL PLAN

TABLE OF CONTENTS

	PAGE
Cover page	i
Table of Contents	iii
List of Annexes	v
Record of Changes	vi
100 Introduction	1
101 Background	
102 Purpose and Objectives	
103 Scope	
104 Abbreviations	
105 Definitions	
106 FWPC Act	
200 Policy and Responsibility	8
201 Federal Policy	
202 Federal Responsibility	
203 Non-Federal Responsibility	
300 Planning and Response Elements	13
301 Spill Response Activities and Coordination	
302 National Response Center	
303 National Response Team	
304 Regional Response Centers	
305 Regional Response Team	
306 On-Scene Coordination	
307 Sub-Regional Areas	
308 Sub-Regional Response Centers & Teams	
400 Federal Response Operations - Response Phases	20
401 Phase I - Discovery and Notification	
402 Phase II - Containment and Counter-measures	
403 Phase III - Cleanup and Disposal	
404 Phase IV - Restoration	
405 Phase V - Recovery of Damages and Enforcement	
406 Procedures to be followed	

ATLANTA REGIONAL PLAN

	PAGE
500 Coordinating Instructions	24
501 Delegation of Authority	
502 Multi-Regional Action	
503 U. S. Public Vessels and Federally Operated Facilities	
504 Notification	
505 General Pattern of Response Actions	
506 Strike Forces	
507 Seventh District Strike Force	
600 Procedures for Changing the Plan and Annexes	29
601 General	
602 Amendments	

ATLANTA REGIONAL PLAN

LIST OF ANNEXES

		Annex No.
1100	Distribution	I
1200	Notification and Reporting	II
1300	Response Centers and Response Teams	III
1400	Geographic Boundaries	IV
1500	Communications	V
1600	Public Information	VI
1700	Legal Authorities	VII
1800	Enforcement Procedures	VIII
1900	Funding	IX
2000	Schedule of Dispersants and Chemicals	X
2100	Non-Federal Interests	XI
2200	Surveillance	XII
2500	Technical Information	XV
3000	Sub-Regional Contingency Plans	XX

ATLANTA REGIONAL PLAN

RECORD OF CHANGES

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ATLANTA REGIONAL PLAN
ATLANTA COASTAL REGION MULTIAGENCY OIL AND HAZARDOUS
MATERIALS POLLUTION CONTINGENCY PLAN

100 INTRODUCTION

101 Background

101.1 This Plan was developed pursuant to the provisions of the Federal Water Pollution Control Act, as amended, (33 USC 1151, et seq.). Paragraph 2 of Subsection C authorizes the President, within 60 days after the section becomes effective, to prepare and publish such a plan.

102 Purpose and Objectives

102.1 This Plan (including the annexes) provides for a pattern of coordinated and integrated responses to pollution spills by Departments and Agencies of the Federal Government. It establishes a Regional Response Team and provides guidelines for the establishment of Sub-Regional Contingency Plans and Response Teams. This Plan also promotes the coordination and direction of federal, state and local response systems and encourages the development of local government and private capabilities to handle such pollution spills.

102.2 The objectives of this Plan are to provide for efficient, coordinated and effective action to minimize damage from oil and hazardous substance discharges, including containment, dispersal, and removal. The Plan, including the Annexes, provides for: (a) assignment of duties and responsibilities; (b) establishment and identification of strike forces and emergency task forces; (c) a system of notification, surveillance and reporting; (d) establishment of a Regional Center to coordinate and direct operations in carrying out this Plan, (e) a schedule of dispersants and other chemicals to treat oil spills, (f) enforcement and investigative procedures to be followed, (g) directions on public information releases, and (h) instructions covering on-scene coordination.

103 Scope

103.1 The Atlanta Coastal Plan will be effective for

10/1/77
p 2

ATLANTA REGIONAL PLAN

all navigable waters of the states of Alabama, Mississippi, Florida, Georgia, South Carolina, North Carolina, and the Panama Canal Zone. <These navigable waters include coastal territorial waters, the contiguous zone and the high seas beyond this zone where there exists a threat to navigable waters, shoreface or shelf bottom. This plan is also effective for the entire Panama Canal Zone including the non-navigable locks.

103.2 The provisions of the Atlanta Coastal Plan are applicable to all federal agencies. Implementation of this Plan is compatible and complementary to currently effective assistance plans, agreements, security regulations, and responsibilities based upon Federal statutes and executive orders.

104 Abbreviations

104.1 Department and Agency Title Abbreviations

CEQ	- Council on Environmental Quality
Commerce	- Department of Commerce
Corps	- U.S. Army Corps of Engineers
DHEW	- Department of Health, Education and Welfare
DOD	- Department of Defense
DOI	- Department of Interior
DOT	- Department of Transportation
EPA	- Environmental Protection Agency
Justice	- Department of Justice
MarAd	- Maritime Administration
NOAA	- National Oceanic and Atmospheric Administration
OEP	- Office of Emergency Preparedness
State	- Department of State
USCG	- U.S. Coast Guard
USGS	- U.S. Geological Survey
USN	- U.S. Navy

104.2 Operation Title Abbreviations

NRC	- National Response Center
NRT	- National Response Team

ATLANTA REGIONAL PLAN

RRC	- Regional Response Center
RRT	- Regional Response Team
OSC	- On-Scene Coordinator
SRA	- Sub-regional Area
SRC	- Sub-regional Response Center
SRT	- Sub-regional Response Team
POLREP	- Pollution Report - a message used to make pollution incident progress reports.

104.3 Coast Guard Abbreviations

CCGD7	- Commander, Seventh Coast Guard District
CCGD8	- Commander, Eighth Coast Guard District
CCGD5	- Commander, Fifth Coast Guard District
RCC	- Rescue Coordination Center
COTP	- Captain of the Port
SAR	- Search and Rescue
OCMI	- Officer in Charge, Marine Inspection
MIO	- Marine Inspection Office

104.4 Other Abbreviations

FMP	- Florida Marine Patrol
PEORIA	- Port Everglades Oil and Related Industries Association

105 Definitions (within the meaning of this plan).

105.1 Act - the Federal Water Pollution Control Act, as amended, (33 USC 1151, et seq.).

105.2 Discharge - includes but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying or dumping.

ATLANTA REGIONAL PLAN

105.3 United States - means the States, the District of Columbia, the Commonwealth of Puerto Rico, the Canal Zone, Guam, American Samoa, the Virgin Islands, and the Trust Territory of the Pacific Islands.

105.4 Inland Waters - generally are those navigable fresh waters upstream from the coastal waters. (See 105.5)

105.5 Coastal Waters - generally are those U.S. marine waters navigable by deep draft vessels.

105.6 Contiguous Zone - means the entire zone established or to be established by the United States under Article 24 of the Convention on the Territorial Sea and the Contiguous Zone. This is assumed to extend 12 miles seaward from the baseline where the territorial sea begins.

105.7 Public Health or Welfare - includes consideration of all factors affecting the health and welfare of man, including but not limited to human health, the natural environment, fish, shellfish, wildlife, and public and private property, shorelines and beaches.

105.8 Major Disaster - means any hurricane, tornado, storm, flood, high water, wind-driven water, tidal wave, earthquake, drought, fire, or other catastrophe in any part of the United States which, in the determination of the President, is or threatens to become of sufficient severity and magnitude to warrant disaster assistance by the Federal government to supplement the efforts and available resources of States and local governments and relief organizations in alleviating the damage, loss, hardship, or suffering caused thereby.

105.9 Oil - means oil of any kind or in any form, including but not limited to, petroleum, fuel oil, sludge, oil refuse and oil mixed with wastes other than dredged spoil.

105.10 Hazardous Polluting Substance - is an element or compound, other than oil as defined in 105.9 which, when discharged in any quantity, into or upon navigable waters of the U.S. or their tributaries, presents an imminent or substantial threat to the public health or welfare.

ATLANTA REGIONAL PLAN

105.11 Minor Spill - is a discharge of oil of less than 1000 gallons in inland waters, or less than 10,000 gallons in coastal waters or a discharge of any material in a quantity that does not pose a threat to the public health or welfare. Discharges that: (1) occur in or endanger critical water areas; (2) generate critical public concern; (3) become the focus of an enforcement action; or (4) pose a threat to public health or welfare, should be classified as medium or major spills depending on their degree of impact.

105.12 Medium Spill - is a discharge of oil of 1000 gallons to 10,000 gallons in the inland waters or 10,000 gallons in coastal waters, or a discharge of any quantity of any material that poses a threat to the public health or welfare. See 105.11 for a definition of those spills which might be classified as a major spill even though their quantities conform to the definition of a medium spill.

105.13 Major Spill - is a discharge of oil of more than 10,000 gallons in inland waters or more than 100,000 gallons in coastal waters or a discharge of any quantity of material of substance that substantially threatens the public health or welfare, or generates wide public interest.

105.14 Potential Spill - is any accident or other circumstance which threatens to result in the discharge of oil or hazardous polluting substance. A potential spill shall be classified as to its severity based on the guidelines above.

105.15 Primary Agencies - are those Departments or Agencies comprising the NRT and designated to have primary responsibility and resources to promote effective operation of this Plan. These agencies are: DOD, DOI, DOT and EPA.

105.16 Advisory Agencies - are those Departments or Agencies which can make major contributions during response activities for certain types of spills. These Agencies are: Commerce, DHEW, Justice, OEP and State.

105.17 Remove or Removal - is the removal of oil or hazardous polluting substance from the water and shorelines or the taking of such other actions as may be necessary to minimize or mitigate damage to the public health or welfare.

ATLANTA REGIONAL PLAN

105.18 Knowing Discharge - is an intentional oil discharge or an oil spill which results from negligence by commission or omission.

106 Federal Water Pollution Control Act, as amended.

106.1 On 3 April 1970, President Nixon signed into law the Water Quality Improvement Act of 1970, amending the Federal Water Pollution Control Act. This has given new impetus to pollution contingency planning. The law states that the President will publish a National Contingency Plan within sixty days after the effective date of this legislation.

106.2 The new act describes the following items which will form part of the plan.

106.2-1 Assigning duties and responsibilities among federal departments and agencies in coordinating with State and local agencies.

106.2-2 Identifying, procuring, maintaining and storing of equipment.

106.2-3 Establishing strike forces of trained pollution response personnel.

106.2-4 Establishing detection systems for pollution.

106.2-5 Preparing a schedule in cooperation with the states on chemical identification and use.

106.3 The law further states that the United States may coordinate and direct all public and private efforts when a marine disaster occurs in or on the navigable waters of the United States and creates a substantial threat to public health and welfare.

106.4 An owner or operator of a facility or vessel is now required to immediately report all spills of oil or other hazardous substances to the nearest Coast Guard facility, or be subject to a fine of up to \$10,000/1 year for failure

ATLANTA REGIONAL PLAN

to do so. Furthermore, a knowing discharge of oil carries a civil penalty of up to \$10,000. Finally, regulations are being prepared implementing the new law and providing for civil penalty of up to \$5,000 for each violation of such regulations.

106.5 All vessels over 300 gross tons and oil handling facilities will have to prove financial responsibility to meet the liability to the United States for which such vessel or facility may be subjected to. Payments to the government for oil spill cleanup are deposited in a 20 million dollar contingency fund established by the Act.

106.5-1 Executive Order No. 11548 dated 20 July 1970. Certain functions under the act were delegated to various federal agencies. The Coast Guard has been designated as the appropriate agency to receive notice of discharge of oil and other hazardous substances.

106.5-2 A person in charge of a vessel, onshore facility or offshore facility should give immediate notification to the U.S. Government of any discharge of oil or other hazardous substances.

106.5-3 Within the Atlanta Coastal Region, the Coast Guard Captain of the Port who is normally on-scene commander for pollution spills or incidents is responsible for coordinating this program, within his specific area of responsibility. Although information on spills can be sent to any Coast Guard unit the COTP is the most appropriate reporting point.

106.5-4 Reports to the Coast Guard from interested citizens, facility operations or vessels should identify the place of the spill, the approximate size and color of the spill, the type of substance and time of spill.

ATLANTA REGIONAL PLAN

200 POLICY AND RESPONSIBILITY

201.1 Federal Policy. The Congress has declared that it is the policy of the United States that there should be no discharges of oil into or upon the navigable waters of the United States, adjoining shorelines, or into or upon the waters of the contiguous zone. Further, the discharge in harmful quantities of oil into or upon the waters of the contiguous zone is prohibited except where permitted under Article IV of the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, as amended, and where permitted in quantities and at times and locations or under such circumstances or conditions as the President may, by regulation, determine. It must also be emphasized that this Nation, in November, 1970, announced a goal of no intentional discharge of oil from tankers and other vessels to the seas by mid-decade.

201.2 The primary thrust of the Atlanta Plan is to provide a Federal response capability at the regional level. The OSC shall determine if the person responsible for the discharge of oil or hazardous polluting substances has reported the discharge in accordance with section 11(b)(4) of section 12(c) of the Act, or in accordance with regulations promulgated under the Outer Continental Shelf Lands Act, and is taking adequate action to remove the pollutant or adequately mitigate its effects. The OSC should, if practicable, insure that the person responsible for the spill is aware of his responsibility and is encouraged to undertake necessary countermeasures. When such person is taking adequate action, the principal thrust of Federal activities shall be to observe and monitor progress and to provide advice and counsel as may be necessary. In the event that the person responsible for a pollution spill does not act promptly, does not take or propose to take proper and appropriate actions to contain, clean up and dispose of pollutants or the discharger is unknown, further Federal response actions shall be instituted as required in accordance with sections 11(c)(1) or 12(d) of the Act.

201.3 The federal agencies possessing facilities or other resources which may be useful in a federal response situation will make such facilities or resources available for

ATLANTA REGIONAL PLAN

use in accordance with this plan as supplemented by the sub-regional plans. Agencies making resources available shall make such assignments consistent with operational requirements, within the limits of existing statutory authority and within the spirit of the President's intention to minimize discharges and their effects when they do occur.

202 Federal Responsibility

202.1 Each of the Primary and Advisory Federal Agencies has responsibilities established by statute, executive order or Presidential directive, which may bear on the federal response to a pollution incident. This plan intends to promote the expeditious and harmonious discharge of these responsibilities through the recognition of authority for action by those agencies having the most appropriate capability to act in each specific situation. Responsibilities and authorities of these several agencies relevant to the control of pollution incidents are detailed in Annex VII.

202.2 The Council on Environmental Quality is responsible for the preparation, publication, revision or amendment of this National Contingency Plan in accordance with Sec. 4(a) Executive Order 11548. The Council will receive the advice of the NRT on necessary changes to the Plan and shall insure that any disagreements arising among members of the NRT are expeditiously settled.

202.3 The Department of Commerce, through NOAA and MarAd, provides support to the NRT, RRT and OSC with respect to: marine resources; current and predicted meteorological, hydrologic and oceanographic conditions for the high seas, coastal and inland waters; design, construction and operation of merchant ships; and maps and charts, including tides and currents for coastal and territorial waters and the Great Lakes.

202.4 The Department of Health, Education, and Welfare is responsible for providing expert advice and assistance relative to those spills or potential spills that constitute

ATLANTA REGIONAL PLAN

or may constitute a threat to public health and safety.

202.5 The Department of Defense, consistent with its operational requirements, may provide assistance in critical pollution spills and in the maintenance of navigation channels, salvage, and removal of navigation obstructions.

202.6 The Department of Interior, through the USGS, supplies expertise in the fields of oil drilling, producing, handling, and pipeline transportation. Also, the USGS has access to and supervision over continuously manned facilities which can be used for command, control and surveillance of spills occurring from operations conducted under the Outer Continental Shelf Lands Act. Additionally, the Department of Interior will provide, through its Regional Coordinators, technical expertise to the OSC and RRT with respect to land, fish and wildlife, and other sources for which it is responsible. DOI is also responsible for American Samoa and the Trust Territory.

202.7 The Department of Transportation, provides expertise regarding all modes of movement of oil and hazardous substances. Through the USCG, the Department serves as vice-chairman of the NRT and supplies support and expertise in the domestic/international fields of port safety and security, marine law enforcement, navigations, and construction, manning operation, and safety of vessels and marine facilities. Additionally, the Coast Guard maintains continuously manned facilities that are capable of command, control, and surveillance for spills occurring on the navigable waters of the United States or the high seas. The USCG is responsible for chairing the RRT and for implementing, developing and revising, as necessary, the regional plans for those areas where it is assigned the responsibility to furnish or provide for OSCs (Sec.306.2). EPA will provide guidance to and coordinate with DOT regarding pollution control and the protection of the environment in the preparation of such plans.

202.8 The Environmental Protection Agency, is responsible for chairing the NRT. In this capacity, it will assure that the Plan is effectively and efficiently implemented with optimum coordination among Federal Agencies and will recommend changes in the Plan to CEQ, as deemed necessary.

ATLANTA REGIONAL PLAN

EPA is also responsible for chairing the RRT and for development, revision and implementation, as necessary, of regional plans for those areas in which it has responsibility to furnish or provide for the OSC (Sec. 306.2). Through the resources of the Office of Water Programs, EPA will provide technical expertise to NRT and the RRTs relative to environmental pollution control techniques including assessment of damages and environmental restoration.

202.9 The Department of Justice can supply expert legal advice to deal with complicated judicial questions arising from spills and Federal agency responses.

202.10 The Office of Emergency Preparedness will maintain an awareness of pollution incidents as they develop. The normal OEP procedures will be followed to evaluate any request for a major disaster declaration received from a Governor of a State. If the President declares that a pollution spill constitutes a major disaster under PL 91-606, the Director, OEP, will provide coordination and direction of the Federal response in accordance with OEP policies and procedures.

202.11 The Department of State can provide leadership in developing joint International contingency plans with Canada and Mexico in concert with the United States. It can also provide assistance in coordination when a pollution spill transects international boundaries or involves foreign flag vessels.

202.12 All Federal agencies are responsible for minimizing the occurrence of spills and for developing the capability to respond promptly in cases of spills from facilities they operate or supervise, and for making resources available for National spill response operations. Primary Agencies, however, have the following additional responsibilities: for leading all Federal agencies in programs to minimize the number of and environmental damage associated with spills from facilities they operate or supervise; to develop, within their operating agencies, the capability for a rapid, coordinated response to any spill; for providing official representation to NRT and RRT; for making information available as may be necessary; and, for keeping RRT informed, consistent with national security considerations, of changes in the availability of resources that would affect the operation of this Plan.

ATLANTA REGIONAL PLAN

203 Non-Federal Responsibility

203.1 State and local governments, industry groups, the academic community, and others will commit available resources for response to a spill. Their specific commitments are outlined in the sub-regional plans which are contained in Annex XX.

ATLANTA REGIONAL PLAN

300 PLANNING AND RESPONSE ELEMENTS

301 Spill Response Activities and Coordination

301.1 For spill response activities, Federal on-scene coordination is accomplished through a single, pre-designated agent, the On-Scene Coordinator (OSC). He reports to and receives advice from an RRT composed of appropriate representatives from the Regional and District offices of the Primary and Advisory Agencies.

301.2 National level coordination is accomplished through the NRT which receives reports from and renders advice to the RRT. Activities are coordinated through the National and various regional response centers.

302 National Response Center

302.1 The NRC, located at Headquarters, USCG, is the Washington, D.C., headquarters site for activities relative to pollution spills. NRC quarters are described in Annex III, and provide communications, information storage, necessary personnel and facilities to promote the smooth and adequate functioning of this activity.

303 National Response Team

303.1 The NRT consists of representatives from the Primary and Advisory Agencies. It serves as the National body for planning and preparedness actions prior to a pollution spill and acts as an emergency response team to be activated under conditions specified in 303.3.

303.2 Planning and preparedness responsibilities of the NRT are:

303.2-1 Maintenance of a continuing review of regional spill response operations and equipment readiness to insure adequacy of regional and national planning and coordination for combating spills of oil and hazardous substances.

303.2-2 Review of functioning of the RRTs to insure that regional plans developed are fully coordinated among involved agencies. It shall serve as a body to which the RRTs may refer for settlement of matters which they cannot resolve.

ATLANTA REGIONAL PLAN

303.2-3 Development of procedures to promote the coordination of Federal, State and local governments, and private agencies to respond to pollution spills.

303.2-4 Establishment and maintenance of a standing committee on revision of the National Plan. This committee shall provide suggested revisions to the NRT for consideration, approval and publication by CEQ. The Primary Agencies shall provide membership on this standing committee. Advisory Agencies shall participate whenever revision or proposed amendments would affect those Agencies.

303.2-5 Maintenance of the National posture with respect to pollution spills. Based on a continuing evaluation of response actions it shall consider and make recommendations to appropriate agencies relating to training and equipping response team personnel; necessary research, development, demonstration and evaluation activities to support response capabilities; and equipment, material stockpiling and other operational matters as the need arises. CEQ shall be advised of any Agency's failure to adequately respond to these recommendations. Committees shall be established, as appropriate, to consider various matters. Membership on these committees shall consist of the representatives from the Primary Agencies and such Advisory Agencies that may have direct involvement.

303.2-6 Establishment and maintenance of liaison with the U.S. National Committee for the Prevention of Pollution of the Seas by Oil in order to insure a consistent United States posture regarding oil pollution control. The NRT shall also maintain awareness of international coordination efforts in contingency planning.

303.3 During the pollution spills, NRT shall act as an emergency response team comprised of representatives from the Primary and selected Advisory Agencies to be activated when the spill of oil or hazardous polluting substances (a) exceeds the response capability of the region in which it occurs; (b) involves national security or, (c) presents a major hazard to substantial numbers of persons or nationally significant amounts of property. Any Advisory Agency may, by request to NRT, have a representative present whenever the NRT is activated for response to a spill. When activated the NRT shall:

ATLANTA REGIONAL PLAN

303.3-1 Monitor and evaluate reports generated by the OSC insuring their completeness. Based on this evaluation, NRT may recommend courses of action in combating the spill through RRT for consideration by the OSC: NRT has no operational control of the OSC.

303.3-2 Consider requesting other Federal, State, local government or private agencies, to take action under their existing authorities to provide resources necessary for combating a spill or deployment of personnel to monitor the handling of a spill.

303.3-3 Coordinate the actions of regions or districts other than those affected by spills to supply needed equipment, personnel, or technical advice to the RRT and OSC.

303.3-4 Act as the focal point for national public information releases and for information transfer between the OSC and the Washington, D.C. headquarters of the Agencies concerned so as to minimize or prevent dissemination of spurious and incomplete information. Public information actions are discussed in Annex VI.

304 Regional Response Centers

304.1 The Regional Response Centers are the regional headquarters site for pollution control activities under this plan. The Regional Response Centers will be accommodated in quarters described in Annex III and will provide communications, information storage and other necessary personnel and facilities to promote the smooth and adequate functioning and administration of this plan. For a given location within the region, the RRC is sited in the cognizant Coast Guard District Office.

305 Regional Response Team

305.1 The RRT consists of regional representatives of the Primary and selected Advisory Agencies, as appropriate.

ATLANTA REGIONAL PLAN

It functions as an emergency response team and shall be called for continuous consultation in the event of a major spill or pollution incident occurring within the region. It may be activated for any other spill if requested by any member of the team. The Regional Response Team may assemble at the Regional Response Center, at the scene or at such locations that may be designated. The Coast Guard or EPA member of the RRT will act as chairman for the coastal and inland areas, respectively. The Regional Response Team will perform functions within the Region similar to those performed nationally by the National Response Team. Generally, these include planning, preparedness and response activities.

305.1-1 The planning and preparedness functions of the team are outlined below.

a. Develop procedures to promote the coordinated actions of all federal, state and local government and private agencies to pollution spills.

b. Review Sub-Regional Contingency Plans and make recommendations for improving the effectiveness of such plans.

c. Review administrative reports from the On-Scene Coordinator on the handling of pollution incidents for the purposes of analyzing response actions and recommending needed improvements in the contingency plans.

305.1-2 Response functions would be performed anytime the team is activated. The degree of response and therefore the extent of the RRT activity would depend on the particular situation. Specific functions of the RRT are outlined below.

a. Monitor incoming reports and evaluate the possible impact of such spills. Maintain an awareness of proposed actions of the On-Scene Coordinator.

b. Coordinate the actions of the various agencies in supplying needed assistance to the On-Scene Coordinator. Assistance will normally be obtained through the appropriate member of the Regional Response Team.

ATLANTA REGIONAL PLAN

c. Provides advice as required to the On-Scene Commander and recommend courses of action for consideration by the On-Scene Coordinator. The Regional Response Team, however, has no operational control over the On-Scene Coordinator.

d. Determine the nature and extent of federal response required.

e. Recommend deployment of personnel to monitor the handling of the spill.

f. Request other agencies and groups to consider taking appropriate response action.

g. Determine when a shift of on-scene coordination from the predesignated OSC is indicated by circumstances and assign responsibility to the appropriate agency. This would normally be considered as phase conditions change.

h. Provide a focal point for public relations (See Annex VI).

305.2 For the purpose of the development of regional contingency plans, the standard regions developed for purposes of general federal administration shall be used, except as may otherwise be agreed upon by the Environmental Protection Agency on a case-by-case basis for operational reasons. Any region may be divided into subregional or small areas of the plan, and shall as a minimum be divided into areas corresponding to the areas in which the EPA and Coast Guard are respectively responsible for furnishing or providing for the OSC's.

305.3 The agency membership on RRT is established by the National Contingency Plan; however, individuals representing the primary agencies may vary depending on the geographic area in which the incident occurs. Details of such representation are specified in Annex III.

306 On-Scene Coordination

306.1 Coordination and direction of Federal pollution control efforts at the scene of a pollution spill or

ATLANTA REGIONAL PLAN

potential spill shall be accomplished through an OSC. The OSC is the single executive agent predesignated by this plan to coordinate and direct such pollution control activities in each area of the region.

306.1-1 In the event of a spill of oil or other hazardous polluting substance, the first Federal official on the site shall assume coordination of activities under the plan until the predesignated OSC becomes available to take charge of the operation.

306.1-2 The OSC shall determine pertinent facts about a particular spill, such as its potential impact on human health; the nature, amount, and location of material spilled; the probable direction and time of travel of the material; the resources and installations which may be affected and the priorities for protecting them.

306.1-3 The OSC shall initiate and direct as required Phase II, Phase III and Phase IV operations as hereinafter described.

306.1-4 The OSC shall call upon and direct the deployment of available resources to initiate and continue containment, countermeasures, cleanup, restoration, and disposal functions.

306.1-5 The OSC shall provide necessary support activities and documentation for Phase V activities.

306.1-6 In carrying out this plan, the OSC shall fully inform and coordinate closely with RRT to ensure the maximum effectiveness of the federal effort in protecting the natural resources and environment from pollution damage.

306.2 EPA and the USCG shall insure that OSCs are pre-designated for each region and subregion, and for each Federally operated or supervised facility within subregion in accordance with the following criteria:

306.2-1 EPA shall furnish or provide for OSCs on inland navigable waters, and their tributaries.

ATLANTA REGIONAL PLAN

306.2-2 The USCG shall furnish or provide for OSCs for the high seas, coastal and contiguous zone waters, and for Great Lakes coastal waters, ports and harbors.

306.2-3 The major consideration in selection of the OSC for a particular area or facility shall be based upon the Agency's capability and resources to provide on-scene coordination of pollution control response activities. If the responsible Agency does not act promptly or take appropriate action, the EPA or USCG shall, depending on the area in which the spill occurs, assume the OSC functions. Pollution control actions taken must be in accordance with Federal regulations and guidelines, EPA policies and this Plan.

306.3 Section 4(a)(4) Executive Order 11507, February 5, 1970, requires development, by all Federal agencies, of emergency plans and procedures for dealing with accidental pollution. Plans developed pursuant to that authority shall be in accordance with and complementary to appropriate regional oil and hazardous substances pollution contingency plans.

306.4 In the event of a nuclear pollution spill, the coordination and response procedures of the Interagency Radiological Assistance Plan shall apply.

307 Sub-regional Area

307.1 The Atlanta Coastal region is sub-divided along state or coastal boundaries into sub-regions. Because of Florida's extensive coastline, this area is further sub-divided into zone areas along Captain-of-the-Port boundaries.

308 Sub-regional Response Center

308.1 There are no Sub-regional Response Centers or Sub-regional Response Teams within the Atlanta Coastal Plan.

ATLANTA REGIONAL PLAN

400 FEDERAL RESPONSE OPERATIONS -- RESPONSE PHASES

400.1 The actions taken to respond to a spill or pollution incident can be separated into five relatively distinct classes or phases. For descriptive purposes these are: Phase I. Discovery and Notification; Phase II. Containment and Countermeasures; Phase III. Cleanup and Disposal; Phase IV. Restoration; and Phase V. Recovery of Damages and Enforcement. It must be recognized that elements of any one phase may take place concurrently with one or more other phases.

401 Phase I -- Discovery and Notification

401.1 Discovery of a spill may be by a report received from the discharger in accordance with statutory requirements, through deliberate discovery procedures such as vessel patrols, aircraft searches, or similar procedures, or through random discovery by incidental observations of government agencies or the general public. In the event of receipt of a report by the discharger written verification of such notification shall be provided by the receiving Federal agency within 7 working days. In the event of deliberate discovery, the spill would be reported directly to the RRC. Reports generated by random discovery should be reported to the nearest CG or EPA office. Regional plans should provide for such reports to be channeled to the RRC as promptly as possible to facilitate effective response action.

401.2 The severity of the spill will determine the reporting procedure and the participating Federal Agencies to be notified promptly of the spill. The severity of the spill is determined by the nature and quantity of materials spilled, the location of the spill and the resources adjacent to the spill area which may be affected by it. Regional plans should specify critical water use areas and detail alerting procedures and communication links. All spills should be reported to the OSC and the RRC. A major or potential spill shall immediately be

ATLANTA REGIONAL PLAN

reported to the RRC and NRC via telephone and teletype. Members of the RRT and NRT shall be notified by the appropriate response center depending on the severity of the spill. Medium spills shall be reported to the RRC and the NRC as soon as practicable, utilizing teletype whenever possible.

402 Phase II -- Containment and Countermeasures

402.1 These are defensive actions to be initiated as soon as possible after discovery and notification of a spill. After the OSC determines that further Federal response actions are needed and depending on the circumstances of each particular case, various actions may be taken. These include, public health protection activities, source control procedures, salvage operations, placement of physical barriers to halt or slow the spread of a pollutant, emplacement or activation of booms or barriers to protect specific installations or areas, control of the water discharge from upstream impoundments and the employment of chemicals and other materials to restrain the pollutant and its effects on water related resources. Surveillance activities will be conducted as needed to support Phase II and Phase III actions.

403 Phase III -- Cleanup and Disposal

403.1 This includes those actions taken to remove the pollutant from the water and related on-shore areas such as the collection of oil through the use of sorbers, skimmers, or other collection devices, the removal of beach sand, and safe non-polluting disposal of the pollutants which are recovered in the cleanup process.

404 Phase IV -- Restoration

404.1 This includes those actions taken to restore the environment to its pre-spill condition, including assessment of damages incurred, and actions such as reseeded shellfish beds or replacement of contaminated beach sand.

405 Phase V -- Recovery of Damages and Enforcement

405.1 These may include a variety of activities, depending on the location of and circumstance surrounding a particular spill. Recovery of Federal cleanup costs and recovery for damage done to Federal property and to State and local government property is included; however, a third party damage is not dealt with in this Plan. Enforcement activities under appropriate authority such as the Federal Water Pollution Control Act, as amended, the Refuse Act of 1899, and state and local statutes and ordinances are also included. The collection of scientific and technical information of value to the scientific community as a basis for research and development activities and for the enhancement of our understanding of the environment is also considered in this phase. Procedures for activating the scientific response are contained in Annex II and XX. It must be recognized that the collection of samples and necessary data must be performed at the proper times during the case for enforcement and other purposes.

406 Procedures to be Followed for the Purpose of Water Pollution Control

406.1 The agency furnishing the OSC for a particular area is assigned responsibility to undertake and implement Phase I activities in that area. Other agencies should incorporate Phase I activities into their ongoing programs whenever practicable. Upon receipt of information, either from deliberate or random discovery activities, that a spill has occurred, the OSC and the RRT for the affected area will be notified. Subsequent action and dissemination of information will be in accordance with the applicable regional plan.

406.2 The OSC is assigned responsibility for the initiation of Phase II actions and should take immediate steps to effect containment or other appropriate counter-measures.

406.3 The OSC is assigned responsibility for conduct of Phase III activities.

406.4 The OSC is assigned responsibility for the conduct

ATLANTA REGIONAL PLAN

of Phase IV activities utilizing techniques concurred in by the RRT.

406.5 Phase V activities shall be carried out by the individual agencies in accordance with existing statutes with such assistance as is needed from other agencies.

406.6 Environmental pollution control techniques shall be in accordance with the applicable regional plan. In any circumstance not covered by the regional plan, the use of chemicals must be in accordance with Annex X and must have the concurrence of the EPA representative on RRT; in his absence, the concurrence of the appropriate EPA Regional Administrator will be required.

ATLANTA REGIONAL PLAN

500 COORDINATING INSTRUCTIONS

501 Delegation of Authority

501.1 Delegation of authority or concurrence in proposed or continuing water pollution control activities may be either verbal or written by the EPA representative on RRT.

502 Multi-Regional Actions

502.1 In the event that a spill or a potential spill moves from the area covered by one contingency plan into another area, the authority to initiate pollution control actions shall shift as appropriate. In the event that a polluting spill or potential spill affects areas covered by two or more regional plans, the response mechanism called for by both plans shall be activated; however, pollution control actions shall be fully coordinated as detailed in Annex IV.

502.2 There shall be only one On-Scene Coordinator at any time during the course of a spill response. Should a spill affect two or more areas, the RRT will designate the OSC, giving prime consideration to the area vulnerable to the greatest damage. NRT shall designate the OSC if members of one RRT or of two adjacent RRTs, if appropriate, are unable to agree on the designation.

503 U.S. Public Vessels and Federally Operated Facilities

503.1 When a spill is caused by a United States public vessel or by a federally controlled facility, the responsible agency shall provide the OSC and take the initial response actions. Continuing water pollution control actions taken under Phase II, III, and IV must be concurred in by the RRT if activated or if the RRT is not activated, concurrence will be obtained from the representative on RRT of the agency having concomitant statutory authority.

504 Notification

504.1 All reports of spills or potential spills should

ATLANTA REGIONAL PLAN

be forwarded to the predesignated OSC immediately. The detailed instructions for further alerting and notification and reporting procedures are contained in Annex II.

505 General Pattern of Response Actions

505.1 When the OSC receives a report of a spill, or potential spill, the report should be evaluated. In most situations, the sequence of actions shown below should be followed.

505.1-1 Investigate the report to determine pertinent information such as type and quantity of material, source of spill, and the threat posed to public health or welfare.

505.1-2 Designate the severity of the situation and determine the future course of action to be followed.

505.1-3 Effect notification in accordance with Annex II.

505.2 The result of the report probably can be categorized by one of five classes. Appropriate action to be taken in each specific type case is outlined below:

505.2-1 If the investigation shows that the initial information overstated the magnitude or danger of the spill and there is no water pollution involved it should be considered a false alarm and the case should be closed.

505.2-2 If the investigation shows a minor spill with the discharger taking appropriate cleanup action, contact is made with the discharger, the situation is monitored and information is gathered for possible enforcement action.

505.2-3 If the investigation shows a minor spill with improper action being taken the following measures should be taken:

- a. Attempt should be made to prevent

ATLANTA REGIONAL PLAN

further discharges from the source.

b. The discharger should be advised of the proper action to be taken.

c. If after providing advice to the discharger and this advice is not followed, the discharger should be warned of legal responsibility for cleanup and violations of law.

d. Information should be collected for possible enforcement action.

e. The OSC should notify appropriate state and local officials. He should keep Regional Response Center advised and initiate Phase II and III activities as conditions warrant.

505.2-4 When the initial report or investigation indicates that a medium spill has occurred or that a potential medium spill situation exists, the OSC should follow the same procedures as for minor and medium spills. Additionally, the OSC should make a recommendation on declaration of a pollution incident.

505.2-5 When the initial report indicates that a major spill has occurred or that a potential major spill situation exists, the OSC should follow the same procedures as for minor and moderate spills. RRC and NRT should, however, be notified immediately of the situation even if the initial report has not been confirmed.

506 Strike Force

506.1 A nucleus national level strike force, consisting of personnel trained, prepared and available to provide the necessary services to carry out this Plan has been established by the Coast Guard. This force, presently located on the east coast, is being augmented and will

ATLANTA REGIONAL PLAN

be sited at various locations throughout the country. The national level strike force will be made available if requested to assist in response during pollution incidents and may be made available to assist during other spill situations. The national level strike force may be requested through the appropriate Coast Guard District Commander, Area Commander, or the Commandant, U.S. Coast Guard. The strike force will direct the operation of any government-owned specialized pollution cleanup equipment and will function under the OSC.

506.2 Regional plans shall provide the designation of local strike force teams consisting of personnel from operating units within the region. They shall be trained, prepared and available to provide necessary services to implement the Plan. Regional plans shall specify the location of the local strike force teams. The services of the local strike force teams will be obtained through the appropriate Coast Guard District Commander. These teams are to be capable of merging with other strike forces within the region, or of being sent outside their own region. They are to be capable of supplementing the national level strike force. The local strike force teams should be capable of full independent response to all minor spill situations and joint coordinative response to medium or major spill situations or pollution incidents. (See Tab D to each section of the appendices within Annex XX).

507 Seventh District Marine Casualty Strike Force

507.1 A Marine Casualty Strike Force consisting of personnel from the Seventh Coast Guard District staff is hereby established to be available and provide necessary services, advice and assistance to the OSC. This strike force, or any element of it, may be activated by the District Commander, or on request from the OSC.

507.2 The Marine Casualty Strike Force consists of the following elements:

507.2-1 Legal Assistance (dl) - to provide

ATLANTA REGIONAL PLAN

assistance in resolving immediate problems, in the prosecution of offenders, and assessment of fines and civil penalties.

507.2-2 Public information and Photography (dpi) - to document the spill and disseminate information to the public.

507.2-3 Pollution Branch Liaison (oil) - to help coordinate efforts between OSC, RRT and state and local facilities.

507.2-4 Investigator (oil) - discover actual spill cause.

507.2-5 Aids to Navigation Expert (oan) - determine correctness of position of any aids to navigation concerned.

507.2-6 Finance and Fiscal Assistant (f) - determine federal expenditures to facilitate recovery from responsible party and assist the OSC in dispensing federal funds.

507.2-7 Vessel Construction Expert (m) - determine extent of structural damage to vessel aground or in collision.

507.2-8 Reserve Liaison (r) - present in case Coast Guard Reserves are needed to assist in clean-up or other operations.

ATLANTA REGIONAL PLAN

600 PROCEDURES FOR CHANGING THE PLAN AND ANNEXES

601 General

601.1 This plan was developed in accordance with the National Contingency Plan and was concurred in by the participating agencies. Recommendations for changes in this plan may be submitted to the Coast Guard by any other participating agency. Changes will be developed to modify the basic plan and the annexes to this plan.

601.2 Changes will be promulgated in the same format as that for amendments to the National Contingency Plan. (See Annex I of the National Contingency Plan).

602 Amendments

602.1 The Regional Response Team shall consider all recommended changes submitted by the participating agencies. Additionally, the team will periodically review this plan and activities associated with this plan. Proposed changes will become effective upon approval by the Commandant, U.S. Coast Guard, and concurrence of the affected agencies. Annexes to this regional plan may be changed by the RRT chairman after consultation with the interested agencies.

ATLANTA REGIONAL PLAN

ANNEX I

1100 DISTRIBUTION

1101 This plan and all approved amendments and changes will be distributed to the NIC, all participating agencies, and any other groups or organization considered appropriate.

1102 Twenty-five copies of this plan, all proposed amendments and approved changes will be forwarded to the Commandant, USCG. No other national level distribution is required.

1103 Participating federal agency distribution.

1103.1 <u>Agency</u>	<u>Copies</u>
Coast Guard Districts 2,3,5, & 8	2
OEP Regions 1,2,3 & 5	2
EPA Region IV	2
Corps of Engineers -	
South Atlantic Region	2
Savannah, Georgia	2
Atlanta, Georgia	2
Jacksonville, Florida	2
Mobile, Alabama	2
Charleston, South Carolina	2
Wilmington, North Carolina	2
DHEW Regions 4	2
DOI, Southeast Region	2
Justice	2
State	2
3rd U.S. Army	2
6th Naval District	2
Eastern Air Force Reserve Region	2
U.S.C.G., Gulfcoast Region	2

1103.2 Additional federal agency distribution will be made by Coast Guard COTP within each zone as appropriate.

ATLANTA REGIONAL PLAN

1104 Non-federal distribution at the state level will be made by the Coast Guard District Commander within each sub-region as appropriate.

1104.1 Non-federal distribution will be made by Coast Guard COTP within each zone as appropriate.

1105 Industry and responsible party distribution will be made by Coast Guard COTP within each zone as appropriate.

ATLANTA REGIONAL PLAN

ANNEX II

1200 NOTIFICATION AND REPORTING

1201 General

1201.1 The notification system on which this Plan is based begins with the initial notice, either formal or informal, of discovery. The discovery of a pollution discharge could originate with any public or private source, accidentally in the normal course of other business, or intentionally as the result of official surveillance activity by a responsible agency. Initial notice should be channelled into the notification net preferably directly to the U.S. Coast Guard, or, if not, then indirectly. The system is then alerted, as appropriate.

1201.2 The subsequent requirements for formal notification and reporting of spillage are dependent on the degree of severity of the spill. There are a number of factors that must be taken into account when determining the severity, including the reliability of the reporting source, the location, the quantity and type of material, and the proximity and nature of adjoining critical water use areas. Considering the degree of severity, the spill should be classified as either a minor, medium or major spill. This initial classification will be used to determine notification procedures at least until the degree of severity can be confirmed.

1210 Notification Requirements

1211.1 Initial notice of discharge. The first agency which receives notice of a polluting spill from whatever source will forward such initial formal or informal notice to the most available Coast Guard facility by the most expeditious means. If no additional delay would be incurred, and it is possible, notice should be passed to the OSC-designate for the area in which the spill is reported. The more complete the initial information available, the better; but notice should not be held up pending complete investigation.

ATLANTA REGIONAL PLAN

1211.2 Initial formal notification of interested agencies and organizations should be accomplished by either telephone or message. Messages should be by POLREP. The detailed instructions for the message formats and addressees are outlined in the following paragraphs. Normally, the agencies receiving the initial notification would receive subsequent POLREPS pertaining to the case. Also to be included as addressees are interested members of the scientific community.

1212 Minor Spills Minor spills should be reported in accordance with applicable instructions.

1213 Medium Spills The OSC should report all moderate spills or potential medium spills to the Regional Response Center. This should be accomplished as soon as practical by message or telephone. The Coast Guard representative on the RRT should notify the NRC and the Regional Response Team of all reports of medium spills as soon as possible using teletype or telephone.

1214 Major Spills or pollution incidents The OSC should immediately report all major or potential major spills and all pollution incidents to the Regional Response Center. This should be accomplished immediately by telephone and verified by message. The Coast Guard representative on the RRT should immediately notify the RRT and NRC by telephone of all reports of major or potential major spills and all pollution incidents. As soon as possible, the NRT should be advised by POLREP.

1220 National Level Notification

1221 During the working hours the NRC should be notified by contacting the Pollution Response Branch, U.S. Coast Guard Headquarters, Washington, D.C.

1222 Telephone notification received by the NRC will be evaluated by the Coast Guard member of the NRT. Notification of the remainder of the NRT will be accomplished by the Coast Guard member of the NRT as considered appropriate. Message reports to the NRT will be addressed

ATLANTA REGIONAL PLAN

to all primary agencies. (See Section 1552).

1230 Regional Level Notification

1231 During working hours the RRC should be notified by contacting the Pollution Control Section within the appropriate Coast Guard District. After working hours and on weekends and holidays, the RRC should be notified by contacting the duty officer at the appropriate Coast Guard District Headquarters.

1232 Notification received by the RRC will be evaluated by the Coast Guard member of the RRT. Notification of the remainder of the RRT will be accomplished by the Coast Guard member of the RRT if considered appropriate.

1240 The predesignated OSC's listed in Appendix I to this Annex will be notified by RRC, when appropriate. However, past experience has shown that the OSC normally receives the initial report of spill or incident because of his proximity to the scene.

1250 State and local cognizant officials will be notified by the OSC staff as necessary.

1260 Pollution Report Requirements

1261 Timely information on a spill including the situation and response activities is essential to the proper evaluation of the case. This information should be submitted in POLREP format. The POLREP format is contained in Annex V.

1262 The OSC should submit timely POLREPs to the RRC on all medium spills, major spills or pollution incidents. In medium spills, the Coast Guard representative on the RRT is responsible for keeping the NRC and the RRT advised. The chairman of the RRT shall submit POLREPs to the NRT on all major spills and pollution incidents. This may be accomplished by double heading the OSC's POLREPs or through initiation of new POLREPs.

1262.1 Information to be passed to the RRC should include but not necessarily be limited to the following:

ATLANTA REGIONAL PLAN

- 1262.1-1 Actual location of spill
- 1262.1-2 Scope of spill
- 1262.1-3 On scene weather
- 1262.1-4 Forecasted travel of the spill
- 1262.1-5 Further spillage expected
- 1262.1-6 Units on scene
- 1262.1-7 Action taken and subsequent results during each phase of spill as per part 400 of this plan.
- 1262.1-8 Future plans and recommendations as they are decided upon
- 1262.1-9 Requests for information, supplies, etc.

1270 Administrative Report Requirements

1271 At the conclusion of Federal activity resulting from a pollution incident, the OSCs involved will, pursuant to applicable instructions, submit an administrative report of the incident and the actions taken. Copies will be furnished to the NRT and appropriate RRTs.

1272 In addition to the report required for pollution incidents, any spill which indicates a need for amendment to the plans, introduces new control techniques, or is otherwise of widespread interest should be documented and reported to the RRT and or NRT as appropriate.

1273 The primary purpose of these reports is for evaluating control techniques and federal response activities. Lengthy narrative not required for an understanding of the problems or recommendations need not be included. Sufficient descriptive information should, however, be included to permit full evaluation of the report.

ATLANTA REGIONAL PLAN

Appendix I to Annex II

1200 Notification and Reporting

1. Predesignated OSC's.

A. <u>On-Scene Commander</u>	<u>Area of Responsibility</u>	<u>Tel. No.</u>
	(See listed paragraph)	
COTP Jacksonville	1481.4	904-791-2648 (FTS)
COTP Miami	1481.6	305-350-4309 (FTS) 305-672-2021 (COM)
COTP Key West	1481.7	904-791-2011 (FTS) 305-296-2525
COTP Tampa	1481.8	813-228-7143 (FTS)
COTP Mobile	1481.9	205-433-2321 (FTS) 205-433-3581 (COM)
COTP New Orleans	1481.10	504-527-6273 (FTS) 504-527-6273 (Com)
COTP Savannah	1481.3	912-232-4353 (FTS)
COTP Charleston	1481.2	803-577-4310 (FTS) 803-723-4861 (Com)
COTP Wilmington	1481.1	919-763-9436 (FTS) 763-9971Ext.436

ATLANTA REGIONAL PLAN

On-Scene Commander Area of Responsibility Tel.No.

GRUCOM Ft. Macon	1481.11	919-729-3134
GRUCOM Cape Hatteras	1481.12	919-995-2411
Panama Canal Company	1481.13	313-281-1110, then Balboa 1261 (AUTOVON)

ATLANTA REGIONAL PLAN

ANNEX III

1300 RESPONSE TEAMS AND RESPONSE CENTERS

1310 National Response Team Membership

1310.1 The National Response Team (NRT) shall consist of representatives of the Primary Agencies. Each Agency shall designate a sufficient number of alternates to insure representation in the event that the member is unavailable. Advisory Agencies shall also designate representatives of the NRT to be notified in appropriate circumstances.

1311 NRT Organization

1311.1 The representative of EPA shall be the Chairman and the representative of DOT shall be the vice-chairman of NRT, when the team is not activated for a spill response. The vice-chairman shall maintain records of the NRT activities along with National and regional plans for pollution emergency responses. When NRT is activated because of a water pollution emergency situation, the Chairman shall be the representative of EPA or DOT, depending upon the area in which the response is taking place.

1312 NRT Purpose

1312.1 The NRT, when not activated for a pollution spill, serves as a standing committee to recommend needed policy changes in the response organization, to revise this Plan as needed and to evaluate the preparedness of the Agencies and effectiveness of plans for coping with pollution spills.

1312.2 The NRT shall act as an emergency response team to be activated in the event of a spill involving oil or other hazardous substances which: (a) exceeds the response capability of the region in which it occurs; (b) transects regional boundaries; or (c) involves persons or nationally significant amounts of property.

ATLANTA REGIONAL PLAN

1313 NRT Activation

1313.1 NRT shall be notified when a major spill or potential major spill occurs. The NRT will be activated pursuant to Sec. 1212.2 and may be activated for any other spill when requested by any Primary Agency representative.

1313.2 Each representative, or an appropriate alternate, shall be notified immediately by telephone of activation of NRT.

1313.3 When activated, the NRT will determine if representation by any of the Advisory Agencies is appropriate. Any Advisory Agency, may, by its request, have a representative present whenever NRT is activated for response to a spill.

1313.4 Between periods of emergency activations the NRT will:

1313.4-1 Recommend revision of this National Contingency Plan to CEQ on the basis of observations of response operations;

1313.4-2 Evaluate the functioning of the RRTs to insure that regional plans developed are fully coordinated among involved agencies;

1313.4-3 Consider necessary changes in policy on the basis of continuing evaluation of regional response actions taken in combatting spills of oil and hazardous polluting substances;

1313.4-4 Provide information to the Research and Development committee, on research requirements, the need for which is not known until spills of unusual materials or unique circumstances occur;

1313.4-5 Maintain a continuing awareness of review and act upon reports by the Research and Development subcommittee;

1313.4-6 Maintain a readiness posture to respond to a nationally significant spill of oil or other hazardous substance; and,

1313.4-7 Maintain a continuing surveillance of incoming reports from all RRTs and activate NRT when appropriate.

ATLANTA REGIONAL PLAN

1313.5 When activated during a pollution spill response, the NRT will:

1313.5-1 Evaluate reports coming from the OSC, requesting additional information as may be indicated;

1313.5-2 Coordinate the actions of other regions or districts in supplying needed assistance to the OSC;

1313.5-3 Recommend courses of action through RRT for consideration by the OSC;

1313.5-4 Request, as appropriate, other Federal, State, local government or private agencies to consider taking action under whatever authorities they may have to accomplish needed objectives for the purpose of pollution control;

1313.5-5 Recommend the deployment of personnel to observe the handling of a pollution situation; and,

1313.5-6 Establish the National News Office as prescribed in Annex VI.

1320 National Response Center Location

1320.1 The National Response Center (NRC) for control of pollution by oil and hazardous materials is established at the Headquarters, United States Coast Guard, Washington, D.C.

1321 NRC Response

1321.1 The purpose of the NRC is to provide physical facilities for coordination and control of an incident should national level involvement be required.

1322 Responsibility for NRC

1322.1 The Commandant, U.S. Coast Guard, will provide the necessary communications and plotting facilities and equipment. This will include:

1322.1-1 Telephone branch lines;

1322.1-2 Teletype circuits;

ATLANTA REGIONAL PLAN

1322.1-3 The latest updated charts of the Departments of Commerce, Interior and Defense for the U.S. navigable waters, the continental shelf and the ocean areas adjacent to U.S. territorial waters;

1322.1-4 Technical library on oil and hazardous materials pollution; and,

1322.1-5 Plotting and display provisions to visually depict the geographic position, movement and extent of the pollutant.

1322.2 Primary Agencies will furnish competent personnel to man the NRC as required and furnish appropriate technical manuals and materials and such administrative support as required.

1323 Communications Services Available

1323.1 Telephone (voice) services available include:

1323.1-1 AUTOVON (Automatic Voice Network) - general response switched voice network of Defense Communications Systems, which serves Continental U.S., Alaska, Europe, Pacific and Panama;

1323.1-2 Washington Tactical Switchboard - Pentagon terminal of the tactical telephone system, operated by USAF;

1323.1-3 FTS - GSA operated government administrative telephone system; and,

1323.1-4 SARTEL - Search and Rescue Command Coordination telephone network including leased Hotline telephone net extending from Halifax to New Orleans.

1323.2 Teletype services available include:

1323.2-1 AUTODIM - A defense communications worldwide (high speed user data communications system operated for and managed by the DCA

ATLANTA REGIONAL PLAN

to provide both direct user-to-user and store and forward message switching service for DOD and other government agencies);

1323.2-2 SARLANT - Coast Guard-leased teletype system extending from Massachusetts to Texas (used to control and coordinate SAR incidents under CEA and handles other operational traffic and priority administrative communications);

1323.2-3 SARPAC - Same as (2) for the West Coast U.S.; and,

1323.2-4 TELEX - Teletypewriter exchange service provided by Western Union that serves Continental U.S. industry and Government offices. TELEX also permits direct connections with international communication carriers and oversea TELEX communications.

1324 Environmental Information

Information on current and predicted meteorological, hydrologic, and oceanographic conditions for the high seas, coastal and inland waters is available from NOAA. If specific capabilities of other agency environmental description and prediction programs are required because of the area of unusual conditions, NOAA will arrange for the provision of such information.

1330 Regional Response Center

1330.1 The Regional Response Center for South Carolina, Georgia, Florida (except Panhandle) and the Canal Zone will be located at the Coast Guard District Office, Miami, Florida. This office will also be the RRC for Puerto Rico and the Virgin Islands as specified in the New York Regional Plan. Phone: 305-350-5276 (working hours), 305-350-5611 (non-working hours).

1330.2 The RRC for Mississippi and Alabama is located at the Coast Guard District Office, New Orleans, Louisiana. This office is also the RRC for Texas and New Mexico as

ATLANTA REGIONAL PLAN

specified in the Dallas Regional Plan. Phone: 504-527-6225.

1330.3 The RRC for North Carolina is located at the Coast Guard District Office, Norfolk, Virginia. This office is also the RRC for Virginia and Maryland as specified in the Philadelphia Regional Plan. Phone: 703-393-9611.

1340 Regional Response Team

1340.1 The RRT for the Atlanta Coastal Region consists of a member from the Coast Guard, EPA, Corps and DOI. The Regional Response Team members will shift depending on the location of the incident or spill within this Coastal Plan. The members of the team are as follows:

1340.1-1 Commander, Seventh Coast Guard District - Chairman for the States of Georgia, South Carolina, Florida (except Panhandle).

1340.1-2 Commander, Eighth Coast Guard District - Chairman for the States of Mississippi, Alabama and the Florida Panhandle.

1340.1-3 Commander, Fifth Coast Guard District - Chairman, for the State of North Carolina.

1340.1-4 EPA Member - Region for all states.

1340.1-5 U.S. Army Corps of Engineers, Member - South Atlantic Division for all States.

1340.1-6 DOI Member - Southeast Region for all states.

1340.2 The Coast Guard member of the Regional Response Team will always be chairman of the team and requests for activation of the team should be sent through the chairman.

1350 The Panama Canal Company is a federal agency in itself. Due to its remoteness from the continental U.S., the Company has its own pollution control program and is capable of adequate response to oil spills. Assistance from the Atlanta RRT shall, however, be given upon request at any time.

ATLANTA REGIONAL PLAN

ANNEX IV

1400 GEOGRAPHIC BOUNDARIES

1400 Geographic Boundaries. Appendix I to Annex IV shows area or responsibility.

1401 EPA Boundaries within the Atlanta Coastal Region.

1401.1 Region IV is one of the 10 standard regions and is therefore the same as the Atlanta Region. It includes all of Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina and Tennessee.

1401.2 Responsible officials - Region IV

Mr. Jack E. Ravan, Regional Director
Environmental Protection Agency
Department of the Interior
1421 Peachtree Street, N. E.
Suite 300
Atlanta, Georgia 30309

Telephone Numbers:
Office - 404-526-5727

Mr. Al Smith
Chief, Oil & Hazardous Materials Division
Environmental Protection Agency
1421 Peachtree Street, N. E.
Suite 300
Atlanta, Georgia 30309

Telephone Numbers:
Office - 404-526-5103 & 24 hr. - 404-526-5062
Non-duty - 404-241-0182

1402 USCG Boundaries within the Atlanta Coastal Region.

1402.1 The Seventh Coast Guard District includes all or portions of Florida, Georgia and South Carolina. For regional planning purposes the Panama Canal Zone attaches to the Seventh Coast Guard District.

1402.2 The Eighth Coast Guard District includes all or portions of Florida, Alabama and Mississippi.

1402.3 The Fifth Coast Guard District includes North Carolina.

ATLANTA REGIONAL PLAN

1402.4 Responsible officials:

1402.4-1 Seventh Coast Guard District
Room 1006
Federal Building
71 S. W. First Avenue
Miami, Florida 33130

Telephone Numbers:

Duty Officer (24 hour) - 305-350-5611(FTS)

Commander, Howard H. Istock
Chief, Intelligence & Law Enforcement Branch
Office-305-350-5623(FTS) or Ext. 5640(FTS)

1402.4-2 Eighth Coast Guard District
Customhouse, Room 316
New Orleans, Louisiana 70130

Telephone Numbers:

Duty Officer (24 hour) - 504-527-6225(FTS)

Chief, Intelligence & Law Enforcement Branch
Office-504-527-6237(FTS)

1402.4-3 Fifth Coast Guard District
Federal Building
431 Crawford Street
Portsmouth, Virginia 23705

Telephone Numbers:

Duty Officer (24 hour) - 703-393-9611

Chief, Intelligence & Law Enforcement Branch
Office-703-393-9611 (Ext. 237)

1403 Corps of Engineers Boundaries within the Atlanta Coastal Region. The South Atlantic Division encompasses the Atlanta Coastal Region.

1403.1 Responsible officials:

1403.1-1 South Atlantic Division;

Major General R. H. Free, Division Engineer
U. S. Army Corps of Engineers
South Atlantic Division
510 Title Building
30 Pryor Street
Atlanta, Georgia 30303

ATLANTA REGIONAL PLAN

Telephone Numbers:
Office - 404-526-6711
Non-duty - 404-287-4745

Mr. William Black
Chief, Operations Branch
Construction-Operation Division

Telephone Numbers:
Office - 404-526-6742
Non-duty - 404-284-0956

Savannah District

Colonel Howard L. Strohecker
U. S. Army Corps of Engineers
Savannah District
P. O. Box 889
Savannah, Georgia 31402

Telephone: Office - 912-233-8226

Jacksonville District

Colonel Avery S. Fullerton
District Engineer
U. S. Army Corps of Engineers
Jacksonville District
P. O. Box 4970
575 Riverside Avenue
Jacksonville, Florida

Telephone: Office - 904-791-2246

Mobile District

Colonel Paul S. Denison
District Engineer
P. O. Box 1890
Wilmington, North Carolina 28401

Telephone: 919-763-9971

1404 DOI Boundaries within Atlanta Coastal Region.

1404.1 DOI Southeast Region encompasses all coastal areas of the Atlanta Coastal Region.

ATLANTA REGIONAL PLAN

1404.2 Responsible Officials:

Mr. Clarence Lorentzon
Field Representative
Department of Interior
404 Financial Services Building
148 Cain Street, N. E.
Atlanta, Georgia 30303

1405 Panama Canal Company encompasses the Canal Zone which includes the Canal and the waters connected to it.

1405.1 Responsible Officials:

Mr. C. W. Hummer
Oil Pollution Control Officer
c/o Chief, Navigation Division
Box 5012
Balboa, Canal Zone

Telephone: 313-281-1110 then Balboa 1261
(Autovon)

Mr. Jerry Steiner
Assistant, O. P. C. O.
Port Captain Cristobal
Box 5002
Cristobal, Canal Zone

Telephone: 313-281-1110, then Balboa 1261
(Autovon)

1406 EPA/CG Boundary delineation.

14-6.1 Specific boundaries governing each COTP Zones are set forth in each section of the appendices to Annex XX. These boundaries do not, in all cases correspond to the boundaries set forth in paragraph 1407, below, but are the ones to be used in determining reaction responsibility.

1407 OSC Areas of responsibility within the Atlanta Coastal Region.

1407.1 Within the Atlanta Coastal Region the U. S. Coast Guard COTP's or Group Commanders where applicable act as OSC's and each respective area of responsibility is shown in Appendix II to this Annex.

ATLANTA REGIONAL PLAN

1407.1-1 Wilmington Captain of the Port.

(a) The Wilmington Captain of the Port Office is in Wilmington, N. C.

(b) The Wilmington Captain of the Port area comprises all navigable waters of the United States and contiguous land areas within the following boundaries: On the east the 77°55'W meridian, on the south the 33°50'N parallel, on the west the 78°02'W meridian, and on the north the 34°17'N parallel.

1407.1-2 Charleston Captain of the Port.

(a) The Charleston Captain of the Port Office is in Charleston, S. C.

(b) The Charleston Captain of the Port area comprises all navigable waters of the United States and contiguous land areas within the following boundaries: A line extending from the eastern side of Little River Inlet at 33°41'N latitude, 78°33'W longitude, southwesterly to 33°N latitude, 79°18'W longitude; thence to 32°20'N latitude 80°04'W longitude; thence to Bay Point, Edisto Island; thence along the eastern shore of Edisto River to 32°41'N latitude; thence northeasterly to the South Carolina, North Carolina State boundary; thence to the point of beginning.

1407.1-3 Savannah Captain of the Port.

(a) The Savannah Captain of the Port Office is in Savannah, Ga.

(b) The Savannah Captain of the Port area comprises all navigable waters of the United States and contiguous land areas within the following boundaries: A line extended from Bay Point Edisto Island, southeasterly to 32°20'N latitude 80°04'W longitude; thence southwesterly to 31°45'N latitude, 81°W longitude; thence to 30°50'N latitude, 81°23'W longitude; thence west to 81°48'W longitude; thence northerly to 31°54'N latitude, 81°22'W longitude; thence to 32°30'N latitude, 80°55'W longitude; thence to 32°41'N latitude, and eastern shore of Edisto River; thence along the eastern shore of Edisto River to the point of the beginning.

ATLANTA REGIONAL PLAN

1407.1-4 Jacksonville Captain of the Port.

(a) The Jacksonville Captain of the Port Office is in Jacksonville, Florida.

(b) The Jacksonville Captain of the Port area comprises all navigable waters of the United States and contiguous land areas within the following boundaries: A line extending from a point located at 30°50'N latitude, 81°48'W longitude, east to 81°20'W longitude; thence southeasterly to 30°20'N latitude, 81°10'W longitude; thence south to 29°42.5'N latitude; thence southeasterly to 28°30'N latitude, 80°27'W longitude; thence to 28°N latitude, 80°19'W longitude; thence west to 81°30'W longitude; thence northwesterly to the Georgia-Florida state line at 83°W longitude; thence easterly along the Georgia-Florida state line including the ports and navigable waters of the St. Marys River to 81°48'W longitude; thence north to point of beginning.

1407.1-5 Miami Captain of the Port.

(a) The Miami Captain of the Port Office is in Miami, Florida.

(b) The Miami Captain of the Port area comprises all navigable waters of the United States and contiguous land areas within the following boundaries; A line extended from a point located at 28°N latitude, 81°30'W longitude, east to 80°19'W longitude; thence southeasterly to 27°09.5'N latitude, 80°05'W longitude; thence to 26°40'N latitude, 79°55'W longitude; thence southerly to 25°30'N latitude, 80°02'W longitude, thence to 25°05'N latitude, 80°12'W longitude; thence 300°T to the Key Largo western shoreline; thence along the southwest shoreline of Barnes Sount to 25°16'N latitude, 80°26'W longitude; thence northwesterly to 25°53'N latitude, 81°16'W longitude; thence 291°1 to 81°30'W longitude; thence north to the point of beginning.

1407.1-6 Key West Captain of the Port.

(a) The Key West Captain of the Port Office is in Key West, Florida.

(b) The Key West Captain of the Port area comprises all navigable waters of the United States and contiguous land areas within the following boundaries: A line extended from a point located at 25°16'N latitude, 80°26'W longitude, along southwest shoreline of Barnes Sound to eastern shoreline; thence 120°T to 25°05'N latitude,

ATLANTA REGIONAL PLAN

81°10'W longitude; thence northwesterly to 25°41'N latitude, 81°39'W longitude; thence northeasterly to 25°53'N latitude, 81°16'W longitude; thence southeasterly to the point of beginning.

1407.1-7 Tampa Captain of the Port.

(a) The Tampa Captain of the Port Office is in Tampa, Florida.

(b) The Tampa Captain of the Port area comprises all navigable waters of the United States and contiguous land area within the following boundaries: A line drawn 224°T from point 25°53'N., 81°16'W. to point 25°48'N., 81°21'W.; thence 245°T to point 25°41'N., 81°39'W.; thence 335°T to point 26°20'N., 82°W.; thence 306°T to point 26°30'N., 82°15'W.; thence 335°T to point 27°N., 82°30'W.; thence 323°T to point 27°30'N., 82°55'W.; thence west to meridian 83°05'W.; thence north to parallel 27°45'N.; thence east to meridian 82°55'W.; thence north to parallel 28°N.; thence 009°T to point 28°30'N., 82°50'W.; thence 335°T to point 29°N., 83°05'W.; thence 324°T to point 29°30'N., 83°30'W.; thence 307°T to point 29°46.6'N., 83°55'W.; thence 019°T to meridian 83°50'W.; thence north to 30°15'W.; thence west to 84°45'W.; thence north to the Florida-Georgia state line, thence easterly along the Florida-Georgia state line to 83°W.; thence southeasterly to 28°N., 81°30'W.; thence south to 25°58'N.; thence southeasterly to the point of beginning.

1407.1-8 Mobile Captain of the Port.

(a) The Mobile Captain of the Port area comprises all navigable waters and contiguous land areas within the following boundaries: Beginning at a point 31°N., 88°10'W.; thence due east along latitude 31°N. to the east bank of the Flint River; thence downstream along the east bank of the Flint River and the east bank of the Jim Woodruff Reservoir to the intersection of the south shore of the Jim Woodruff Reservoir with longitude 84°45'W.; thence due south along longitude 84°45'W. to a point 30°5'N., 84°45'W.; thence due east along latitude 30°15'N. to a point 30°15'N., 83°50'W.; thence due south along longitude 83°50'W. to the Florida coast

ATLANTA REGIONAL PLAN

thence 199°T to a point 29°20'N., 84°05'W.; thence west along latitude 29°20'N. to a point 29°20'N, 88°10'W.; thence due north along latitude 88°10'W. to the point of origin.

1407.1-9 New Orleans Captain of the Port.

(a) The New Orleans Captain of the Port Office is in New Orleans, La.

(b) The New Orleans Captain of the Port area comprises all navigable waters of the United States and contiguous land areas within the following boundaries: On the east the 88°10'W. longitude; on the south the 28°50'N. latitude; on the west the 92°40'W. longitude; on the north the 31°N. latitude.

1407.1-10 Group Fort Macon

North Carolina, except that portion assigned to Norfolk Group and Cape Hatteras; and that portion of the Atlantic Ocean within the confines of the Fifth Coast Guard District which is south of the Cape Hatteras Group-Fort Macon Group boundary.

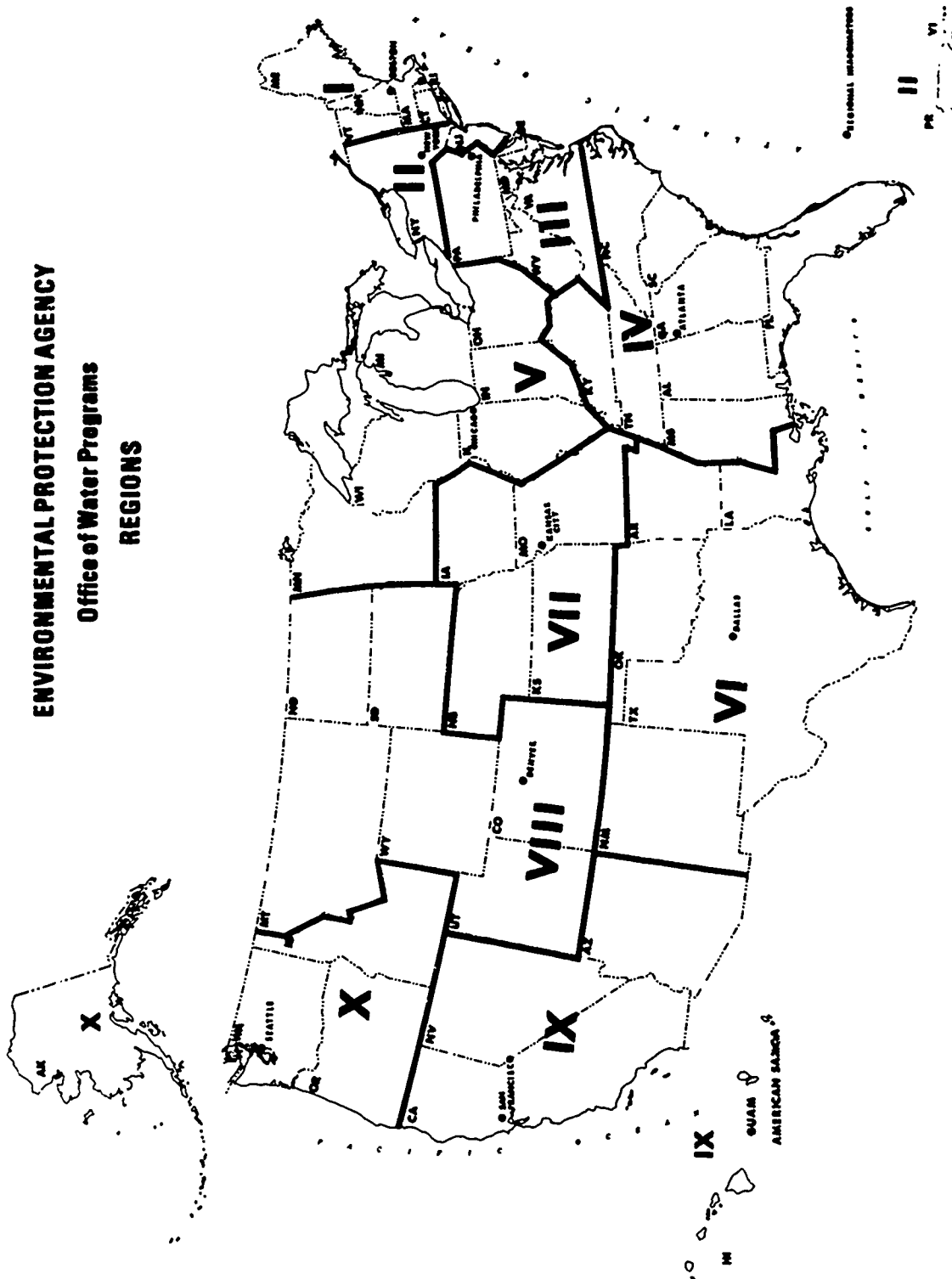
1407.1-11 Group Cape Hatteras.

The coastal portion of North Carolina and contiguous waters beginning at the Virginia-North Carolina State boundary 36°33'N., 75°52.2'W., and proceeding west along the state boundary to the west bank of the Chowman River, thence south along the west bank of the Chowman River to a point 36°N., 76°41'W., thence generally south and east along the border of Washington, Beaufort, and Hyde Counties to a point 35°37'N., 76°32'W., thence easterly to a point 35°37'N., 76°00.5'W., thence generally southwesterly to a point 35°01.5'N., 76°10'W., thence southeasterly to the sea; and that portion of the Atlantic Ocean within the confines of the Fifth Coast Guard District, between the 36°33'N. parallel of latitude and a line 135°T from a point on the shore 35°01.5'N and 76°10'W.

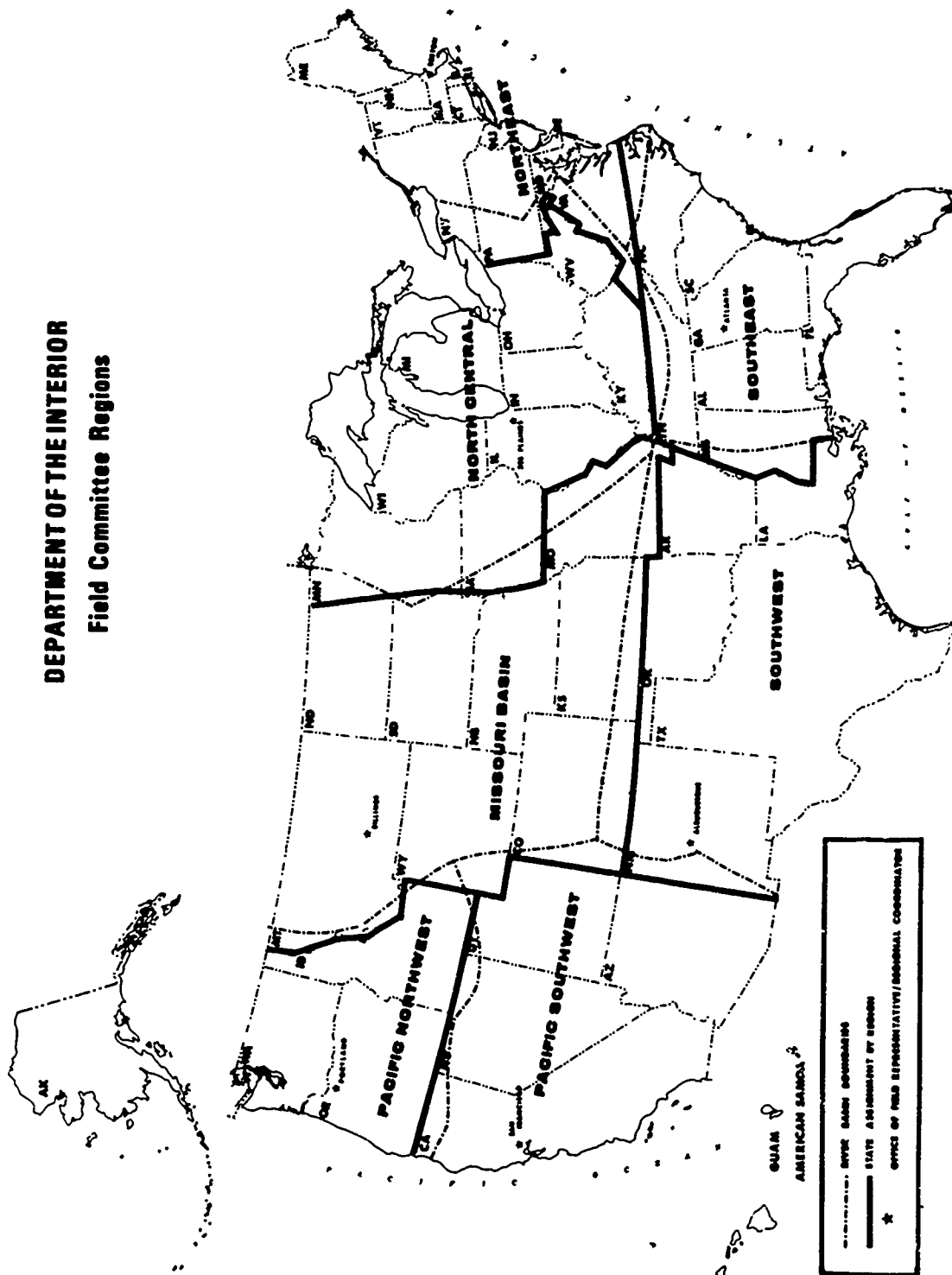
1407.1-12 Panama Canal Zone.

The canal Zone includes the Canal, the land 5 miles either side of the canal and the bodies of water connected to the waters of the Canal. (See page IV-I-7 in Appendix I to this Annex).

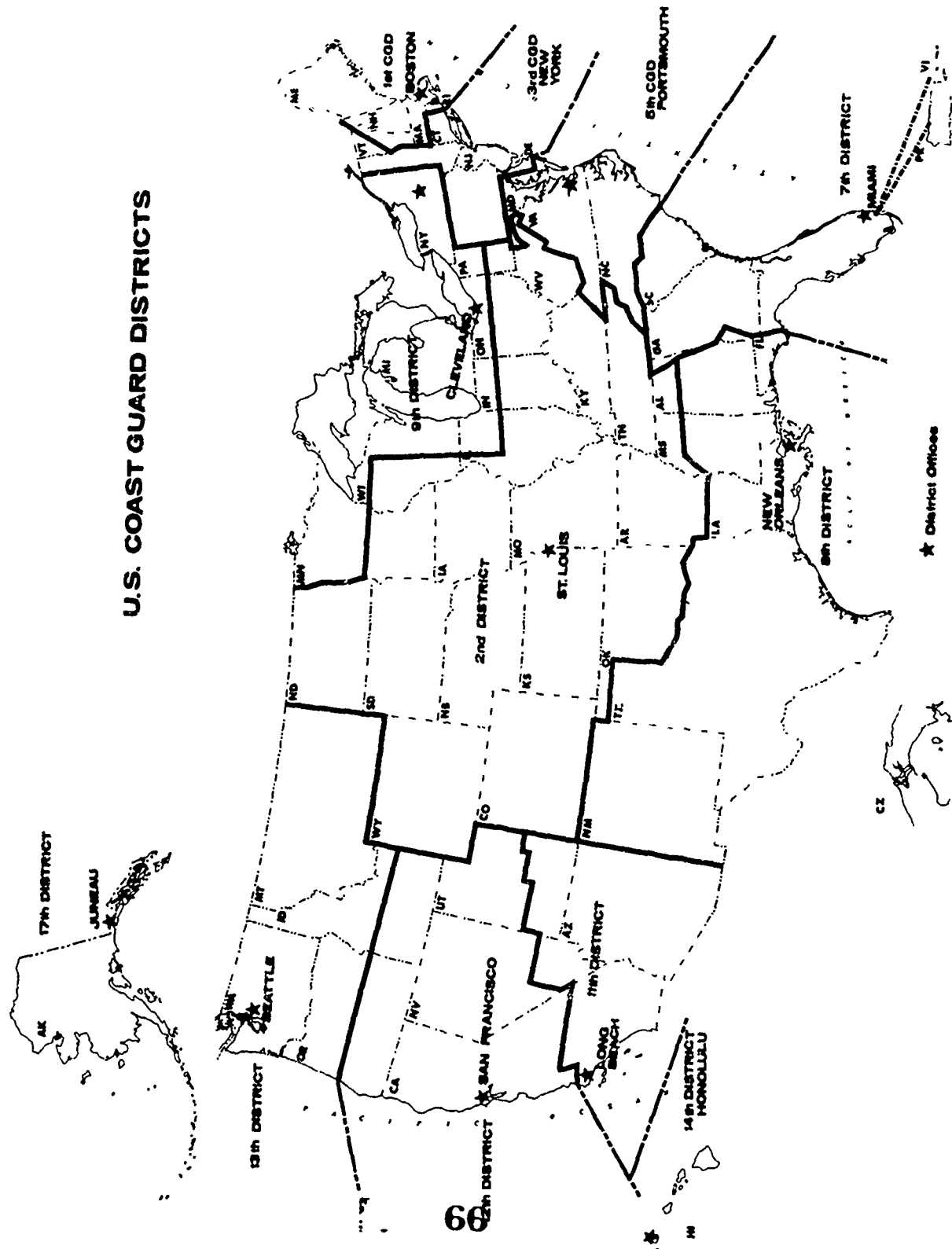
ENVIRONMENTAL PROTECTION AGENCY
Office of Water Programs
REGIONS



DEPARTMENT OF THE INTERIOR
Field Committee Regions



U.S. COAST GUARD DISTRICTS



CORPS OF ENGINEERS

The map shows the following divisions and their approximate locations:

- NORTH PACIFIC:** Includes Alaska (AK), Washington (WA), Oregon (OR), and California (CA). Major cities: PORTLAND, SAN FRANCISCO.
- NORTH CENTRAL:** Includes Montana (MT), Idaho (ID), Wyoming (WY), Utah (UT), Colorado (CO), New Mexico (NM), Nebraska (NE), Kansas (KS), Oklahoma (OK), Texas (TX), Missouri (MO), Illinois (IL), Indiana (IN), Michigan (MI), Ohio (OH), Pennsylvania (PA), New York (NY), New Jersey (NJ), Delaware (DE), Maryland (MD), Virginia (VA), North Carolina (NC), South Carolina (SC), Georgia (GA), Florida (FL).
- MISSOURI RIVER:** Includes Montana (MT), Idaho (ID), Wyoming (WY), Utah (UT), Colorado (CO), New Mexico (NM), Nebraska (NE), Kansas (KS), Oklahoma (OK), Texas (TX), Missouri (MO), Illinois (IL), Indiana (IN), Michigan (MI), Ohio (OH), Pennsylvania (PA), New York (NY), New Jersey (NJ), Delaware (DE), Maryland (MD), Virginia (VA), North Carolina (NC), South Carolina (SC), Georgia (GA), Florida (FL).
- SOUTH PACIFIC:** Includes California (CA), Arizona (AZ), New Mexico (NM), Texas (TX), Louisiana (LA), Mississippi (MS), Alabama (AL), Georgia (GA), Florida (FL).
- SOUTHWESTERN:** Includes California (CA), Arizona (AZ), New Mexico (NM), Texas (TX), Louisiana (LA), Mississippi (MS), Alabama (AL), Georgia (GA), Florida (FL).
- OHIO RIVER:** Includes Ohio (OH), Pennsylvania (PA), New York (NY), New Jersey (NJ), Delaware (DE), Maryland (MD), Virginia (VA), North Carolina (NC), South Carolina (SC), Georgia (GA), Florida (FL).
- SOUTH ATLANTIC:** Includes Virginia (VA), North Carolina (NC), South Carolina (SC), Georgia (GA), Florida (FL).

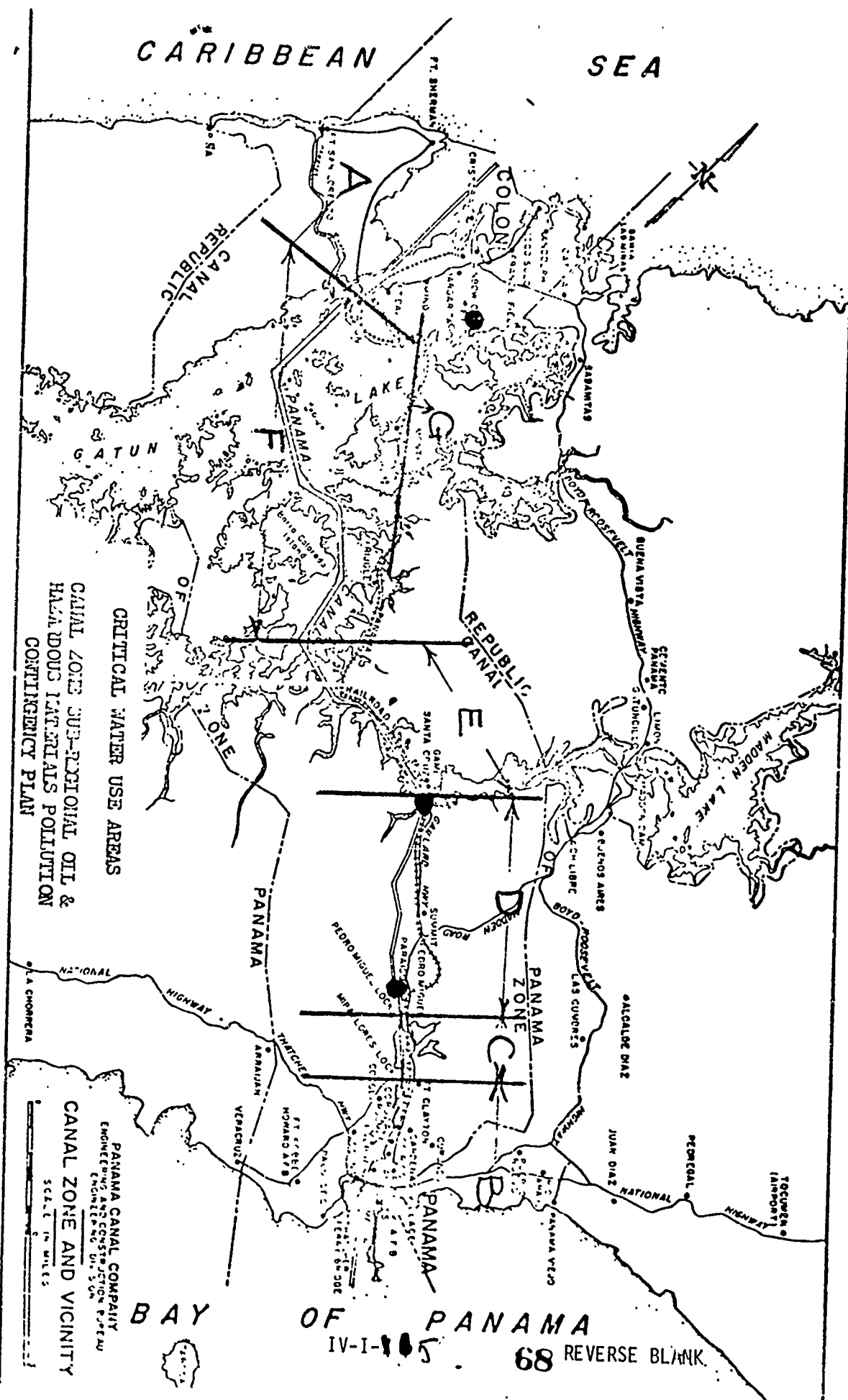
Major cities marked with stars (Division Offices): PORTLAND, SAN FRANCISCO, OMAHA, CHICAGO, CINCINNATI, ATLANTA, VICKSBURG, DALLAS, HONOLULU.

Rivers shown: MISSOURI RIVER, OHIO RIVER.

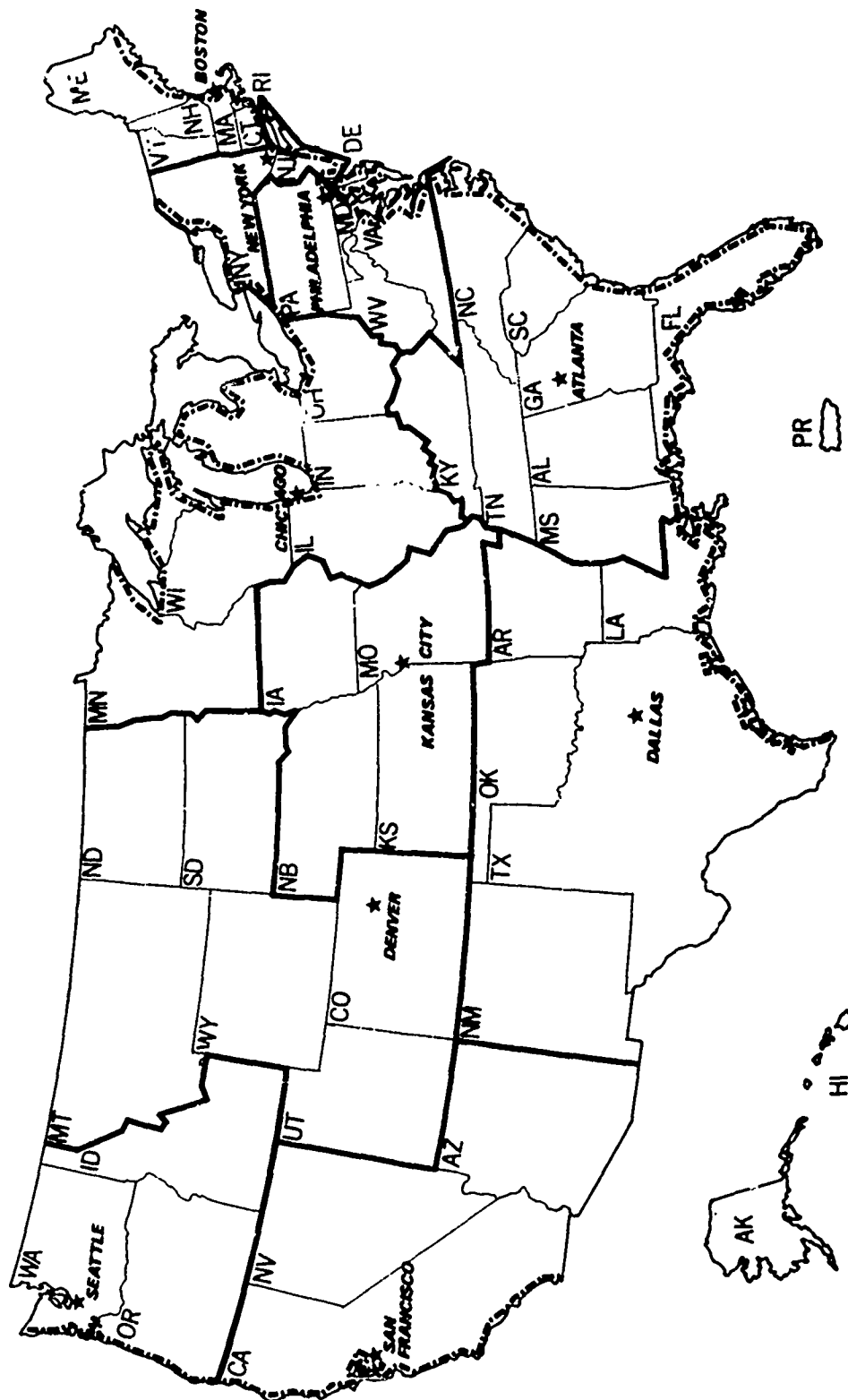
Other features: PACIFIC OCEAN, HONOLULU.

Legend: ★ Division Offices

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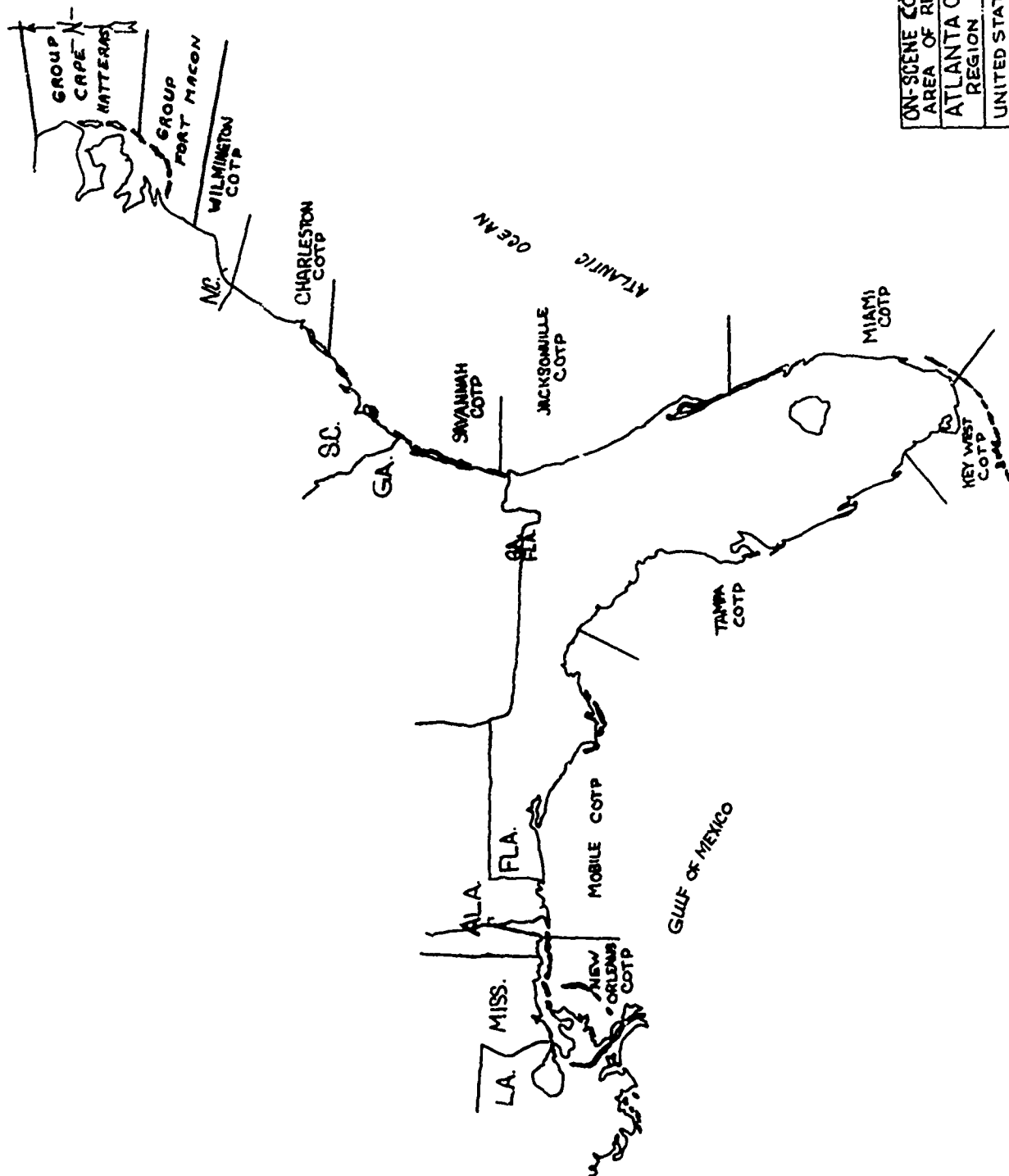


STANDARD REGIONS FOR FEDERAL ADMINISTRATION



----- C.G. Area of Responsibility

APPENDIX II TO ANNEX IV



ON-SCENE COORDINATORS
AREA OF RESPONSIBILITY
ATLANTA COASTAL
REGION
UNITED STATES
COAST GUARD

ATLANTA REGIONAL PLAN

ANNEX V

1500 COMMUNICATIONS

1501 Purpose

1501.1 The communications concerning an oil or hazardous substance spill are an integral and significant part of the operations. The same precepts govern in these instances as do other operations in which the Coast Guard, EPA and other operating agencies are involved.

1502 Objectives

1502.1 The objectives of the communications and reports are:

1502.1-1 To speed the flow of information pertaining to an incident;

1502.1-2 To relay advice, instructions and reports pertaining to an incident; and

1502.1-3 To provide for alerting, notification, surveillance and warning of a pollution incident.

1503 Communications Procedures

1503.1 Normal communication circuits of each primary agency may be used to effectuate this plan. The national and district or regional offices and telephone numbers of primary alerting and notification offices of interested agencies will be maintained in NRC and as appropriate in RRC.

1503.2 The initial reporting of pollution incident will be in accordance with the information and format as described in the regional plans.

1503.3 POLREPS (Pollution Reports) for pollution incidents will be submitted by the Chairman of RRT to NRT in a timely manner as developments occur and at 0800 and 2000 local time on each day of the operations.

1504 Pollution Incident Reports

1504.1 At the conclusion of Federal activity resulting from a pollution incident, any OSC involved will submit a complete report of the incident and the actions taken, pursuant to applicable directives of his own agency. Copies will be furnished to the NRT or RRT, as appropriate, together with any other pertinent information available to the forwarding group. The NRT will then evaluate each situation and will make appropriate recommendations.

ATLANTA REGIONAL PLAN

1550 Messages Addressees

1551 Messages intended for the National Response Center should be addressed to the Commandant, U. S. Coast Guard.

1552 An Address Indicator Group (AIG 8909) has been assigned for the purpose of making water pollution sit-reps to the National Response Team. Messages sent using AIG 8909 will automatically be disseminated to the Commandant, U. S. Coast Guard, for action. Information addressees include the Department of Transportation, Washington, D. C.; Chief of Naval Operations; Environmental Protection Agency, Washington, D.C.; Department of Interior, Washington, D.C.; U.S. Army Corps of Engineers, Washington, D.C.; Department of Defense, Washington, D.C.; COMEASTAREA, Coast Guard; COMWESTAREA, Coast Guard.

1553 Messages intended for the Regional Response Team should be addressed to Commander, Seventh, Eighth or Fifth District as appropriate, (CCGD7, CCGD8, CCGD5) Information addressees should include EPA, COE and DOI.

1570 POLREP Format

1571 General Instructions

1571.1 All messages pertaining to a spill, should be in the pollution report (POLREP) format. This POLREP format consists of five basic sections including the situation, action, plans, recommendations, and status of the case.

1572 Situation

1572.1 The situation section should provide the full details on the spill including what happened, type and quantity of material, who is involved, extent of coverage, times, areas threatened, success of control efforts and prognosis.

1573 Action

1573.1 The action section should include a summary of all action taken by the responsible party, state and local forces, the Federal Government or any others.

1574 Plans

1574.1 The plans section should include all planned action by the responsible party, state and local forces, the Federal Government and any others.

ATLANTA REGIONAL PLAN

1575 Recommendations

1575.1 Any recommendations that the OSC has pertaining to the response should be included in the recommendations section.

1576 Status

1576.1 The status section would indicate case closed, case pends or Federal participation terminated, as appropriate.

1577 Sample Message

1577.1 FROM: GROUP COMMANDER MIAMI
TO: COMMANDER, 7th COAST GUARD DISTRICT

POLREP ONE - M/T NORDWELLE AGROUND

SITUATION: RECEIVED CALL FROM RADIO STATION MIAMI, M/T NORDWELLE AGROUND IN POSITION 25-27N, 80-07W, REQUESTS TUG ASSISTANCE. SHIP'S AGENT ANCHOR CO., MOBILE, ALABAMA, PHONW: 205-432-3694.

ACTION TAKEN: CALLED BELCHER OIL CO. AND STAR SHIPPING CO., NO TUGS AVAILABLE. MARINE TOWING HAS THREE TUGS UNDERWAY. CGC PT BARNES UNDERWAY WITH INVESTIGATION OFFICER ON BOARD, ETA ON SCENE 0900R.

PLANS: INVESTIGATE FOR SAR, SALVAGE AND POLLUTION INCIDENT. COORDINATE WITH AGENT AND MASTER TO ARRANGE EARLY SALVAGE.

RECOMMENDATIONS: DETERMINE AVAILABILITY NAVY SALVAGE ASSISTANCE IF COMMERCIAL ASSISTANCE INADEQUATE. ALERT COMMERCIAL POLLUTION CLEAN UP CAPABILITY IN FLORIDA.

CASE PENDS.

ATLANTA REGIONAL PLAN

ANNEX VI

1600 PUBLIC INFORMATION

1601 Introduction

1601.1 When a major national pollution incident occurs it is imperative that the public be provided promptly with accurate information on the nature of the incident and what steps are being taken to correct the problem. This policy must be followed to obtain understanding from the public, ensure cooperation from all interested parties and to check the spread of misinformation. National Administration policy and the Freedom of Information Act both call for maximum disclosure of information.

1602 National News Office

1602.1 When the NRT is activated, the team chairman will contact the most appropriate primary agency and ask it to detail a professional information officer to establish and direct a National News Office. Requests by the Director of the National News Office for an appropriate number of professional and clerical assistants will be met by one or more of the primary agencies.

1602.2 The Director of the National News Office will be responsible for overall supervision of public information activities. While the Director of the Regional News Office will have considerable freedom in responding to news inquiries, he will work under the direction of the Director of the National News Office. The closest possible coordination will be maintained between the National News Office in Washington and the Regional News Office.

1602.3 Promptly after his designation, the Director of the National News Office will contact the White House Press Office and the Office of the Director of Communications for the Federal Government to arrange whatever information assistance may be required by these offices.

1602.4 All written news releases involving major policy considerations will be cleared by the Chairman of the NRT or in his absence ~~the Executive Secretary~~. Situation reports and other factual releases will not require formal clearance.

VICE CHAIRMAN

VI-1

ATLANTA REGIONAL PLAN:

1602.5 The director of the National News Office will have free access to meetings of the NRT and will be consulted on the possible public reaction to the courses of action under consideration by the NRT.

1602.6 At appropriate intervals the director of the National News Office may arrange news conferences at which the chairman of the NRT, the OSC or other informed officials will make progress reports and respond to questions from the media representatives.

1602.7 The director of the National News Office will keep appropriate press offices posted on developments. These include the press offices of the Secretaries or Director of the primary agencies to the National Contingency Plan; Governors, Senators and representatives whose states or districts are affected by the incidents; and, the mayor and other responsible local officials in affected communities.

1602.8 As long as public interest warrants, at least one written news release a day or status report will be issued by the National News Office and the Regional News Office reporting progress in controlling the incident and other developments.

1602.9 The National News Office will be provided with adequate space, telephones, typewriters, communications equipment and other supplies by the U. S. Coast Guard at U. S. Coast Guard Headquarters, Washington, D. C., where the NRC is housed. The director of the National News Office will determine what equipment and supplies are needed to ensure an orderly flow of information and to accommodate visiting members of the news media.

1603 Regional News Office

1603.1 When an RRT declares a pollution incident, the Chairman will contact the most appropriate agency and ask it to detail a professional public information officer to establish and direct a Regional News Office. The Regional News Office should be set up at or near the location where the OSC is stationed. Requests by the director of the Regional News Office for appropriate professional and clerical assistance will be met by one or more of the primary agencies.

1603.2 The director of the Regional News Office will follow the procedures outlined above for the director of National

ATLANTA REGIONAL PLAN

News Office in contacting the press offices of state and local officials, in arranging appropriate public information liaison with industries and other concerned interests, and in issuing at least one daily written news release.

1603.3 All news releases involving major policy considerations will be cleared by the Chairman of the RRT or in his absence, the Executive Secretary. Situation reports and other factual releases will not require formal clearance.

1603.4 The director of the Regional News Office will have free access to meetings of the RRT and should be consulted on the possible public reaction to the courses of action under consideration by the RRT.

1603.5 The Regional News Office will be provided with adequate space, telephones, typewriters, communications equipment and other supplies by the primary agency which is providing the headquarters for the RRT. The director of the Regional News Office will determine what equipment and supplies are needed to ensure an orderly flow of information and to accomodate visiting members of the news media.

1604 Washington, D. C., Public Information Contact

1604.1 If the NRT has not been activated, the director of the Regional News Office will ask the most appropriate primary agency to assign a public information officer in Washington, D. C. to serve as a contact point for queries made in Washington, D. C. The information officer assigned to this task will follow the procedures outlined above for the director of the National News Office in contacting the press offices of the White House and congressional and federal officials.

1605 Interim Public Information Director

1605.1 In the period following a spill and before a pollution incident is declared, information activities will be directed by the public information personnel of the same primary agency which will provide the pre-designated OSC. These activities will be conducted in accordance with the information policies of that agency.

ATLANTA REGIONAL PLAN

1606 Special Public Information Procedures for Senators, Representatives, Congressional Aides and staff members, White House Representatives and other VIP's

1606.1 The director of the National News Office or the Director of the Regional News Office will arrange, on request, to perform special public information services for VIP's including: notifying the media of the time, place and purpose of the VIP visit; making press conference arrangements; and, arranging for interviews with the VIP by interested members of the media.

1607 Special Public Information Procedures for Salesman

1607.1 Public information officers assigned to pollution incidents will refer salesmen to technical personnel designated to evaluate their wares.

1608 Special Public Information Procedures for the General Public

1608.1 In responding to queries from the general public, public information officers will advise the callers or arrange to have the callers advised on what the latest press release has reported.

1609 Special Public Information Procedures for Pollution Incident Correspondence

1609.1 After the crisis has subsided a model letter reporting on the situation will be drafted by the public information personnel assigned to the problem. After the model letter has been approved by the chairman of the NRT or the RRT, copies will be sent to the primary agencies for their guidance in responding to mail inquiries.

1610 Public Information

1610.1 Upon advisement of an important pollution incident, CCGDSEVEN(dpi) will dispatch two representatives to the Coast Guard COTP office nearest the scene to establish a news release center. This information team will be designated upon consideration of personnel resources but should consist of the senior PIO journalist and a junior man, preferably with photographic experience. The Captain of the Port in the area of the case will, as On-Scene Commander, be releasing authority for all PIO news releases, and will coordinate all releases prior to arrival of the PIO team. Basic requirements for the release center will be typewriters and communications equipment, as well as sufficient space for newsmen and VIP visitors to congregate for briefings, etc.

ATLANTA REGIONAL PLAN

1610.2 Additional information concerning specific execution of this plan within each sub-region will be contained in each sub-regional plan.

ANNEX VII

1700 LEGAL AUTHORITIES

1700.1 Federal Statutes, Regulations and Administration orders relative to oil pollution control are administered by several Departments and Agencies. The following is a tabular summation of the more important of these legal authorities.

1710 Federal Oil Pollution Control Statutes

STATUTES	OPERATING AGENCIES INVOLVED	PROHIBITED ACT OR AUTHORIZATION	TERRITORIAL APPLICATION	SANCTIONS	EXCEPTED DISCHARGES
1711 Refuse Act 1899 (33 U.S.C. 407 et seq)	1. COE 2. U.S.C.G. 3. Customs 4. Dept. of Justice	To discharge from ship, (foreign & domestic) or from shore or water front facility, any refuse matter of any kind or description (even commercially valuable petroleum).	1. U.S. navigable waters (USNH) 2. Tributaries, if refuse floats or washes into USNH 3. On banks, if likely to be washed into USNH.	1. \$500.00 - \$2500.00; 30 days to 1 yr. or both 2. Vessel liable "in rem" for penalties.	"Sewage" flowing from streets and sewers.
1712 Water Quality Improvement Act of 1970 PL 91-224	1. DOW 2. DOW (FMOA) 3. COE 4. Customs 5. Dept. of Justice	The discharge of oil into the water in harmful quantities	U.S. navigable waters, adjoining shorelines, the contiguous zone	1. Failing to report prohibited discharges-(a) fine up to \$1000(-) imprisonment up to one year, or both. 2. Knowingly discharging-penalty up to 10K. 3. Violating regulations-penalty up to \$5K. 4. Cleanup costs (a) vessels up to \$14M or \$100 per GRT (b) off-shore/shoreline facilities-up to \$8M.	1. As permitted by regulation. 2. In the contiguous zone as permitted by '54 Convention.
1713 Oil Pollution Act 1961 as amended (33 U.S.C. 1001-1015) implements International Convention on Prevention of Pollution of Sea by Oil.	1. U.S.C.G. 2. Customs 3. COE 4. Dept. of Justice 5. Dept. of State	1. Any discharge or escape of persistent oil from vessels subject to Act ie. all U.S. seagoing vessels including tankers (whose tanks carry only oil). Except: (a) Tankers under 150 gross tons. (b) Other vessels under 500 gross tons. (c) Vessels on whaling operations. (d) Vessels while using Great Lakes & tributaries; and (e) Naval vessels and auxiliaries.	1 Prohibited zone: (a) Measured from baseline from which territorial sea is established; (b) Generally extends 50 miles to sea; (c) Extends 100 miles to sea off Northeast Coast of U.S.; (d) Extends out 100 miles to sea off West Coast of Canada; and, (e) Modifications published in Notices to Mariners.	1. Penalty: (a) \$500.00 to \$2500.00 or 1 yr. or both- any person or company; (b) Ship other than one owned & operated by U.S. liable "in rem" for above penalty, and (c) Suspension or revocation of license.	1. Discharges: (a) To secure safety of ship, cargo or life at sea (b) Due to damage to vessel or unavoidable leakage, if all reasonable precautions taken after damage occurred or leakage discovered (c) Oil residue from fuel or lube oil purification or clarification as far as possible.

(d) oily mixtures from bilges containing only fuel oil drained or leaked from machinery spaces. (e) vessels, other than tanker, proceeding to a port with inadequate reception facilities.

2. Unlimited - Except if in Master's opinion special circumstances make it neither reasonable nor practicable to retain oil on board, discharge, outside prohibited zone is permitted.

3. Penalties re. Oil Record Book

(a) Person failing to comply - fine of from \$500.00 to \$1000.00

(b) Person making false entry (i) fine - \$500.00 to \$1000. (ii) imprisonment for 6 mos. or both.

4. Prohibited zone (No. 1 above).

1. Enforcement...conference pursuant to Sec. 10 may result in Federal legal action to enforce recommendations. 2. Abatement action pursuant to Sec. 10(c) (5) where discharge reduces quality below established standard

President shall make recommendation to Congress not later than Nov. 1, 1970. Clean up fund of Section 11 available here.

2. Any discharge of oil from vessel subject to Act, of 20,000 or plus gross tons, whose bldg. contract executed on or after May 10, 1967.

3. Vessels, subject to Act, which are tankers or use oil fuel must keep Oil Record Book with entries of certain discharges or escapes of oils.

4. Forward to State Dept. evidence of discharge or escape from foreign vessel.

1714 Federal Water Pollution Control Act, as amended (23 U.S.C. 466, et. seq.).

1. Secretary of Interior (PWA)

1. To participate in oil & other hazardous materials pollution incidents & recommend solutions when requested by State or interstate agencies. 2. To provide technical assistance to public & private agencies. 3. To recommend limits on pollutants, including oil & hazardous materials. 4. To "approve" State adopted water quality standards and to establish Federal standards where State standards are not submitted or are inadequate.

Standards ordinarily include criteria limiting discharges of oil or hazardous materials.

President shall promulgate regulations designating hazardous substances and recommending methods for removal.

Same as 1712

(B) Section 12, Fed. Water Pollution Control Act, as amended by P.L. 91-224 (Apr. 3, 1970) (33 U.S.C. 466, et. seq.)

Same as 1712

1720 Related Federal Statutes

STATUTES	ADMINISTRATIVE AUTHORITY	AUTHORIZED ACTION	TERRITORIAL CONSIDERATIONS
1721 U.S. Navy Ship Salvage Authority (10 U.S.C. 7561)	Secretary of Navy (U.S. Navy Ship System Command; Supervisor of Salvage)	1. To salvage, by contract or otherwise: (a) U.S. Navy vessels; (b) private vessel (foreign or domestic) subject to availability of salvage forces; and, (c) if not abandoned nor under governmental control, any other salvage facilities reasonably available to the U.S. Navy, under, or underwriter; (d) if abandoned or under control of U.S.C.G., RUPCA, Corps of Engineers, Office of Emergency Preparedness, or Federal court - competent requesting agency becomes customer.	1. (a) for U.S. Navy vessels - Navy has direct responsibility (b) for private vessels (1) U.S. navigable waters and high seas (2) U.S. navigable waters, U.S. territorial waters and those within the authority of requesting government agency by law or treaty 2. U.S. Continental Shelf Lands
1722 Outer Continental Shelf Land Act of 1953 (43 U.S.C. 1331-1343)	Secretary of the Interior (a) Sec. of Land Mgmt. (b) U.S.G.S.	1. To regulate leases for exploitation of Shelf lands, terms & conditions calculated to prevent pollution in offshore oil or mining operations. Regulations provide that lessee shall not pollute; shall take certain preventive actions and if pollution occurs, lessee shall make appropriate notifications and shall be liable for clean up.	 1. U.S. Continental Shelf Lands
1723 Federal Disaster Assistance Act (42 U.S.C. 1855 et seq.) and Disaster Relief Act of 1966 (PL 89-759, 80 Stat. 1316) and Disaster Relief Act of 1969 (PL 91-759) (Repealed after Dec. 31, 1970)	The President Director, Office of Emergency Preparedness per E.O. 10427 and 10737	1. To declare a major disaster at the request of a governor of a State 2. If declared, to direct Federal agencies to assist by: (a) clearing or loading, with or without compensation, to state or local governments, equipment, supplies, facilities, personnel, etc. other than extension of credit under any act. (b) performing, on public or private land, work to preserve life and property	 (1) major disaster areas as declared by President (2) U.S. its territories, possessions

1726 14 U.S.C. 81 et seq.

U.S.C.G.

1726 14 U.S.C. 141 (a)

U.S.C.G.

1726 Magnuson Act
(50 U.S.C. 191)

designated U.S.C.G.
Officers (33 CFR 6)
when directed by
Executive order
(presently implemented
by E.O. 10173 as
amended)

- (c) Provide temporary housing or emergency shelter
- (d) Clear debris & wreckage
- (e) Make emergency repairs & temporary replacements to public facilities of State and local governments.
- 3.OEP can give direct financial assistance to State & local governments for items in 2 above.

- 1.To aid distressed persons & protect property. Sec. 88 (b) in USMW and on the high seas.
- 2.To establish, maintain & operate aids to maritime navigation in USMW, waters above the U.S. continental shelf and other specified areas.
- 3.To mark for protection of navigation any wreck in USMW (Sec. 86) not properly marked by owner (33 U.S.C. 409)

- 1.On request may use personnel & facilities to assist any government agency, to perform any activity for which such personnel are especially qualified.

- 1.Prevent anything from being placed on board any vessel or waterfront facility as defined in 33 CFR 6.01-4, when necessary to prevent damage to U.S. waters.
- 2.Establish security zones into which no person or vessel may enter or take anything.
- 3.Control vessel movement & take full or partial possession or control of any vessel when necessary to prevent danger to U.S. waters
- 4.Prevent mooring to or compel shifting of any vessel from waterfront facility if it endangers such vessel, other vessels, harbor, any facility therein because conditions exist in or about water front - not limited to fire hazards & unsatisfactory operations.

- 1. Limited only by international law re. territorial waters

- 1. U.S. territorial waters

2-10-44

10-10-44

1727 Dangerous Cargo Act
(46 USC 170)

U.S.C.G.

1. Authority to establish regulations for handling, storage, storage and use of dangerous articles or substances on board vessels

U.S. Territorial waters

2. Authority to establish regulations for disposing of dangerous articles or substances found to be in an unsafe condition

1728 Tank Vessel Act
(46 USC 391a)

U.S.C.G.

1. Authority to establish additional rules for provision against hazards of life and property created by vessels having on board inflammable or combustible liquid cargo in bulk.

U.S. Territorial waters

VII-5

1750 Treaties and International Conventions

TITLE	PARTIES	SUBSTANCE OF AGREEMENT	TERRITORIAL APPLICATION
1751 Treaty re. Reciprocal Rights in Conveyance of Prisoners and Wrecking & Salvage (35 Stat. 2035, TS 502)	U.S. - Great Britain signed for Canada (1908)	1. Vessels & wrecking equipment of U.S. or Canada permitted to salvage wrecks, render aid to vessels in distress or disabled across the international boundary line.	1. In portion of St. Lawrence River through which boundary line passes. 2. Lakes Ontario, Erie, St. Clair, Huron, Superior. 3. Niagara, Detroit, St. Clair & Ste. Marie River. 4. Canals at Sault Ste. Marie. 5. Shores & territorial waters on Pacific & Atlantic within 30 miles of boundary line.
1752 Boundary Waters Treaty (35 Stat. 2446, TS 548)	U.S. - Great Britain signed for Canada (1906)	1. Established International Joint Commission with jurisdiction over all cases re. use, obstruction or diversion of waters including water pollution. No mechanism for enforcement directly by Commission findings & recommendations reported to respective governments for enforcement action within its territorial limits.	1. U.S. - Canadian boundary waters
1753 Treaty to Facilitate Assistance to & Salvage of Vessels in Territorial Waters (49 Stat. 3359, TS 905)	U.S. - Mexico (1936)	1. Vessels & rescue apparatus, public & private, may aid vessels and crew of its own nationality, when disabled or in distress. 2. Captain, master or owner of rescue vessel of either country must notify that country when entering or intending to enter territorial waters of the other country as early as possible and may freely proceed with rescue unless advised by the other country that adequate assistance is available or for any other reason rescue is not necessary.	1. On shores or within territorial waters of the other nation - (a) Within 720 mile radius of intersection of international boundary line & Pacific Coast (b) Within 200 miles radius of intersection of international boundary line & coast of Gulf of Mexico.

1754 Convention of High Seas (1958) TIAS 5200 (13 U.S.T. 2312)	U.S. (1962)-Denmark, Finland, Italy, Japan, Mexico, Netherlands, U.K., USSR, Inter alla	1. Article XXIV - Member nations responsible for drafting regulations to prevent pollution of seas by oil. 2. Article XXV - same for radioactive wastes & other harmful agents by vessels under its control	High Sea
1755 Geneva Convention on Territorial Sea & Contiguous Zone (1958) (15 U.S.T. 1608) (TIAS 5639)	U.S. (1964)-Denmark, Finland, Italy, Japan, Netherlands, U.K., USSR, Inter alla	1. To exercise necessary controls to prevent infringement of nations sanitary regulations within its territory or territorial sea.	1. Not to exceed 12 miles outward from the baseline from which the territorial sea is measured.
1756 Convention on Continental Shelf (1958) (TIAS 5578) (15 U.S.T. 471)	U.S. (1964)-Denmark, Finland, France, Mexico, Netherlands, U.K., USSR, Inter alla	Coastal government has: exclusive & sovereign right to explore and exploit natural resources of the Shelf as long as it does not unjustifiably interfere with navigation, fishing or conservation of living sea resources nor with fundamental oceanographic or other scientific research destined for open publication.	U.S. Continental Shelf - 200 meter isobath curve contiguous to land or to a depth th. admits of the exploitation of said area.
1757 Convention for Prevention of Pollution by Sea by Oil. (1954) (12 U.S.T. 2989; (1962) amended 17 U.S.T. 1523)	U.S. (1961)-Belgium, Denmark, Finland, France, West Germany, Greece, Italy, Japan, Liberia, Mexico, Netherlands, Nigeria, Norway, Panama, Spain, Sweden, U.K., Inter alla.	1. To prevent discharge or escape of oily substances by sea-going vessels - See Oil Pollution Act of 1961 as amended in 1966 for U.S. Implementation. (33 U.S.C. 1001-1015) (Note: Oily substance is defined as persistent oil) 2. Maintenance of Oil Record Book.	1. Prohibited zone: All seas within 50 miles from nearest land (baseline from which territorial sea is established) and other areas as defined in the convention.

VII-7

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ATLANTA REGIONAL PLAN

ANNEX VIII

1800 ENFORCEMENT PROCEDURES

1801 The OSC in charge at the scene of a pollution incident may be from any one of several agencies. Therefore, it is necessary to establish uniform procedures for notification of counsel, collection of samples and information consistent with several phases in federal response situations. Necessary information and sample collection must be performed at the proper times during the federal involvement in a pollution incident for the purpose of later use in identifying the party responsible, in cleanup cost recovery, damage recovery, and civil and criminal enforcement actions under appropriate federal statutes. Time is of great importance since wind, tide and current may disperse or remove the evidence and witnesses may no longer be available. Thus, during the phases of discovery and notification, containment and countermeasures, cleanup and disposal, and restoration, the OSC must take the necessary action to put counsel on notice of the event and to ensure that information, records, and samples adequate for legal and research purposes are obtained and safeguarded for future use.

1802 Notification of Counsel

1802.1 Immediately upon the declaration of a pollution incident, RRT and NRT members, as appropriate, shall notify the respective regional and departmental attorneys, as provided herein and as detailed in the regional plan.

1802.2 Initial coordination of appropriate counsel will be effected by counsel of the Department responsible for furnishing the OSC. Coordination will be for joint and several actions concerning legal matters regarding the operation of the Plan, sending of notices, advice regarding the handling of evidence, preparation of evidentiary statements, and referral of the matter to the Justice Department or appropriate U.S. Attorney.

1802.3 The information and reports obtained by the OSC are to be transmitted to the RRC. Copies will then be forwarded to the NRC, members of the RRT, and others, as

ATLANTA REGIONAL PLAN

appropriate. The representative of the agency on the RRT having cost recovery or enforcement authority will then refer copies of the pollution reports to his respective agency counsel.

1803 Legal Notice to Ship Operators and Others

1803.1 Notice to the ship or facility operator, owner or other appropriate responsible person indicating federal interest and potential action in an incident shall be prepared and sent by the agency responsible for furnishing the OSC. This notice should include among other things federal statutes and regulations violated, indication of responsibility for cleanup, notice that cleanup be affected pursuant to the National Contingency Plan and federal regulations, identification of OSC, and direction that response activity be coordinated with the OSC.

1804 Action to be Taken by OSC for Phase V Activities in Conjunction With Actions in Phases I, II and III

1804.1 Investigate observed instances of oil or other hazardous substances pollution in the waters covered by the scope of this Plan. Investigative actions may include:

1804.1-1 Request permission to enter facility or vessel involved. The investigator should identify himself and explain his reason for being there. In those situations where statutory authority does not exist for entering or boarding and if permission to enter or board is denied, investigator should seek assistance of local U.S. Marshal;

1804.1-2 Question all persons who may be responsible for or have knowledge of the spillage and record the name, address and position of each witness.

1804.1-3 Furnish anyone who may be responsible for an offense with an appropriate warning as to his rights.

1804.1-4 Obtain signed statements whenever possible indicating where, when and how the spill

ATLANTA REGIONAL PLAN

occurred and its extent.

1804.1-5 When a witness makes an oral statement but will not give a written statement, reduce the oral statement to writing.

1804.1-6 When the source of pollution is unknown, obtain as much information as possible and note any suspect vessels or facilities.

1804.1-7 A trained Coast Guard Investigator will be dispatched to the scene when the Coast Guard is OSC within the Seventh Coast Guard District.

1804.2 When investigation discloses a reasonable basis to believe a violation has occurred, collect samples of oil or hazardous polluting substances from the water and from appropriate spaces and drainage points of the suspected offending vessel or vessels, shore establishments, or other sources. Collect comparative samples in unaffected water in the vicinity of the spill.

1804.3 Samples collected are to be transmitted for analysis, using special courier or registered mail (return receipt requested) and observing the procedures outlined below. Appropriate analytical laboratories are designated in the regional plan. Reports of laboratory analysis will be forwarded to the appropriate RRT for transmittal to counsel. The Chairman, RRT, will also forward copies of laboratory reports to NRT.

1804.4 Photographs should be taken, if possible, using color type film. The photographs should show the source and extent of the pollution. The following information should be recorded on the back of each photographic print: (a) name and location of vessel or facility; (b) date and time the photo was taken; (c) names of the photographer and witnesses; (d) shutter speed and lens opening; and (e) type of film used and details of film processing. (The immediate developing type of photographic process may be of major assistance to the less than professional photographer by allowing on-the-spot inspection of results and retakes as needed to obtain an acceptable photograph.)

ATLANTA REGIONAL PLAN

1804.5 If in doubt as to whether or not a particular incident may be an oil pollution or hazardous materials pollution violation case, or in doubt as to how to proceed in any given case, contact the RRT for instructions and advice. If, however, time is a critical factor and/or the RRT has not yet assembled, proceed as if the incident were a pollution violation.

1805 Sample Collection Procedures to be followed
by OSC

1805.1 Several precautions must be observed when taking and handling liquid samples for analysis as the character of the sample may be affected by a number of common conditions. These precautions concern: (a) the composition of the container; (b) cleanliness of the container; and, (c) manner in which the sample is taken.

1805.2 In taking such samples, the following procedures are to be followed in all cases:

1805.2-1 Glass containers of one quart size are to be used. The portion of the closure (sealing gasket or cap liner) which may come into contact with the sample in the container is of considerable importance. Where oil or petroleum based hydrocarbons are to be sampled, the closure should be made of glass, aluminum foil, or teflon. Other pollutants may require different of special closure material and the analysis laboratory should be consulted whenever a question arises as to the appropriateness of any closure material.

1805.2-2 Previously unused containers are preferred. Containers that have been cleaned with a strong detergent, thoroughly rinsed and dried may be used.

1805.2-3 Consult with the analysis laboratory personnel relative to special samples and unusual problems.

ATLANTA REGIONAL PLAN

1805.2-4 Some explanatory notes covering the above procedures are: (a) Glass containers always must be used because plastic containers, with the exception of teflon, have been found in some cases to absorb organic materials from water and in other cases compounds have been dissolved from plastic containers; (b) as it is desirable to take a large sample of the pollutant, proper skimming techniques should be used to obtain a sufficient amount of oil for analysis; and, (c) since it is not unusual for a pollution condition to change rapidly samples should be taken in a timely fashion, and the time sequences and places noted.

1805.2-5 Laboratory notification - Advise the laboratory where samples are being shipped, by telephone, prior to sample shipment. Consultation with laboratory personnel may be desirable regarding special samples or unusual problems.

1805.2-6 Shipping the sample - The sample or samples should be properly packaged to prevent breakage or damage to the sample container during shipment. Since petroleum is a hazardous chemical, it must be shipped in accordance with Public Law 86-710.

1805.2-8 Laboratory serving the Plan - Samples may be sent to:

Southeast Water Laboratory
Environmental Protection Agency
College Station Road
Athens, Georgia 30601

Attention: Mr. James H. Finger
Chief Chemist

This facility can serve in most all hazardous substances spills.

Telephone numbers for advance notice of shipment:

ATLANTA REGIONAL PLAN

Mr. James Finger
Southeast Water Laboratory (SEWL)
Office - (404) 546-3111 (FTS)

Mr. Paul J. Traina
Director, Technical Services Program
Southeast Water Laboratory (SEWL)
Office - (404) 546-3136 (FTS)
Non-duty - (404) 548-7936

1806 Chain of Custody Record

1806.1 All samples and other tangible evidence must be maintained in proper custody until orders have been received from competent authority directing their disposition. Precautions should be taken to protect the samples from breakage, fire, altering and tampering. It is important that a chain of custody of the samples be properly maintained and recorded from the time the samples are taken until ultimate use at the trial of the case. In this regard, a record of time, place, and the name and title of the person taking the sample, and each person handling the sample, thereafter must be maintained and forwarded with the sample, using the Form No. NIC-1.

1807 Spill Pollution Report

1807.1 The appropriate information for each pollution spill should be obtained by the OSC and reported pursuant to the appropriate instructions.

ATLANTA REGIONAL PLAN

ANNEX IX

1900 FUNDING

1900 General

1900.1 The primary thrust of this Plan is to encourage the person responsible for a spill to take appropriate remedial actions promptly. Usually this will mean that the cost of containment, countermeasures and cleanup of spills should be borne by the person responsible for the discharge. The OSC and other officials associated with the handling of a spill should make a substantial effort to have the responsible person accept voluntarily this financial responsibility.

1900.2 Actions undertaken by the Primary Agencies in response to pollution spill emergencies shall be carried out under existing programs and authorities insofar as practicable.

1900.3 It is not envisioned that any Federal agency will make resources available, expend funds or participate in operations in connection with spills unless such agency can so respond in conformance with its existing authority. Authority to expend resources will be in accordance with agencies' basic statutes and, if required, through cross-servicing agreements. This Plan encourages interagency agreements whenever specific reimbursement agreements between Federal agencies are deemed necessary to insure that the Federal resources will be available for a timely response to a pollution emergency.

1901 Funding Responsibility

1901.1 The funding, including reimbursement to Federal agencies, other agencies, contractors and others, of pollution removal activities is the responsibility of the agency providing the predesignated OSC. This funding may be provided through normal operating expense accounts of the agency or through special funding arrangements such as the Pollution Revolving Fund described hereinafter.

ATLANTA REGIONAL PLAN

1901.2 Funding of response actions not associated with the removal activity, such as scientific investigations, law enforcement or public relations is the responsibility of the agency having statutory or executive responsibility for those specific actions.

1902 Agency Funding

1902.1 The Environmental Protection Agency can provide funds to insure timely initiation of cleanup actions in those instances where the OSC is an EPA representative. Funding of continuing cleanup actions, however, will be determined on a case-by-case basis by the Headquarters Office of EPA. Inasmuch as EPA does not have funds provided for this purpose, by statute or regulation, initiation of containment and cleanup activities is funded out of operating program funds.

1902.2 The U.S. Coast Guard pollution control efforts are funded under "Operating Expenses." These funds are utilized in accordance with applicable regional plans and agency directives.

1902.3 The Department of Defense has two specific sources of funds which may be applicable to a pollution incident under appropriate circumstances. (This does not consider military resources which might be made available under specific circumstances.)

1901.1-1 Funds required for removal of a sunken obstruction to navigation are available to the Corps of Engineers through Civil Functions Appropriations, Operations and Maintenance, General.

1902.1-2 The U.S. Navy has funds available on a reimbursable basis to conduct salvage operations.

1903 Disaster Relief Funds

1903.1 Certain pollution control response activities may qualify for reimbursement as disaster relief functions.

ATLANTA REGIONAL PLAN

In making a declaration of a major disaster for a stricken area, the President may allocate funds from his Disaster Relief Fund, administered by the Director, Office of Emergency Preparedness. After the President has declared a major disaster and authorized allocation of funds, the Director may authorize certain reimbursements to Federal agencies for disaster assistance provided under direction of his office. Applicable policies and procedures are stated in Title 32, Chapter XVII, Part 1709, "Reimbursement of Other Federal Agencies Performing Major Disaster Relief Functions."

1903.2 The Director may also make financial assistance available to State Governments and through the States to local governments, in accordance with policies and procedures stated in Title 32, Chapter XVII, Part 1710, "Federal Disaster Assistance."

1904 Pollution Revolving Fund

1904.1 A pollution revolving fund (hereinafter referred to as the Fund) administered by the Commandant, USCG, has been established under the provisions of Section 11 of the Act. This Fund is available to pay specified costs associated with spill response operations. Regulations governing administration and use of the funds are contained in 33 CFR Part 153D, April 13, 1971.

1904.2 The Fund is available to pay the cost of removal of oil discharged into the navigable waters and adjoining shorelines of the United States. It is also available to pay the cost of removal of discharges of hazardous polluting substances, provided the material has been designated as a hazardous polluting substance pursuant to Section 12(a) of the Act.

1904.3 Examples of specific costs reimbursable to a Federal agency for spill response operations are:

1904.3-1 Costs incurred by industrial type facilities, including charges for overhead, in accordance with the agency's industrial accounting system;

ATLANTA REGIONAL PLAN

1904.3-2 Out-of-pocket costs specifically and directly incurred as a result of recovery activities such as:

-2.1 Travel, including transportation and per diem, when specifically requested by the OSC.

-2.2 Supplies, materials and minor equipment procured specifically for response activities.

1904.4 Some limitations on use of the Fund are:

1904.4-1 Restriction of reimbursement for expenditures made for Phase II and Phase III response actions;

1904.4-2 Personnel and equipment costs which are funded by other appropriations and which would have been incurred during normal operations; and

1904.4-3 Costs of surveillance activities, restoration of damages following a spill, or investigative functions performed in support of enforcement action or scientific documentation.

1904.5 The Commandant, USCG, will prepare and distribute detailed instructions to assist in determination of appropriate costs by the OSC when available, these instructions shall be included in this Plan.

1905 General Limitations on Funding

1905.1 Care must be exercised to ensure that misunderstandings do not develop about reimbursement of funds expended for containment and cleanup activities. The OSC should not knowingly request services for which reimbursement is mandatory unless reimbursement funds are known to be available. Similarly, the agency supplying a reimbursable service should determine the source of reimbursement before committing resources necessitating reimbursement.

1906 Planning

1906.1 The availability of funds and requirements for

(ATLANTA REGIONAL PLAN

the reimbursement of expenditures by certain agencies must be included in resource utilization planning. Regional and subregional contingency plans should show what resources are available under what conditions and cost arrangements. Local interagency agreements may be necessary to specify when reimbursement is required.

ATLANTA REGIONAL PLAN

ANNEX X

2000 SCHEDULE OF DISPERSANTS AND OTHER CHEMICALS TO TREAT OIL SPILLS

2001 General

2001.1 This schedule shall apply to the navigable waters of the United States and adjoining shorelines, and the waters of the contiguous zone as defined in Article 24 of the Convention on the Territorial Sea and the Contiguous Zone.

2001.2 This schedule applies to the regulation of any chemical as hereinafter defined that is applied to an oil spill.

2001.3 This schedule advocates development and utilization of mechanical and other control methods that will result in removal of oil from the environment with subsequent proper disposal.

2001.4 Relationship of the Environmental Protection Agency with other Federal agencies and State agencies in implementing this schedule: in those States with more stringent laws, regulations, or written policies shall govern. This schedule will apply in those States that have not adopted such laws, regulations or written policies.

2002 Definitions. Substances applied to an oil spill are defined as follows:

2002.1 Collecting agents - include chemicals or other agents that can gell, sorb, congeal, herd, entrap, fix, or make the oil mass more rigid of viscous in order to facilitate surface removal of oil.

2002.2 Sinking agents - are those chemical or other agents that can physically sink oil below the water surface.

2002.3 Dispersing agents - are those chemical agents or compounds which emulsify, disperse or solubilize oil into the water column or act to further the surface spreading

ATLANTA REGIONAL PLAN

oil slicks in order to facilitate dispersal of the oil into the water column.

2003 Collecting Agents. Collecting agents are considered to be generally acceptable providing that these materials do not in themselves or in combination with the oil increase the pollution hazard.

2004 Sinking Agents. Sinking agents may be used only in marine waters exceeding 100 meters in depth where currents are not predominately onshore, and only if other control methods are judged by EPA to be inadequate or not feasible.

2005 Authorities Controlling Use of Dispersants

2005.1 Regional response team activated: dispersants may be used in any place, at any time, and in quantities designated by the On-Scene Coordinator, when their use will:

2005.1-1 in the judgment of the OSC, prevent or substantially reduce hazard to human life or limb or substantial hazard of fire to property;

2005.1-2 in the judgment of EPA, in consultation with appropriate State agencies, prevent or reduce substantial hazard to a major segment of the population(s) of vulnerable species of waterfowl; and,

2005.1-3 in the judgment of EPA, in consultation with appropriate State agencies, result in the least overall environmental damage, or interference with designated uses.

2005.2 Regional response team not activated: provisions of Section 2005.1-1 shall apply. The use of dispersants in any other situation shall be subject to this schedule except in States where State laws, regulations, or written policies that govern the prohibition, use, quantity, or type of dispersant are in effect. In such States, the State laws, regulations or written policies shall be followed during cleanup operation.

2006 Interim Restrictions on Use of Dispersants for Pollution Purposes. Except as noted in 2005.1, dispersants shall not be used:

ATLANTA REGIONAL PLAN

2006.1 on any distillate fuel oil;

2006.2 on any spill of oil less than 200 barrels in quantity;

2006.3 on any shoreline;

2006.4 in any waters less than 100 feet deep;

2006.5 in any waters containing major populations, or breeding or passage areas for species of fish or marine life which may be damaged or rendered commercially less marketable by exposure to dispersant or dispersed oil;

2006.6 in any waters where winds and/or currents are of such velocity and direction that dispersed oil mixtures would likely in the judgment of EPA, be carried to shore areas within 24 hours; or

2006.7 in any waters where such use may affect surface water supplies.

2007 Dispersant Use. Dispersants may be used in accordance with this schedule if other control methods are judged to be inadequate or infeasible, and if:

2007.1 information has been provided to EPA, in sufficient time prior to its use for review by EPA, on its toxicity, effectiveness and oxygen demand determined by the standard procedures published by EPA. (Prior to publication by EPA of standard procedures, no dispersant shall be applied, except as noted in Section 2005.1-1 in quantities exceeding 5 ppm in the upper 3 feet of the water column during any 24-hour period. This amount is equivalent to 5 gallons per acre per 24 hours.); and

2007.2 applied during any 24-hour period in quantities not exceeding the 96-hour TL_{50} of the most sensitive species tested as calculated in the top foot of the water column. The maximum volume of chemical permitted, in gallons per acre per 24 hours, shall be calculated by multiplying the 96-hour TL_{50} value of the most sensitive species tested, in ppm, by 0.33; except that in no case,

ATLANTA REGIONAL PLAN

except as noted in Section 2005.1-1, will the daily application rate of chemical exceed 540 gallons per acre or one-fifth of the total volume spilled, whichever quantity is smaller.

2007.3 Dispersant containers are labeled with the following information:

2007.3-1 name, brand or trademark, if any, under which the chemical is sold;

2007.3-2 name and address of the manufacturer, importer, or vendor;

2007.3-3 flash point;

2007.3-4 freezing or pour point;

2007.3-5 viscosity;

2007.3-6 recommend application procedure(s), concentration(s), and conditions for use as regards water salinity, water temperature, and types and ages of oils; and

2007.3-7 date of production and shelf life.

2007.4 Information to be supplied to EPA on the:

2007.4-1 chemical name and percentage of each component;

2007.4-2 concentrations of potentially hazardous trace materials, including, but not necessarily being limited to lead, chromium, zinc, arsenic, mercury, nickel, copper or chlorinated hydrocarbons;

2007.4-3 description of analytical methods in determining chemical characteristics outlined in 2007.4-1, 2 above;

2007.4-4 methods for analyzing the chemical in fresh and salt water are provided to EPA or reasons why such analytical methods cannot be provided; and

ATLANTA REGIONAL PLAN

2007.4-5 for purposes of research and development, EPA may authorize use of dispersants in specified amounts and locations under controlled conditions irrespective of the provisions of this schedule.

*NOTE:

In addition to those agents defined and described in Section 2002 above, the following materials which are not a part of this Schedule, with cautions on their use, should be considered:

1. Biological agents - those bacteria and enzymes isolated, grown and produced for the specific purpose of encouraging or speeding biodegradation to mitigate the effects of a spill. Biological agents shall be used to treat spills only when such use is approved by the appropriate State and local public health and water pollution control officials.
2. Burning agents - are those materials which, through physical or chemical means, improve the combustibility of the materials to which they are applied. Burning agents may be used and are acceptable so long as they do not in themselves, or in combination with the material to which they are applied, increase the pollution hazard and their use is approved by appropriate Federal, State and local fire prevention officials. *

ANNEX XI

2100 NON-FEDERAL INTERESTS

2101 General Policy

2101.1 The policy of the Federal government is to respond to those spills in which cleanup is required and in which adequate action is not being taken by the responsible party or other entity.

2110 Planning and Preparedness

2110.1 The planning and preparedness functions incorporated in the Contingency Plans also apply to non-Federal resources. The State and local governments and private interests are to be encouraged to participate in Regional planning and preparedness functions.

2110.2 State and local governments should be encouraged to incorporate the pollution spill contingency plans into existing emergency planning.

2120 Commitment

2120.1 Firm commitments for response personnel and other resources have been obtained from State and local governments. (These resources are fully detailed in the sub-regional contingency plans).

2120.2 It is anticipated that Federal resources would only be used if the response requirements exceed the State and local capabilities. Whenever Federal resources are required, the predesignated OSC would monitor and be available to offer advice.

2130 Volunteers

2130.i In some pollution spill situations, volunteers desiring to assist in the response effort may present themselves. They are a natural result of present public concern and their participation should be expected. Coordination of these volunteers will be needed.

2130.1-1 Each OSC's Section of the Plan should provide for the organization and direction of volunteers by federal, state or local officials. Such officials should be knowledgeable in contingency operations and capable of providing mature, responsive and participative leadership.

2130.1-2 Each OSC's Section of the Plan should provide specific areas in which volunteers should be

used as beach surveillance, logistic support, bird cleanup and scientific investigations. Normally they should not be used for physical removal of pollutants.

2130.1-3 Information for, and education of, volunteer personnel on general contingency operations and procedures, as well as specific details of the spill, is a must if response efforts are to be effective and coordinated. Each OSC's Section of the Plan should consider this carefully and develop a volunteer training or education program for rapid on-site use. During contingency plan operations information on the spill should be provided to volunteers frequently to insure coordinated effort, and a sense of meaningful participation.

2130.2 The OSC, when he is Coast Guard Captain of the Port, has broad authority to control volunteers in that he may establish and enforce security zones as set forth in 33 CFR 6.01-5 and 33 CFR 6.04-6.

2130.3 The use of reservists is an effective way to provide experienced personnel for 2130.1-1 above. Whenever practical, OSC's are urged to use these forces on a voluntary recall basis as authorized and prescribed in COMDT NOTE 1571 of 1 February 1971.

ATLANTA REGIONAL PLAN

ANNEX XV

2500 TECHNICAL INFORMATION

2501 Technical Library

2501.1 A technical library of pertinent pollution control technical documents will be maintained in the NRC and in each RRC. Such information should be useful as reference information to the experienced OSC and instructional to less experienced personnel.

2502 Specific References

2502.1 As a minimum the following reference documents will be maintained in the NRC and in each RRC technical library.

2502.1-1 Current National Multiagency Oil and Hazardous Materials Pollution Contingency Plan.

2502.1-2 Current Regional Oil and Hazardous Materials Pollution Contingency Plan.

2502.1-3 Oil and Hazardous Materials, Emergency Procedures in the Water Environment. (USDOJ,FWPCA,CWR 10-1)

2502.1-4 Chemical Data Guide for Bulk Shipment by Water (U. S. Coast Guard CG-388).

2502.1-5 Oil Spillage Study Literature Search and Critical Evaluation for Selection of Promising Techniques to Control and Prevent Damage (Battelle Northwest, November 1967).

2502.1-6 U. S. Corps of Engineers' Regulations ER 500-1-1 and ER 500-1-8 and AR 500-60 Emergency Employment of Army Resources (Natural Disaster Activities).

2502.1-7 Natural Disaster Manual for State and Local Applicants (OEP Circular 4000.4A, 1968).

2502.1-8 Handbook for Federal Agency Inspectors (OEP Circular 4000.6A February 1969).

2502.1-9 Handbook of Toxicology (National Academy of Sciences/National Research Council).

ATLANTA REGIONAL PLAN

2502.1-10 Character and Control of Sea Pollution by Oil (American Petroleum Institute, October 1963).

2502.1-11 Manual for the Prevention of Water Pollution During Marine Oil Terminal Transfer Operations (American Petroleum Institute, 1964).

2502.1-12 46 CFR-146, Transportation or Storage of Explosives or other Dangerous Articles or Substances, and Combustible Liquids on Board Vessels.

2502.2 In addition to this minimum library, additional technical information of a pertinent nature will be maintained in each RRC library. Such items as State or local Pollution Control Contingency Plans and disaster or other plans may be included.

2503 Definitions of Terms

2503.1 API GRAVITY: An empirical scale for measuring the density of liquid petroleum products, the unit being called the "degree API".

2503.2 ASH: Inorganic residue remaining after ignition of combustible substances determined by definite prescribed methods.

2503.3 ASPHALTS: Black, solid or semisolid bitumens which occur in nature or are obtained as residues during petroleum refining.

2503.4 BILGE OIL: Waste oil which accumulates, usually in small quantities, in the lower spaces in a ship, just inside the shell plating. Usually mixed with larger quantities of water.

2503.5 BLOWOUT: A sudden violent escape of gas and oil from an oil well when high pressure gas is encountered and preventive measures have failed.

2503.6 BOILING POINT: The temperature at which the vapor pressure of a liquid is equal to the pressure of the atmosphere.

2503.7 BUNKER "C" OIL: A general term used to indicate a heavy viscous fuel oil.

2503.8 BUNKER FUEL: A general term for heavy oils used as fuel on ships and in industry. It often refers to No. 5 and 6 fuel oils.

2503.9 BUNKERING: The process of fueling a ship.

2503.10 COKER FEED (OR FUEL): A special fuel oil used in a coker furnace, one of the operating elements of a refinery.

ATLANTA REGIONAL PLAN

2503.11 CONVERSION TABLES:

<u>Knowing</u>	<u>Multiply by factor below to obtain</u>				
	Gallon U. S.	Barrel U. S.	Gallon Imperial	Cubic Feet	Litre
Gallon(U.S.)	1.000	0.023810	0.83268	0.13368	3.7853
Barrel	42.0*	1.0000	34.9726	5.6146	158.984
Gallon(Imp)	1.2009	0.02859	1.000	0.1605	4.546
Cubic Feet	7.4805	0.1781	6.2288	1.000	28.316
Litres	0.2641	0.00629	0.2199	0.03532	1.000
	Pound	Ton (Short)	Ton (Long)	Ton (Metric)	
Pounds	1.00	0.00050	0.000446	0.00045359	
Ton(Short)	2000.0*	1.0000	0.89286	0.90718	
Ton(Long)	2240.0*	1.120	1.0000	1.0160	
Ton(Metric)	2204.6	1.1023	0.98421	1.000	

One Hectolitre equals 100 Litre.

One Ton (Metric) equals 1000 Kilograms.

Conversions marked (*) are exact by definition.

2503.12 APPROXIMATE CONVERSIONS:

<u>Material</u>	<u>Barrels per Ton (long)</u>
crude oils	6.7 - 8.1
aviation gasoline	8.3 - 9.2
motor gasolines	8.2 - 9.1
kerosenes	7.7 - 8.3
gas oils	7.2 - 7.9
diesel oils	7.0 - 7.9
lubricating oils	6.8 - 7.6
fuel oils	6.6 - 7.0
asphaltic bitumens	5.9 - 6.5

(As a general rule-of-thumb use 6.5 barrels
or 250 gallons per ton of oil.)

2503.13 CRUDE OIL: Petroleum as it is extracted from the earth. There may be several thousands of different substances in crude oil some of which evaporate quickly, while others persist indefinitely. The physical characteristics of crude oils may vary widely. Crude oils are often identified in trade jargon by their regions of origin. This identification may not relate to the apparent physical characteristics of the oil. Commercial gasoline, kerosene, heating oils, diesel oils, lubricating oils, waxes, and asphalts are all obtained by refining crude oil.

ATLANTA REGIONAL PLAN

2503.14 DEMULSIBILITY: The resistance of an oil to emulsification, or the ability of an oil to separate from any water with which it is mixed. The better the demulsibility rating, the more quickly the oil separates from water.

2503.15 DENSITY: Density is the term meaning the mass of a unit volume. Its numerical expression varies with the units selected.

2503.16 EMULSION: A mechanical mixture of two liquids which do not naturally mix as oil and water. Water-in-oil emulsions have the water as the internal phase and oil as the external. Oil in water emulsions have water as the external phase and the internal phase is oil.

2503.17 FIRE POINT: The lowest temperature at which an oil vaporizes rapidly enough to burn for at least 5 seconds after ignition, under standard conditions.

2503.18 FLASH POINT: The lowest temperature at which an oil gives off sufficient vapor to form a mixture which will ignite, under standard conditions.

2503.19 FRACTION: Refinery term for a product of fractional distillation having a restricted boiling range.

2503.20 FUEL OIL GRADE: Numerical ratings ranging from 1 to 6. The lower the grade number, the thinner the oil is and the more easily it evaporates. A high number indicates a relatively thick, heavy oil. No. 1 and 2 fuel oils are usually used in domestic heaters, and the others are used by industry and ships. No. 5 and 6 oils are solids which must be liquefied by heating. Kerosene, coal oil, and range oil are all No. 1 oil. No. 3 fuel oil is no longer used as a standard term.

2503.21 INNAGE: Space occupied in a product container.

2503.22 IN PERSONAM: An action in personam is instituted against an individual, usually through the personal service of process, and may result in the imposition of a liability directly upon the person of a defendant.

2503.23 IN REM: An action in rem is one in which the vessel or thing itself is treated as offended and made defendant without any proceeding against the owners or even mentioning their names. The decree in an action in rem is endorsed directly against the res by a condemnation and sale thereof.

ATLANTA REGIONAL PLAN

2503.24 LOAD ON TOP: A procedure for ballasting and cleaning unloaded tankers without discharging oil. Half of the tanks are first filled with seawater while the others are cleaned by hosing. Then oil from the cleaned tanks, is pumped into a single slop tank. The clean water in the full tanks is then discharged while the freshly-cleaned tanks are filled with seawater. Ballast is thus constantly maintained.

2503.25 OIL FILMS: A slick thinner than .0001 inch and may be classified as follows:

<u>standard term</u>	<u>gallons of oil per square mile</u>	<u>appearance</u>
"barely visible"	25	barely visible under most favorable light conditions
"silvery"	50	visible as a silvery sheen on surface water
"slightly colored"	100	first trace of color may be observed
"brightly colored"	200	bright bands of color are visible
"dull"	666	colors begin to turn dull brown
"dark"	1332	much darker brown

Note: Each one-inch thickness of oil equals 5.61 gallons per square yard or 17,378,709 gallons per square mile.

2503.26 OUTAGE: Space left in a product container to allow for expansion during temperature changes it may undergo during shipment and use. Measurement of space not occupied.

2503.27 pH: Term used to express the apparent acidity or alkalinity of aqueous solutions; values below 7 indicate acid solutions and values above 7 indicate alkaline solutions.

2503.28 Pour POINT: The lowest temperature at which an oil will flow or can be poured under specified conditions of test.

ATLANTA REGIONAL PLAN

2503.29 RESIDUAL OIL: A general term used to indicate a heavy viscous fuel oil.

2503.30 SCUPPERS: Openings around the deck of a vessel which allow water falling onto the deck to flow overboard. Should be plugged during fuel transfer.

2503.31 SLUDGE OIL: Muddy impurities and acid which have settled from a mineral oil.

2503.32 SPECIFIC GRAVITY: The ratio of the weight of a given volume of the material at a stated temperature to the weight of an equal volume of distilled water at a stated temperature.

2503.33 SPONTANEOUS IGNITION TEMPERATURE: (S. I. T.): The temperature at which an oil ignites of its own accord in the presence of air oxygen under standard conditions.

2503.34 STOKE: The unit of kinematic viscosity.

2503.35 TONNAGE: There are various tonnages applied to merchant ships. The one commonly implied is gross tonnage although in these days tankers and other bulk-carriers are often referred to in terms of deadweight.

2503.35-1 Gross tonnage. 100 cubic feet of permanently enclosed space is equal to one gross ton -- nothing whatever to do with weight. This is usually the registered tonnage although it may vary somewhat according to the classifying authority or nationality.

2503.35-2 Net tonnage. The earning capacity of a ship. The gross tonnage after deduction of certain spaces, such as engine and boiler rooms, crew accommodation, stores, equipment, etc. Port and harbour dues are based on this tonnage.

2503.35-3 Displacement tonnage. The actual weight in tons, varying according to whether a vessel is in light or loaded condition. Warships are always spoken of by this form of measurement.

ATLANTA REGIONAL PLAN

2503.35-4 Deadweight tonnage. The actual weight in tons of cargo, stores etc. required to bring a vessel down to her load line, from the light condition. Cargo deadweight is, as its name implies, the actual weight in tons of the cargo when loaded, as distinct from stores, ballast etc.

2503.36 ULLAGE: The amount which a tank or vessel lacks of being full. (See also OUTAGE)

2503.37 VISCOSITY: The property of liquids which causes them to resist instantaneous change of shape, or instantaneous rearrangement of their parts, due to internal friction. The resistance which the particles of a liquid offer to a force tending to move them in relation to each other. Viscosity of oils is usually expressed as the number of seconds at a definite temperature required for a standard quantity of oil to flow through a standard apparatus.

2503.38 VISCOUS: Thick, resistant to flow having a high viscosity.

2503.39 VOLATILE: Evaporates easily.

2503.40 Discharge into Navigable Waters and the Contiguous Zone determined as harmful discharge. Discharge which, causes a film or sheen upon or discoloration of the surface of the water of adjoining shorelines or causes a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines is considered a harmful discharge.

ATLANTA REGIONAL PLAN

ANNEX XX

3000 Sub-regional Contingency Plans

3000.1 Each sub-regional plan (by state) forms a separate appendix to this annex. Each appendix is further divided into sections (zones within the sub-region). These zone plans provide the OSC with detailed guidance within his respective area of responsibility. This area shall extend to seaward to include the contiguous zone and any area on the high seas where a major spill or pollution incident poses a threat.

3000.2 A procedure increasing surveillance of vessels entering U. S. Ports would decrease the possibility of a pollution incident ever occurring. Therefore, Coast Guard units responsible for enforcing Federal Water Pollution Statutes should be aware of the usefulness of seeking the cooperation of Customs Marine Officers in oil pollution law enforcement. They board all vessels entering U. S. Ports from foreign voyages, visually inspect them from waterline up in some districts, ask for and sight the ship's Oil Record Book, as required and would report any apparent violations to the nearest COTP for follow-up investigation. The involvement of these officers in pollution enforcement offers the possibility of extending surveillance capability with little or no additional effort.

3001 List of Appendices

APPENDIX NO.

3100	Florida	I
3200	Georgia	II
3300	South Carolina	III
3400	North Carolina	IV
3500	Alabama	V
3600	Mississippi	VI
3700	Panama Canal Zone	VII

3002 Numbering System

3002.1 A four digit number precedes each appendix, section and tab of this annex. The first digit denotes that it belongs to Annex XX (always a 3). The second digit identifies the appendix (numbers 1-7), which represents a sub-region (state). The third digit identifies the section, which represents a zone within the sub-region. The fourth digit identifies the TAB, which contains the subject material of each zone's plan.

XX-1

APPENDIX I TO ANNEX XX

3100 Florida

3100.1 This appendix applies to the coastal areas of the State of Florida and of the State of Georgia south of a line through Cumberland Island at 30°50'N latitude. The RRC for the area is:

Seventh Coast Guard District
51 S. W. First Avenue
Miami, Florida 33130

(Except the Panhandle, for which the RRC is
Eighth Coast Guard District Office, New
Orleans, La.)

3100.2 OSC's are designated in Appendix I to Annex II and their areas of responsibility are set forth in paragraph 1407 of Annex IV, and TAB H of each section.

3100.3 Report oil spills at the state level to:

LCDR J. J. Brown
Florida Marine Patrol
Department of Natural Resources
Telephone: 904-224-7141 (office - 24 hour)
904-222-7060 (home)

or

SGT John Walker
Telephone: 904-224-7141 (office - 24 hour)
904-877-4090 (home)

3101 Listing of Sections

		Section
3110	COTP Jacksonville	I
3120		
3130	COTP Miami	III
3140	COTP Key West	IV
3150	COTP Tampa	V
3160	Florida Panhandle(COTP Mobile)	VI

3102 Listing of TAB's for each Section (for example, COTP Jacksonville)

3111	Critical Water Use Areas	TAB A
3112	Containment, Cleanup and Disposal Techniques	TAB B
3113	Inventories and Commitments	TAB C

3114 Strike Force TAB D
3115 Potential Pollution Sources TAB E
3116 Scientific Advisory Group TAB F
3117 Comms, Local Alert & Notification TAB G
3118 EPA/CG Boundaries TAB H

SECTION I OF APPENDIX I

3110 COTP JACKSONVILLE

3110.1 AREA OF RESPONSIBILITY

a. The Jacksonville Captain of the Port area comprises a rectangular-shaped region approximately 66 miles by 31 miles covering the Georgia/Florida coast from the middle of Cumberland Island, Georgia to Matanzas Inlet, Florida, and extending inland for approximately 25 miles. The exact boundaries of this region are described in Annex IV, paragraph ~~1406~~ 1407.

3110.2 GUIDELINES

a. Upon notification of an oil spill obtain the following information:

- (1) Name, title, address, and telephone number of reporting source.
- (2) Exact location of spill.
- (3) Estimate of the amount and type of pollutant.
- (4) Source of pollutant.
- (5) Action being taken on scene to control pollution.

b. Dispatch a Coast Guard investigating team. Compute tides and current for the area of the spill for use in future planning and action.

c. Obtain the following information from the investigating team at the scene of the spill:

- (1) Any information indicated in paragraph (a.), if not already known.
- (2) Area covered by slick.
- (3) On scene wind and current.

d. Classify spill and report to RCC in accordance with Annex G to CCGDSEVEN OPLAN NO. 1-(YR).

e. Take action as indicated by the situation (refer to TAB C to Section I). Contact the Jacksonville Fire Department and notify all other appropriate officials. Consider recalling additional personnel to assist in containing and controlling the spill.

XX-I-I-I
2

f. Ascertain product hazards and methods for combatting the spilled product.

g. If the spill presents a possible fire hazard, contact the Jacksonville Fire Marshall for his determination in this matter. If a fire hazard exists, secure all welding operations in the area of the spill.

h. Consider regulation of vessel movement in the spill area with the assistance of the pilots association. Utilize safe anchorages and request that RCC issue a Notice to Mariners, as warranted.

i. Contact the responsible party, if known, and determine what future action he plans to take.

TAB A TO SECTION I

3111 CRITICAL WATER USE AREAS

3111.1 ATLANTIC COAST NORTH OF MAYPORT TO CUMBERLAND ISLAND, GEORGIA.

Primary: Finfish - Shellfish - Waterfowl

Secondary: Bathing Beaches - Fishing - Industry - Recreational Fishing and Boating - Sparsely Populated

3111.2 ATLANTIC COAST SOUTH OF MAYPORT TO MALABAR, FLORIDA

Primary: Bathing Beaches - Finfish - Shellfish

Secondary: Fishing Industry - Recreational Fishing and Boating - Moderately Populated

3111.3 INTRACOASTAL WATERWAY - NORTH OF ST. JOHNS RIVER TO KINGS BAY, GEORGIA

Primary: Finfish - Shellfish - Waterfowl - Wildlife Sanctuary

Secondary: Commercial Barge Traffic - Recreational Boating and Fishing - Industrial (Paper Plants in Fernandina and St. Marys) - Excellent Breeding Grounds - Shellfish - Finfish - Sparsely to Moderately Populated

3111.4 INTRACOASTAL WATERWAY - SOUTH OF ST. JOHNS RIVER TO MALABAR, FLORIDA

Primary: Finfish - Shellfish - Waterfowl - Shipping (Moderate Barge Traffic)

Secondary: Recreational Boating and Fishing - Excellent Breeding Grounds - Shellfish - Finfish - Sparsely Populated to St. Augustine

3111.5 ST. JOHNS RIVER - ENTRANCE TO BLOUNT ISLAND

Primary: Shipping - Finfish - Shellfish - Waterfowl - Breeding Ground for Shrimp

Secondary: Recreational Boating and Fishing - Marinas - Fishing Industry (Fish Camps) - Moderately to Sparsely Populated

3111.6 ST. JOHNS RIVER - BLOUNT ISLAND TO MAIN STREET BRIDGE

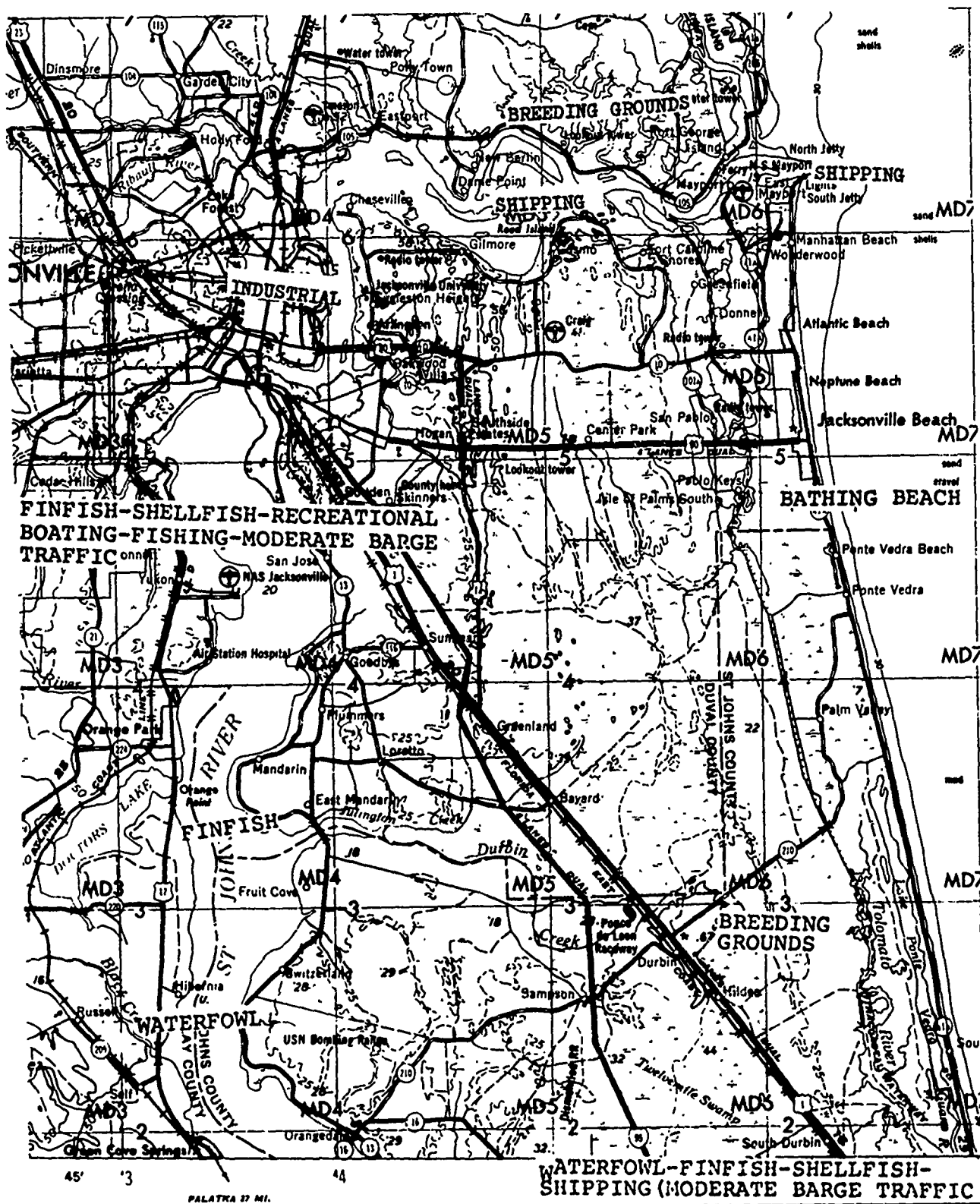
Primary: Industrial (Effluents Enter Water In This Zone) Shipping - Waterfront Facilities Plus Shipyards - Breeding Ground for Shrimp

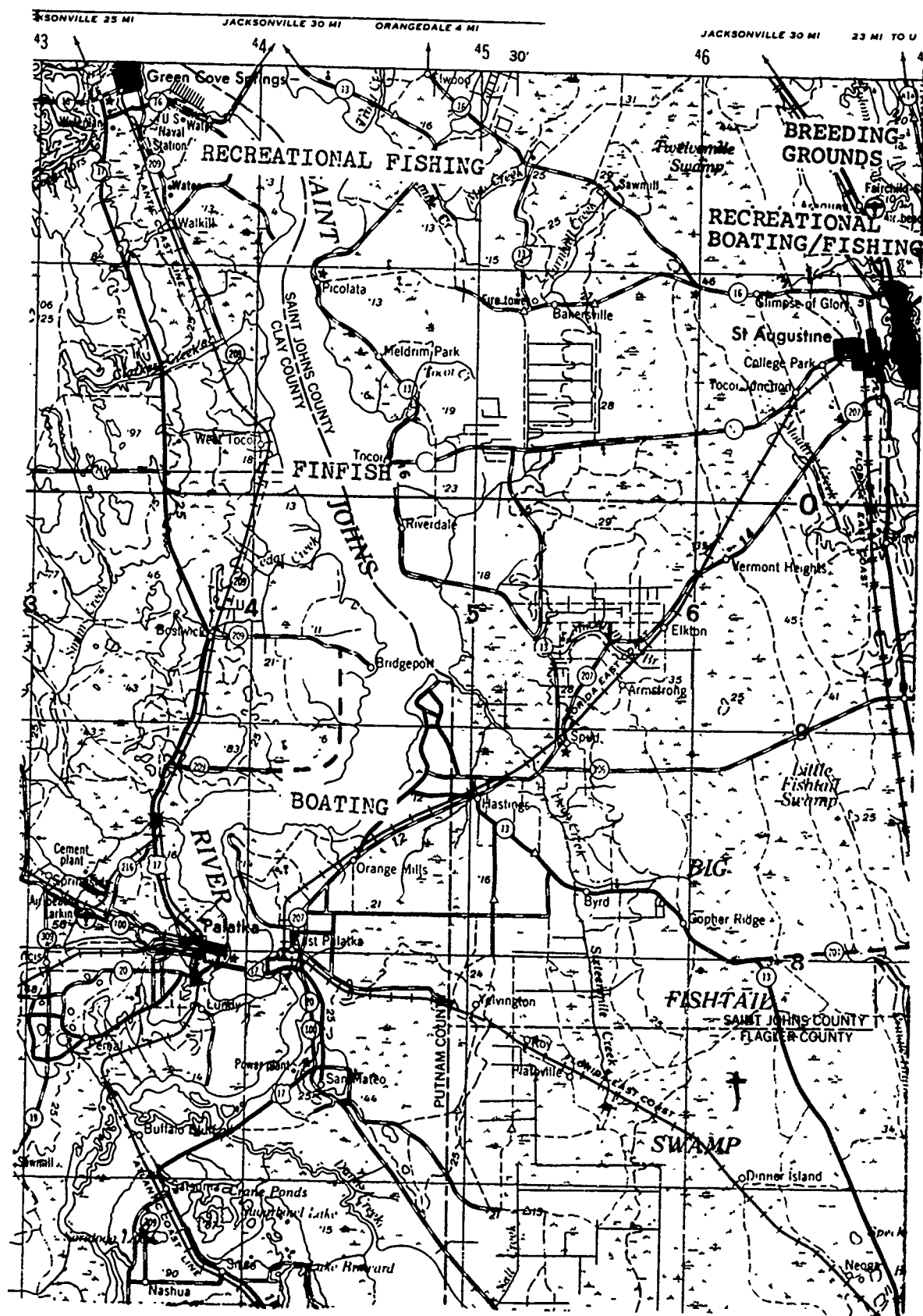
Secondary: Recreational Boating and Fishing - Finfish - Shellfish - Waterfowl - Moderately Populated

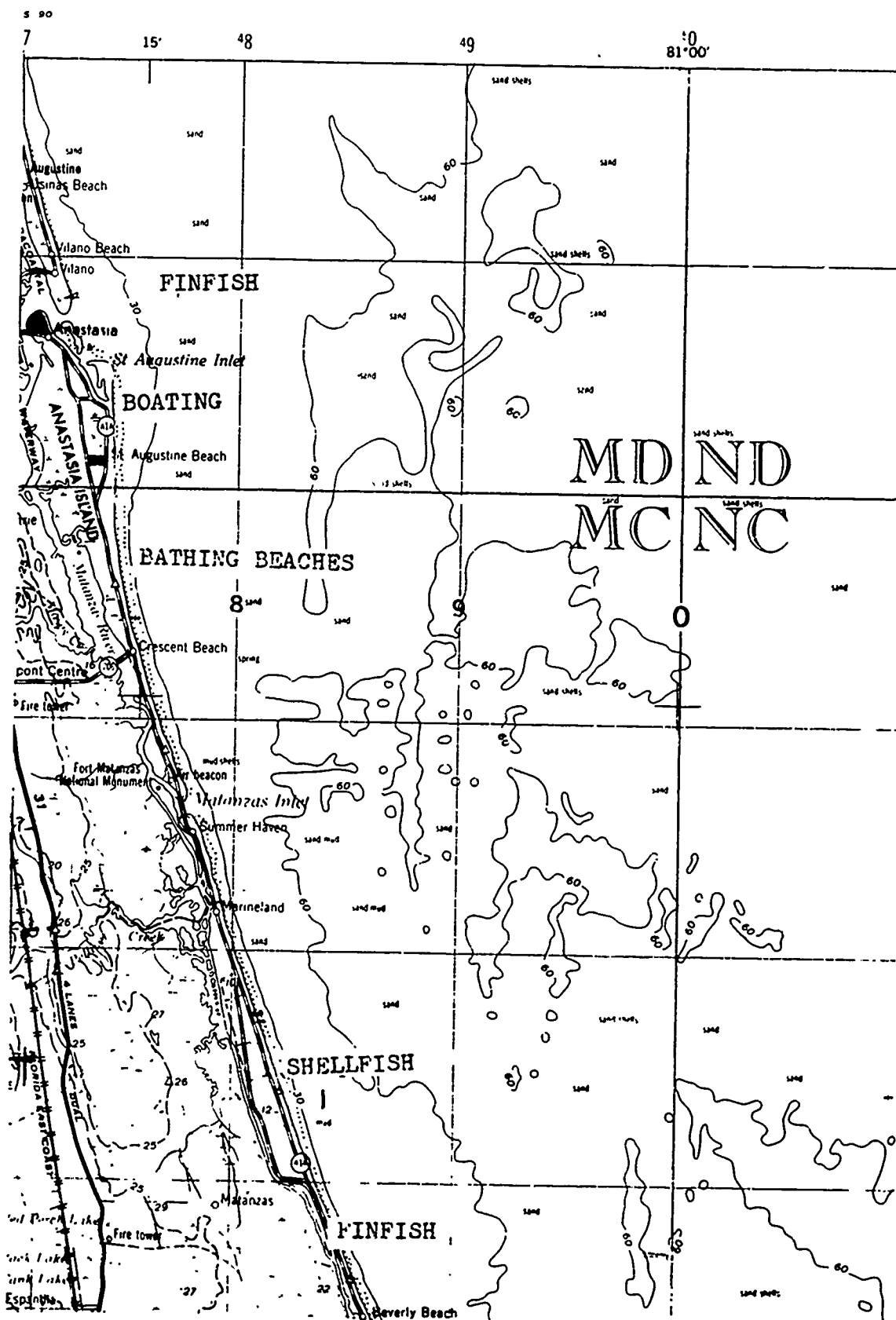
3111.7 ST. JOHNS RIVER - SOUTH FROM MAIN STREET BRIDGE TO LAKE MONROE

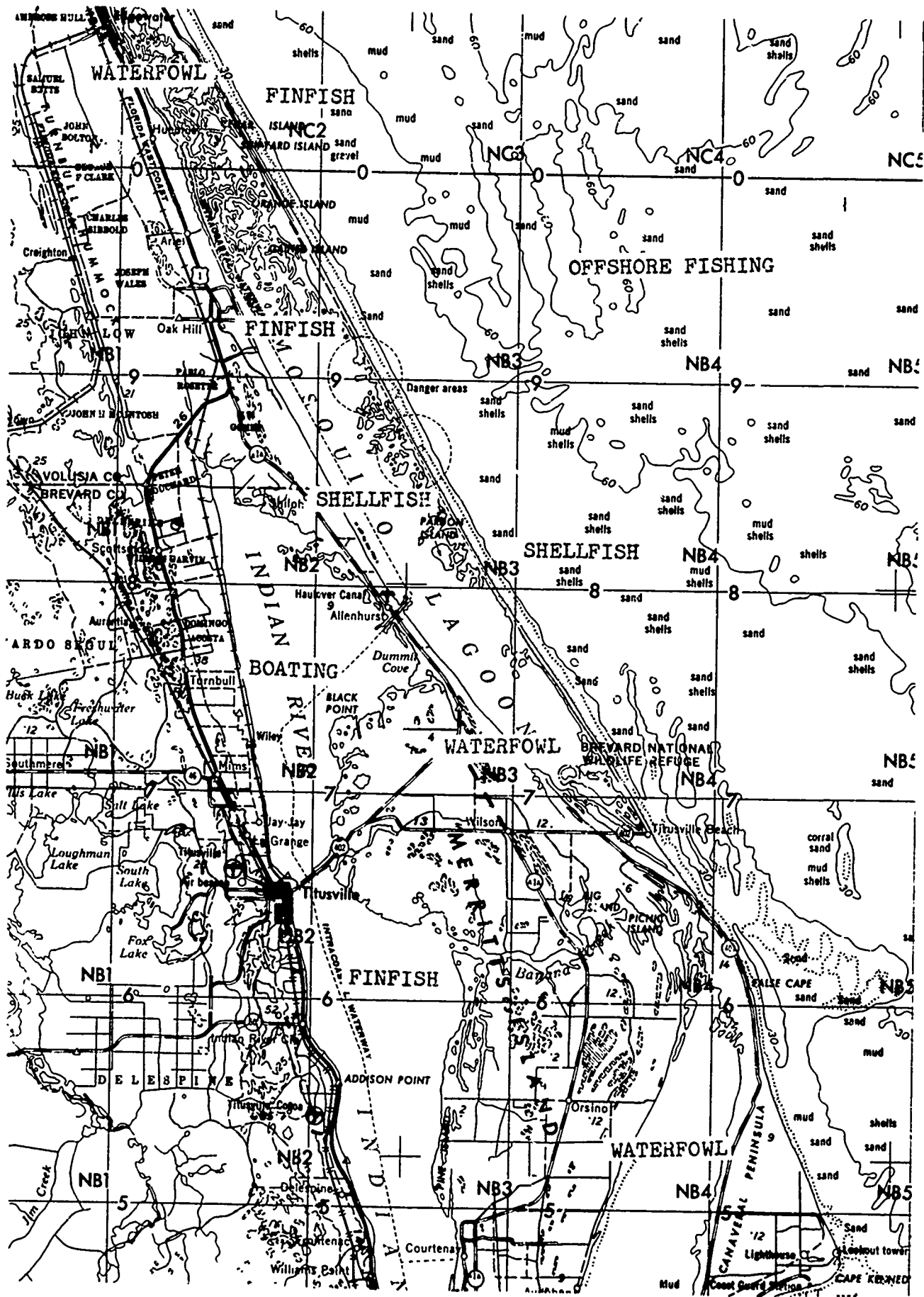
Primary: Moderately Populated Area - Finfish - Waterfowl

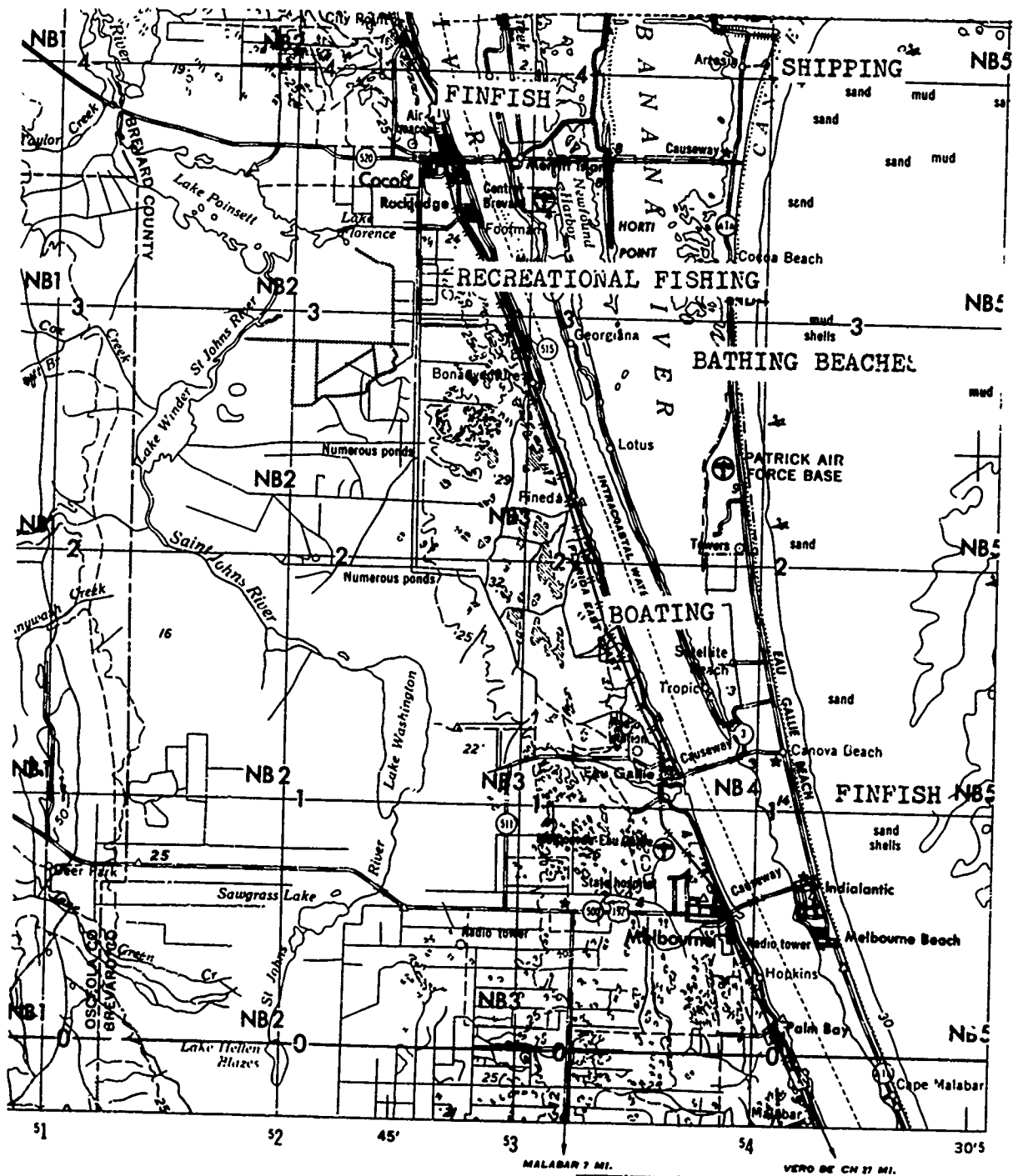
Secondary: Recreational Boating and Fishing - Marinas -
Shipping - (Moderate Barge Traffic)











TAB B TO SECTION I

3112 CONTAINMENT, CLEAN-UP AND DISPOSAL TECHNIQUES

3112.1 CONTAINMENT TECHNIQUES

a. Booms

(1) A relatively large amount of boom is presently available for use in the inland waters of the Jacksonville area. The boom is normally utilized to contain a pollutant in the area of the source of that pollutant. Because booms are of limited use where currents exceed 3 knots (due to pollutant escaping under the skirts), there are instances where the polluting substance, due to its location, cannot be contained for an adequate period of time. In this case, a boom may sometimes be used during periods of slack water to encircle the pollutant and tow it to an area less affected by current. Additionally, booms may be used to direct or guide the flow of a pollutant to an area, protected from the current, for subsequent removal.

b. Barriers

(1) Natural barriers such as those listed below along the St. Johns River may be utilized in efforts to concentrate a pollutant in an area protected from the current where it can be contained and removed.

Mayport Basin	Palmo Cove
Chicopit Bay	Hallows Cove
Blount Island Channel (old ship channel)	Old Bull Bay
Mill Cove	Doctors Lake
Dunn Creek	Pirates Cove
Broward River	Ortega River
Trout River	

c. Air Booms

(1) There are no air booms located in the Jacksonville area.

3112.2 Clean-up and Disposal Techniques

a. Mechanical Removal

(1) There are various sizes and types of skimmers

available in the Jacksonville area at present including some of the most advanced equipment now available. Mechanical removal is preferable whenever a sufficient concentration of pollutant exists.

(2) Septic tank trucks equipped with vacuum pumps can be utilized to skim pollutant from the water's surface whenever the pollutant is within reach of the trucks' hose.

b. Physical Absorption

(1) Various absorbents may be used to collect and hold a pollutant, especially oil. Whereas these materials may be easily distributed, a major limitation is the necessary cleanup and disposal of the resulting conglomeration. Therefore, this technique is best suited for incidents involving a relatively small amount of pollutant.

c. Combustion

(1) Combustible pollutants will not be burned as a means of removal from the inland waters of the Jacksonville area. More desirable methods are available which avoid air pollution and the threat of spreading fire.

(2) Large offshore concentrations of combustible pollutants may be removed by burning. Factors involved in a decision to use this method include thickness, flashpoint, and the threat posed to life and/or property.

d. Chemicals

(1) Chemicals that immulsify or disperse pollutants will be used only in accordance with FWQA policy as set forth in Annex XI of this plan.

(2) Interests wishing to use chemicals in the State of Florida are required by statute to obtain permission from the State through the appointed Port Manager.

3112.3 Control Techniques for Various Critical Water Use Areas.

a. The following table is a general guideline concerning the use of various techniques.

CONTROL TECHNIQUES FOR VARIOUS CRITICAL USE AREAS

PRIMARY	SECONDARY	Mechanical Containment	Mechanical Removal	Chemicals Low-Toxicity	Chemicals Non-Toxic	Adsorbents	Absorbents	Sinking Agents	Agitation	Combustion	Reduce Fire Hazard
POPULATION	ALL	R	R	O	R	R	R	N	R	N	R
WATER INTAKES	ALL	R	R	N	N	N	N	N	N	O	O
BEACHES	ALL	R	R	N	R	R	R	N	O	N	O
SHELLFISH	BOATING	R	R	N	O	R	R	N	R	N	R
SHELLFISH	FISHING	R	R	N	O	I	R	N	R	O	O
SHELLFISH	WATERFOWL	R	R	N	N	R	R	N	R	N	O
WATERFOWL	ALL	R	R	N	R	R	R	N	R	N	O
WILDLIFE	ALL	R	R	N	R	R	R	N	R	N	O
BOATING	ALL	R	R	O	R	R	R	O	R	N	R
OFFSHORE SHIPPING	--	O	R	R	O	O	O	R	R	R	O
FISHING	--	R	R	N	O	R	R	N	P	O	O

Code: R - Recommended
N - Not Recommended
O - Optional

NCTE: Consult Annex X for any use of chemicals.

TAB C TO SECTION I

3113 INVENTORIES AND COMMITMENTS

3113.1 Resources Available for Combatting Oil Spills Afloat

a. Containment Equipment

(1) Fernandina

300' slickbar boom, Container Corporation of America (Walter Mierjewski) 261-5551

200' spill boom ITT Rayonier Corporation (Jim Wilcox) 261-3611

(2) Jacksonville

500' slickbar boom American Oil Company (E. D. Thornton) 768-2583 NIGHT: 764-9320

500' TT boom at facility and 1000' TT boom on Caspet barges Eastern Seaboard Petroleum Company (C. Fulkerson) 355-9676 NIGHT: 724-2576

400' slickbar boom and 1084' TT boom Jacksonville Port Authority Warehouse #4 (Warren Bateman) 356-1971
NIGHT: 356-0847

1100' spill boom Jacksonville Shipyards (J. A. Bahr) 398-3081 EXT 384

200' slickbar boom, Mayport Naval Station (LCDR SHUFORD) 246-5382 or via command duty officer 246-5321

200' slickbar boom, Glidden Company (Mr. Morris or Mr. Hanell) 764-1711

200' spill boom Hess Oil Company (R. R. Siegfried) 765-4427 NIGHT: 765-4535

(3) PALATKA

250' slickbar boom Florida Power and Light (D. W. Wilson, Jr.) 325-4558

1200' spill boom on various barges Revila Corporation (F. V. Oliver, Jr.) 325-4594

(4) Port Canaveral Area

300' slickbar boom, Belcher Oil East Terminal
750' slickbar boom Belcher Oil West Terminal
(J. C. Brumback) 305-783-3393

427' spill boom Orlando Utilities Indian River Plant
(B. E. Sharp) 305-267-2155

350' spill boom Florida Power and Light Cape Kennedy
Plant (C. O. Woody) 305-636-1262

(5) Sanford

250' slickbar boom Florida Power and Light Palatka
(O. Smith) 305-322-5381

b. Dispersants and Applicators

(1) Jacksonville

150-200 drums JANSOLV-60, numerous applicators,
Sunshine Chemical, PH: 356-1733, Mr. R. H. Rydell,
Home PH: 737-3436

10 drums JANSOLV-60, 3 applicators, Mayport Naval
Station (LCDR SHUFORD) PH: 246-5382, via command
duty officer 246-5321

4 drums JANSOLV-60, 1 applicator, Naval Fuel Depot,
Heckscher Drive, PH: 765-5511

2 drums JANSOLV-60, 2 applicators, Jacksonville Fire
Department, PH: 355-8833

50 drums COREXIT, Enjay Chemical Co., stored at
Wiesenfeld Warehouse, PH: 768-3403

2 drums JANSOLV-60, 1 applicator, American Oil Co.
PH: 768-2583 NIGHT: 764-9320 (E. D. Thornton)

1 drum JANSOLV-60, 1 applicator, British Petroleum
Co., PH: 353-1721 NIGHT: 721-3582 (H. R. Freneau)

7 drums JANSOLV-60, 1 applicator, Cities Service/
Triangle Refineries, PH: 355-8396 NIGHT: 387-3908
(M. Flewellin)

3 drums JANSOLV-60, 1 applicator, Colonial Oil Co.,
PH: 353-9047 NIGHT: 744-2849 (J. Leonard)

12 drums JANSOLV-60, 1 applicator, Eastern Seaboard
Petroleum Co., PH: 355-9676 NIGHT: 724-2576
(C. Fulkerson)

6 drums JANSOLV-60, 1 applicator, Gulf Oil Co.,
PH: 353-6740 NIGHT: 725-0483 (B. R. FRAZIER)

10 drums JANSOLV-60, 1 applicator, Jacksonville
Port Authority, PH: 356-1971 NIGHT: 356-0847
(W. S. Bateman)

5 drums JANSOLV-60, 1 applicator, Jacksonville
Shipyards, Inc., PH: 398-3091 EXT 384 (J.A. Bahr)

2 drums JANSOLV-60, 1 applicator, Phillips Petroleum
Co., PH: 356-1331 NIGHT: 724-4627 (A. G. Brailer)

2 drums JANSOLV-60, 1 applicator, Shell Oil Co.,
PH: 355-5521 NIGHT: 721-3118 (E. R. Summerlee)

3 drums JANSOLV-60, 1 applicator, Standard Oil Co.,
PH: 353-0991 NIGHT: 724-8720 (F. H. Miller)

2 drums JANSOLV-60, 1 applicator, Sun Oil Co.,
PH: 353-0941 NIGHT: 744-0174 (G. Latimer)

3 drums JANSOLV-60, 1 applicator, Texaco Oil Co.
PH: 356-6343 NIGHT: 725-6106 (W. E. Barton)

2 drums JANSOLV-60, 1 applicator, Union Oil Co.
Of California, PH: 356-1331 NIGHT: 725-2969
(W. G. King)

(2) Port Canaveral Area

30 drums dispersant with applicators Belcher Oil Co.
(J. C. Brumback) 305-783-3393

4 drums dispersant and applicator. Terminal Connection
Corp. (James Sevy) 305-783-3030.

12 drums JANSOLV-60 with applicators. Florida Power
and Light (C. O. Woody) 305-636-1262

(3) Sanford

4 drums JANSOLV-60 with applicator. Florida Power and
Light Company (D. W. Wilson) 325-4558.

c. Absorbent Materials

(1) Fernandina

6 bags Ekoperl Container Corporation of America
(Walter Mierjewski) 261-5551

(2) Jacksonville

5 bales of hay American Oil Co. (E. D. Thornton)
768-2583 NIGHT: 764-9320

20 bags Ekoperl Eastern Seaboard Petroleum Co.
(C. Fulkerson) 355-9676 NIGHT: 724-2576

100 bags Ekoperl and 10 rolls Con-web Jacksonville
Port Authority Warehouse #4 (Warren Bateman) 356-1971
NIGHT: 356-0847

200 bags Ekoperl Jacksonville Shipyard (J.A. Bahr)
398-3081 EXT 384

5 bags Ekoperl Standard Oil Co. (F. H. Miller)
353-0991 NIGHT: 724-8720

2 bags Ekoperl Union Oil Co. (W. G. Fing)
356-1331 NIGHT: 725-2969

Several rolls and pads Con-web in stock
Halp, Inc. 354-7467

(3) Palatka

500 lbs. Basco absorbent, 500 yards burlap
Florida Power and Light (D. W. Wilson) 904-325-4558

(4) Port Canaveral Area

15 bales straw, 20 bags absorbent Belcher Oil East
Terminal (J. C. Brumback) 305-783-3393

50 bags Slikwik, 6 rolls burlap Florida Power and
Light Co. (C. O. Woody) 305-636-1262

(5) Sanford

2 rolls of burlap Florida Power and Light Co.
(O. Smith) 305-322-5381

(6) Other

300-400 lbs. shreaded foam rubber. Foam Rubber of
Daytona (35¢/lb) 253-2403

400 lbs shreaded foam rubber Foam Aids, Orlando
(33¢/lb) 305-422-2738

50 tons straw Florida Department of Transportation
Deland Florida \$50/ton) 734-4010

d. Skimmers

(1) Jacksonville

MOPCAT oil recovery system Jacksonville Fire Department 355-8833

Skimmer barge - 10,000 capacity, Mayport Naval Station (LCDR SHUFORD) 246-5382 or via command duty officer 246-5321

2 septic tank trucks equipped with vacuum pumps - 1800 gallon capacity - Duval Septic Tank Co. 765-2661

1 lightweight float mounted skimmer and 1 Acme skimmer (complete) Eastern Seaboard Petroleum Co. (C. Fulkerson) 355-9676 NIGHT: 724-2576

1 Rheinwerft Oil Recovery Unit, 1000 MM, trailerized;
1 Acme skimmer, with hose and hardware - J.P.A.
Warehouse #5, (W. Bateman) 356-1971 NIGHT: 356-0847

2 Weir-type skimmers - Jacksonville Shipyards (J.A. Bahr) 398-3081 Ext 384

1 Halp skimmer - Glidden Co. (Mr. Morris or Mr. Harrell) 764-1711

(2) Palatka

1 portable skimmer Florida Power and Light Co. (D. W. Wilson) 325-4558

(3) Port Canaveral Area

1 Weir-type skimmer Florida Power and Light (C.O. Woody) 305-636-1262

(4) Sanford

1 Marlow skimmer Florida Power and Light (O. D. Smith) 305-322-5381

e. Boats, Barges, Aircraft

(1) Jacksonville

Fire Department - 2 fireboats, PH: 355-8833

CG Base Mayport - 1, 82' patrol boat; 2, 40' utility boats; 1, 19' ticwan; 1, 16' SKM; PH: 246-7341

CG COTP Jacksonville - 1, 17' UTL; 1, 16" SKM;
PH: Day: 791-2648 Night: 249-2659

Florida Marine Patrol - 9 skiffs in COTP Jacksonville Jurisdictional Area, PH: 396-2265, Night: Officer Tom Simpson at (904) 829-5110

Mayport Naval Station - tugboats as available (LCDR SHUFORD) PH: 246-5382 or via command duty officer, 246-5321

Florida Towing Company - various tugboats for hire PH: 353-8483, if no answer, 353-8054

USCG Auxiliary - approximately 50 pleasure boats in Jacksonville area. Contact CG Base Mayport, 246-7341

Army Corps of Engineers - 6 airboats equipped for Spraying (Contact Mr. Putrimas at 791-3446)

CG Reserve - 1, 31' Utility Boat (Chief Smith) 398-9338

Eastern Seaboard Petroleum - 1, 20' o/b Workboat and 1, 14' o/b skiff (C. Fulkerson) 355-9676 NIGHT: 724-2576

Jacksonville Port Authority - 1, 22' I/O workboat and 1, 16' O/B skiff (W. Bateman) 356-1971 NIGHT: 356-0847

Jacksonville Shipyards, 3 Tugboats (J.A. Bahr) 398-3081 Ext 384

(2) Port Canaveral Area

Port Canaveral Towing Company - 2 Tugboats (C.M. Fitts) 305-853-4211

CG SAR facility, 1, 82' patrol boat, 1, 40' utility boat

Florida Power and Light, 1, 16' O/B skiff and 1, 14' rowboat. (C. O. Woody) 305-636-1262

(3) Sanford

Florida Power and Light - 1, 12' and 1, 16' skiff with interchangeable 5 HP O/B motor. (D.W. Wilson) 325-4558

Barges - All Areas

1 - 20,000 gallon holding barge - Jacksonville
Shipyards, PH: 398-3081 (J. A. Bahr)

Eastern Seaboard Petroleum Co., - various barges as
available (C. Fulkerson, PH: 355-9676, NIGHT: 724-2576)

Mayport Naval Station - barges as available (LCDR
SHUFORD, 246-5382 or via command duty officer, 246-5321)

Revila Corporation, various barges as available
(F. V. Oliver, Jr.) 325-4594 (Palatka)

Belcher Towing Company, 2 barges as available
(632-5672 (Cocoa))

Aircraft - All Areas

Navy helicopter (for observation) as available
(COMFAIRJAX DUTY OFFICER 772-2581)

Jacksonville Mosquito Control helicopter (2) as avail-
able (rigged for spraying) PH: 355-7511

Police Department Helicopters, (2) as available
PH: 356-7392 or 356-1931

Brevard County Mosquito Control Helicopter, as
available PH: 305-636-6062

The following aircraft may be useful in dispersing
chemicals or other materials on an oil slick:

<u>COMPANY</u>	<u>LOAD</u>	<u>RANGE</u>	<u>TYPE</u>
Lust Dusting Service Apopka 305-889-4400	160 gallons	250 miles	Piper Pawnee
Eure Brothers, Orlando Apopka 305-841-9225 or 305-886-2350	200 gallons	250 miles	Cessna AG-Wagon
Potter Flying Service Apopka 305-889-2071	160 gallons	250 miles	Piper Pawnee
Gidair Incorporated Ocala 904-237-3381	185 gallons	200 miles	Boeing Stearman

f. Disposal Facilities (Stationary)

American Oil Company - 500 gallons
Atlantic Richfield Company - 550 gallons
Cities Service Oil Company - 1,000 gallons
Colonial Oil Company - 500 gallons
Eastern Seaboard Petroleum Company - 18,000 gallons
Gulf Oil Company - 3,000 gallons
Hess Oil Company - 300 gallons
Kennedy Generating (Southside) - 10,000 gallons
Kennedy Generating (Northside) - 200 gallons
Northside Shipyard - 70,000 gallons
Shell Oil Company - 4,000 gallons
Southside Generator - 5,000 gallons
Standard Oil Company - 7,000 gallons
Sun Oil Company - 10,000 gallons
Texaco Incorporated - 4,000 gallons
Waste Oil Services (Mike Wentzel 389-0290) 125,000 gallons

3113.2 PERSONNEL

a. The Jacksonville Port Committee for Spillage Control has a number of trained, experienced supervisors, equipment and other personnel available. (PH: 356-1971 NIGHT 356-0487)

b. Personnel for cleanup of major spills within the limits of municipalities should be solicited through local government officials,
i. e. the office of the Mayor in Jacksonville (355-0411).

- c. CG ORTUPS(o) 07-82470 Jacksonville 80 men (LCDR HEWLETT) 737-3994

CG ORTUAG 07-83491 Jacksonville 60 men (LCDR CROSBY)
384-3524

- d. Volunteers will be welcomed in cleanup efforts of major proportions, however all efforts will be made to organize train volunteers to insure productive results.
- e. Military personnel may be solicited from the Jacksonville area Naval Stations as well as Patrick Air Force Base in Cocoa Beach through the respective commanding officers.

3113.3 PORT ACTION PLANS

- a. The Jacksonville Port Committee for Spillage Control, Incorporated.

(1) The Jacksonville Port Committee for Spillage Control, Inc. was organized to prevent liquid spills in the St. Johns River and to develop an orderly responsive program for the containment and cleanup of liquid spills when they occur. Membership of this Committee is comprised of representatives from industry in this area, Captain of the Port, U. S. Coast Guard, Jacksonville Fire Department, Jacksonville Port Authority and the Jacksonville Electric Authority. Through this program, the Port of Jacksonville is taking locally-inspired cooperative action to solve the problem of liquid spills.

(2) A response plan has been developed to provide for an orderly procedure for fast effective reaction to a liquid spill in order to minimize the danger to life and property and to facilitate a speedy cleanup of the spilled material. This plan provides for the immediate notification of the U. S. Coast Guard, The Florida Marine Patrol and the Jacksonville Fire Department. Through the coordination of the Secretary of the Port Committee, acting as the "Port Manager", individual members of the Spillage Committee are notified as the need for their assistance develops.

(3) The Jacksonville Fire Department has been designated by City Ordinance the "Action Agency" for the Spillage Committee to provide the fastest possible response.

(4) Equipment, materials and supplies have been placed at strategic locations in the harbor area to provide easy and rapid access by member personnel in the combat of a spill.

- b. Efforts have been initiated to examine the feasibility of forming a committee to deal with liquid spillage control in the Port Canaveral area.

3113.4 Response

- a. At present the only organization or business deemed

adequate and reliable to handle spillage cleanup under contract is the Jacksonville Port Committee for Spillage Control. The Committee has indicated that it would respond to spills in other areas within the jurisdiction of COTP Jacksonville. Response time is limited by vehicle travel time to the area affected.

TAB D TO SECTION I

3114 STRIKE FORCES

3114.1 GENERAL PROVISIONS

a. Time is a most important factor in an oil pollution case. Much effort and money may be saved by taking prompt steps upon notification of a possible pollution incident.

b. In order to react immediately upon notification of an oil spill, the following strike force, which will maintain proficiency in initial control and containment operations, is established.

<u>BILLET</u>	<u>FUNCTION</u>
LTJG	Operations Coordinator
BMC	On Scene Coordinator
QM2	Communications
GM1	On Scene Reporter
DC1	On Scene Reporter
BM1	Boat Crew
EN2	Boat Crew
SN	Boat Crew

TAB E TO SECTION I

3115 POTENTIAL POLLUTION SOURCES

3115.1 FACILITIES

a. The following facilities are considered potential sources of pollution by virtue of the commodities they routinely handle.

<u>NAME</u>	<u>LOCATION</u>	<u>ADDRESS</u>
A. M. DALY Jr., Boat Yard	30°24'07"N 81°25'50"W	9852 Heckscher Dr.
American Oil Co.	30°24'30"N 81°36'10"W	2054 Heckscher Dr.
Atlantic Marine & Dry-dock Corporation	30°23'25"N 81°27'42"W	8503 McKenna Road
Belcher Oil Co. of Cape Canaveral	28°24'04"N 80°41'02"W	Port Canaveral
Bellinger Shipyards, Inc.	30°18'25"N 81°25'10"W	13911 Atlantic Blvd.
British Petroleum Oil, Co.	30°19'12"N 81°38'28"W	1200 E. Adams St.
Cities Service Oil Co.	30°21'30"N 81°37'28"W	2627 Buckman
Colonial Oil Co.	30°19'32"N 81°37'20"W	1903 E. Adams St.
Container Corporation of America	30°40'57"N 81°27'23"W	Fernandina Bch, Fla. North 8th St.
Eastern Seaboard Petroleum Company	30°22'40"N 81°39'W	6531 Evergreen Ave.
Florida Power & Light Co.	28°28'N 80°46'W	11 Riverside Dr. Cocoa, Fla.
Florida Power & Light	29°38'N 81°36'W	East Palatka, Fla.
Florida Power & Light	28°50'N 81°20'W	Lake Monroe, Florida
Gulf Oil Company	Same as American	2101 Heckscher Dr.
Hess Oil & Chemical Corporation	30°24'05"N 81°35'12"W	2617 Heckscher Dr.
ITT Rayonier	30°39'47"N 81°28'20"W	Fernandina Beach, Fla.
Jacksonville Shipyard (Northside)	30°19'20"N 81°39'W	800 E. Bay Street
Jacksonville Shipyard (Southside)	30°19'05"N 81°39'12"W	Hendricks Ave.
Jacksonville Shipyard (St. Johns Division)	30°19'25"N 81°39'53"W	135. of Florida Ave.

<u>NAME</u>	<u>LOCATION</u>	<u>ADDRESS</u>
Kennedy Generating Plant	30°22'N 81°38'W	4215 Talleyrand Ave.
Nassau Fertilizer & Oil Company	30°41'40"N 81°27'37"W	Fernandina Beach, Fla.
Navy Fuel Docks	30°24'N 81°37'20"W	Heckscher Dr.
Northside Generating Plant	30°24'39"N 81°33'W	4377 Heckscher Dr.
Orlando Utilities	28°29'N 80°46'W	RD#2 Titusville, Fla.
Phillips Petroleum Company	Same as Eastern Seaboard	6477 Evergreen Ave.
Pure Oil Company	30°20'07"N 81°37'41"W	1215 Talleyrand Ave.
Shell Oil Company	30°22'22"N 81°38'W	Phoenix Park
Southern States Oil Co. (Discontinued)	30°22'14"N 81°36'51"W	2471 Talleyrand Ave.
Southside Generating Plant	30°19'N 81°38'50"W	Ft. of Colorado Ave.
St. Regis Paper Co.	30°25'10"N 81°36'W	9469 Eastport Road
Standard Oil Co.	30°21'39"N 81°37'14"W	3117 Talleyrand Ave.
Sun Oil Co.	Same as Standard	3101 Talleyrand Ave.
Terminal Connection Corp.	28°24'04"N 80°41'W	Port Canaveral
Texaco Oil Co.	30°21'41"N 81°37'20"W	3425 Talleyrand Ave.
Triangle Refineries, Inc.	Same as Cities Service	2470 Talleyrand Ave.
Trumbull Asphalt Co.	Same As Pure	1151 Talleyrand Ave.
U. S. N. STA., Mayport, Fla.	30°23'30"N 81°25'W	U.S.N. Sta., Mayport, Fla.

TAB F TO SECTION I

3116 Scientific Advisory Groups

3116.1 Membership

a. The following scientific community personnel have offered their services as members of an advisory group serving the Jacksonville area:

(1) Jacksonville University

<u>NAME</u>	<u>SPECIALTY</u>	<u>DEGREE</u>	<u>HOME PHONE</u>	<u>BUSINESS PHONE</u>
Ted T. Allen	Biology-Ornithology	PH. D.	744-5361	744-3950 Ext 262
James B. Fleek	Chemistry	M.S.	249-9713	744-3950 Ext 283
William B. Gager	Physics	PH. D.		744-3950 Ext 283
Jacob F. Golightly	Mathematics	M.A.	744-1301	744-3950 Ext 281
G. Edwin Lewis	Organic Chemistry	PH. D.	721-3805	744-3950 Ext 283
Kenneth Relyea	Fish, Ecology	PH. D.	744-4657	744-3950 Ext 262
Charles R. Spillert	Chemistry	PH. D.	744-6692	744-3950 Ext 283
Ernest W. Tyler	Mathematics	B.S. (Meteorology) M.Ed. (Mathematics)	733-2462	744-3950 Ext 283

(2) University of Florida

Roger A. Yorton	Water Chemistry	M. S.	378-4533	392-0834
Samuel C. Snedaker	Ecology	M. S.	376-7187	392-1965
J. E. Singley	Water Chemistry	PH. D.	372-7797	392-0843
O. H. Shendin	Air-Sea Interaction	PH. D.	378-7897	392-1436

<u>NAME</u>	<u>SPECIALTY</u>	<u>DEGREE</u>	<u>HOME PHONE</u>	<u>BUSINESS PHONE</u>
Hugh D. Putnam	Aquatic Biology	PH.D.	372-6426	392-0838
Frank G. Nordlie	Limnology	PH.D.	372-0622	392-1296
Kenneth C. Gibbs	Economics of Environmental Quality	PH.D.	378-1259	392-2208
Jackson L. Fox	Biology	B. S.	378-5502	392-0838
Edwin E. Pyatt	Water Quality	PH.D.	376-8859	392-0841
(3) Florida Institute of Technology				
James A. Lasater	Prof. Physics/Oceanography		723-8990	
Thomas A. Nevin	Prof. Micro-Biology	PH.D.	723-2977	
(4) Brevard Junior College				
Emmett M. Larson	Math Instr.		727-327	
Lyle L. Lowry	Chemistry Teacher		632-6797/632-1111, Ext 310	
William H. Wenz	Assoc. Prof. Biology		632-7437/632-1111, Ext 270	
John L. Martin	Assoc. Prof. Chemistry		636-8149	
Joel Ostroff	Biology Inst.		773-2961	
Vernon M. Hendricks	Biology Inst.		636-3923/632-1111, Ext 241	
Wayne T. Boldin	Biology Inst.		631-0695/632-1111, Ext 242	

3116.2 Notification and Assembly

a. In the event information or advice of a scientific or technical nature is sought, members of the advisory group will be contacted in accordance with the relation of their various specialties to the subject matter.

b. Should a meeting of the members be warranted, the group will normally assemble in the Jacksonville Port Authority Public Meeting Room, 2701 Talleyrand Avenue, Jacksonville, Florida. Other meeting locations will be selected as the situation dictates.

c. The Port Canaveral Port Authority Building, Cape Canaveral will be utilized as a meeting location should an oil spill occur near Port Canaveral.

CHANGE 1

F-3

143

ATLANTA REGIONAL PLAN

TAB G TO SECTION I

3117 COMMUNICATIONS, LOCAL ALERT AND NOTIFICATION

3117.1 The below listed parties will be contacted as the situation warrants.

	<u>DAY</u>	<u>NIGHT</u>
Jacksonville City Fire Department	Hotline or 355-8833	Hotline or 355-8833
Cape Canaveral Fire Department Chief: Mr. Ernest Hoelperi	783-8203	783-8203
Meritt Island Fire Department	632-0505	632-0505
Pan AM Fire Department	853-1117	853-1117
Palatka Fire Department		
Sanford Fire Department		
Port Manager (JAX) Mr. W. S. Bateman	356-1971	356-0847
Jacksonville Port Committee For Spillage		
Control - Mr. John Connelly, Jr. (President)	355-9676	724-0004
Cape Canaveral Port Authority Mr. John King	783-7831	
Florida Department of Natural Resources (Marine Patrol) (Jacksonville) Office: Tom Simpson	396-2265	(FTS) 71-1-829-5110 or 771-2776
Sgt. G. Keefer	396-2265	
LT Newbold (Port Canaveral)	396-2265	(FTS) 71-1-829-1040
LT Morgan	267-0421 Titusville	
Mike Ramsey	254-0746 Eau Gallie	
Duval County Water Pollution Mr. Hamilton Oren	764-7587	389-6813

	<u>DAY</u>	<u>NIGHT</u>
State Water Pollution (JAX)		
Mr. Linne	396-6959	398-0994
Mr. Knodso	396-6959	744-6634
Mr. Fuller	396-6959	768-3641
Mr. Dutton	396-6959	733-0107
Mr. Warmack	396-6959	246-4203
EPA, Atlanta, Ga.	(FTS) 8-404-526-3506 (EMG)	
Mr. Al Smith	(FTS) 8-404-526-5103	
Mr. J. White	(FTS) 8-404-526-3506	
	(FTS) 8-404-526-5062 (Recording will give night numbers of on duty personnel)	
Department of AWPC (P.C.)		
Mr. John Ketteringham	305-452-4577	
Military Sealift Command	494-7616 Cape Kennedy	
Naval Ordnance Test Unit	853-5246 Cape Kennedy	
Port Canaveral Locks		
Mr. Frazier	636-0939 Cocoa	
Port Canaveral Towing Corp.	353-4211	783-7259
U. S. Attorney		
John Mitchell	425-1362	
U. S. Customs (Jacksonville)		
Mr. J. Mclean (Port Dir.)	791-3476	744-1268
Mr. E. W. Harvey (Asst. Port Dir.)		724-8612
Canaveral	783-2066	
Commander CKAF Sta.	853-5756	
Commander AFETR Base Operations	494-7687	
St. Johns River Pilots	246-6716	Same

	<u>DAY</u>	<u>NIGHT</u>
Governor of Florida Hon. Ruben Askew	64-222-1900	64-222-5050
Lt. Governor of Florida Hon. Tom Adams	64-222-1900	64-222-1005 (Miss Donnell)
Jacksonville City Officials		
Mayor Hans Tanzler	355-0411 Ext. 501	388-7302
Capt. John Waters	355-0411 Ext. 471	388-5394
Mr. Jack Newsom	355-0411 Ext. 468	398-4075
Jacksonville Beach		
Mayor Robert Evans	249-2381	246-2079
P. E. Kinsey (City Manager)	249-2381	249-2551
Neptune Beach	249-2372 or	
Mayor Futch	246-0055	249-5383
Atlantic Beach		
Mayor Howell	249-5651	249-5670
U. S. Corps of Engineers		
Col. A. S. Fullerton	791-2241	285-6781
Mr. Gail G. Gren	791-2225	
USPHS Chief Medical Officer		
Dr. Peusner	791-3541	
Dr. Sager	791-3541	
Duval County Civil Defense (Unlisted)	772-0472	772-0472
Mr. Blodgett	355-0411 Ext. 373	398-5294
Mr. Werner	355-0411 Ext. 374	781-7664
Mr. J. W. Taylor	355-0411 Ext. 375	772-0472
State Civil Defense		
Col. Robinson	356-8521	733-5358
Col. Robert R. Reed	356-8521	384-7644
Fla. State Board of Health	354-3961	354-3396
U. S. Marshall		
Mr. J. F. Peeples	791-2294	355-9369
Mr. B. W. Durrance (Ch Deputy)	791-2294	388-6708
U. S. Dept. of Interior		
Mr. Don Thompson (Wildlife)	724-8337	721-1283

TAB H TO SECTION I

3118 EPA/ CG BOUNDARY DELINEATION

1. The extent of Coast Guard boundaries within the COTP Jacksonville area of responsibility are set forth below:

A. ST. JOHNS RIVER (SEAWARD)

1. Mouth of Wekiva River
2. Mouth of Shell Creek
3. Mouth of Highland Park Canal
4. Mouth of St. Francis Dead River
5. Mouth of Get Out Creek
6. Mouth of Alexander Spring Creek
7. Mouth of Morrison Creek
8. Mouth of Blue Creek
9. Mouth of Oklawaha River
10. Mouth of Trout Creek
11. Mouth of Cross Creek
12. Mouth of Dunns Creek
13. Mouth of Rice Creek
14. Mouth of Deep Creek
15. Mouth of Cedar Creek
16. Mouth of Tocoí Creek
17. Mouth of Charles Creek
18. Mouth of Trout and Six Mile Creeks
19. Mouth of Black Creek (U. S. 17 Bridge)
20. Mouth of Julington Creek (Fla. 211 Bridge)
21. Doctors Inlet (U. S. 17 Bridge)
22. Mouth of Ortega River (Fla. 211 Bridge)
23. Mouth of Arlington River (University Blvd. Bridge)
24. Mouth of Trout River (U. S. 17 Bridge)
25. Mouth of Broward River (Fla. 105 Bridge)
26. Mouth of Dunns Creek (Fla. 105 Bridge)
27. Mouth of Beowns Creek (Fla. 105 Bridge)
28. Mouth of Clapboard Creek (Fla. 105 Bridge)

B. INTRACOASTAL WATERWAY (PROGRESSING TOWARD NORTH)

1. Mouth of Creek at North end of Indian River
2. Mouth of Man Made Canals at Indian River North
3. Mouth of Creeks composing Mill Island
4. Mouth of Canal northing from Rose Bay
5. Mouth of South Daytona Canal
6. Mouth of Holly Hill Canal
7. Mouth of Tomoka Creek
8. Mouth of Bulow Creek
9. Mouth of Long Creek
10. Mouth of Pellicer Creek
11. Mouth of Guano River
12. Mouth of San Sebastian River
13. Mouth of Moultrie Creek

C. NASSAU RIVER

1. U. S. 17 Bridge

D. ST. MARYS RIVER

1. U. S. 17 Bridge

E. KINGS BAY

1. 30°48.7' North Latitude

ATLANTA REGIONAL PLAN

TAB A TO SECTION II

3121

CRITICAL WATER USE AREAS

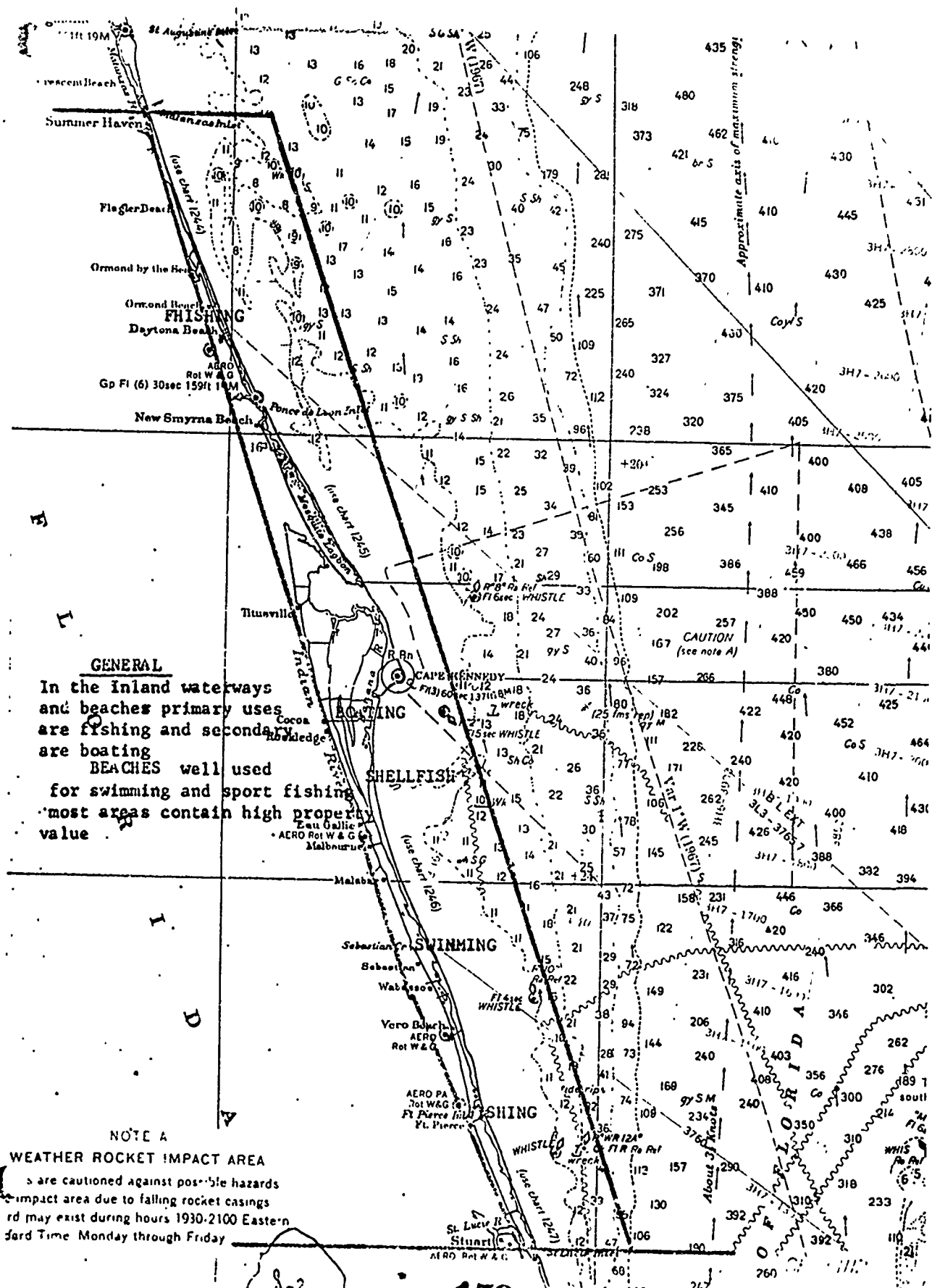
3121.1 In the inland waterway from Matanzas Inlet to the South City limits of Edgewater, the primary water use is fishing and the secondary water use is boating. From Edgewater city limits to Haulever Canal including Misquito Lagoon the primary water use is fishing and the secondary is extensive shell fishing.

a. From the north end of the Indian River to Cape Malabar the primary water use is fishing and the secondary is boating. From the north end of the Bananna River to the Eau Gallie Causeway the primary water use is fishing and the secondary use is boating.

b. From Cape Malabar to the North end of Gifford the primary water use is shell fishing and the secondary use is fishing. From Gifford to the St. Lucie Inlet the primary water use is fishing and the secondary water use is shell fishing.

c. From Matanza Inlet to St. Lucie Inlet in the ICW, excluding Cape Kennedy area, the primary water use would be swimming and the secondary water use would be fishing.

d. Primary uses of waters are underlined on Chart.



ATLANTA REGIONAL PLAN

TAB B TO SECTION II

3122 CONTAINMENT - CLEANUP AND DISPOSAL TECHNIQUES

3122.1 CONTAINMENT TECHNIQUES IN COTP PORT CANAVERAL AREA.

- a. Booms are used to contain a spill so that it can be cleaned up before it spreads. Booms can be connected together to the desired length, and set out by a boat.
- b. Artificial barriers such as locks, could be used to keep the pollutant from entering other areas such as rivers and streams. Natural barriers such as land masses would slow down a pollutant before it could contaminate other areas.

3122.2 CLEANUP AND DISPOSAL TECHNIQUES

- a. Mechanical removal would be the use of septic tank trucks, or barges that could hold the oil as it was removed from the surface.
- b. Physical absorption would be straw or shreaded foam which could absorb the oil and then be disposed of.
- c. Combustion may be used in an area where fire will not become a danger to life or property.
- d. Chemicals should not be used to emulsify, disperse, solubilize, or precipitate oil whenever the protection or preservation of {a} fresh water supply sources, {b} major shellfish or fin fish nurseries, harvesting grounds or passage areas, or {c} beaches is a prime concern.
Such chemicals should only be used in those surface water areas and under those circumstances where preservation and protection of water related natural resources is judged not to be the highest priority or where a choice as to resource preservation may make the use of such materials a necessary alternative.

e. Control Techniques for Various Critical Water Use Areas

{1} The following table is general guideline on various techniques.

ATLANTA REGIONAL PLAN

CONTROL TECHNIQUES FOR VARIOUS CRITICAL USE AREAS

PRIMARY	SECONDARY	Mechanical Containment	Mechanical Removal	Chemicals Low-Toxicity	Chemicals Non-Toxic	Adsorbents	Absorbents	Sinking Agents	Agitation	Combustion	Reduce Fire Hazard
POPULATION	ALL	R	R	O	R	R	R	N	R	N	R
WATER INTAKES	ALL	R	R	N	N	N	N	N	N	O	O
BEACHES	ALL	R	R	N	R	R	R	N	O	N	O
SHELLFISH	BOATING	R	R	N	O	R	R	N	R	N	R
SHELLFISH	FISHING	R	R	N	O	R	R	N	K	O	O
SHELLFISH	WATERFOWL	R	R	N	N	R	R	N	R	N	O
WATERFOWL	ALL	R	R	N	R	R	R	N	R	N	O
WILDLIFE	ALL	R	R	N	R	R	R	N	R	N	O
BOATING	ALL	R	R	O	R	R	R	O	R	N	R
OFFSHORE SHIPPING	--	O	R	R	R	O	R	R	R	R	O
FISHING	--	R	R	N	O	R	R	N	R	O	O

Code: R - Recommended
 N - Not Recommended
 O - Optional

ATLANTA REGIONAL PLAN

TAB C TO SECTION II

3123 INVENTORIES AND COMMITMENTS

3123.1 RESOURCES AVAILABLE FOR COMBATING OIL SPILLS AFLAOT IN THE COTP PORT ANAVERAL AREA.

a. Booms available for oil spills are:

- {1} 300 FT Boom located at Belcher Oil Company, Cape Canaveral 783 3393
- {2} 600 FT Boom located at Jacksonville Shipyard 904 356 6561
- {3} 300 FT Boom located at U. S. Navy, Mayport, Fla. . . . 904 246 5011
- {4} 100 FT Boom located at Glidden Industries, Jacksonville Fla. . . . 904 764 1711
- {5} SUPPLIER of BOOMS, Sunshine Chemical Corp. Jacksonville, Fla. . . . 904 356 1733
- {6} Additional booms located at Tampa and Riviera Beach.
- {7} 1,000 FT Boom located at Jacksonville Port Committee for Spillage Control.
- {8} 500 FT Boom located at American Oil Company, Jacksonville, Fla.

b. Agents:

{1} The BELCHER OIL COMPANY {EAST TERMINAL} has {10} drums of emulsifier and one portable unit capable of applying emulsifier/water mixtures of 1% to 6%. The night watchman should be contacted at the East Terminal or from the West Terminal. Also Belcher Oil has a 300 foot Neirad Slickbar {boom} which can be put in place by the Coast Guard Boats or by the tugs Challenger and Mars.

{2} The BELCHER OIL COMPANY {WEST TERMINAL} has {10} drums of emulsifier and one portable unit capable of applying emulsifier/water mixtures of 1% to 6%. The night watchman at the Belcher Oil East terminal should be contacted anytime at night if equipment is needed.

{3} The CANAVERAL PORT AUTHORITY agrees to maintain four drums of emulsifier which will be available for use by any company in the port area in the event of a spill. The company using this emulsifier will be responsible for replenishment of the stock. The Port Authority also agrees through the letter of Jackson and Jackson, Attorneys at Law

dated June 9, 1969, to pay the cost of usage of Brevard County aircraft required by the COTP to spray emulsifiers on oil spills and other hazardous material spills in and upon the waters under the jurisdiction of the Port Authority of Cape Canaveral. However such a commitment by the Canaveral Port Authority will not in any way release the responsibility for ultimate payment for such costs by the party or parties responsible therefore under the Tariff, Rules and Regulations of the Canaveral Port Authority.

{4} The BREVARD MOSQUITO CONTROL DISTRICT agrees to provide aircraft to spray emulsifier on oil spills or other hazardous spills if required by the COTP. An agreement for defrayal of cost has been made with the Canaveral Port Authority.

{5} The CAPE KENNEDY EASTERN TEST RANGE {PAN AM} FIRE DEPARTMENT agrees to maintain 145 gallons of emulsifier and four trucks with eductors capable of applying emulsifier/water mixtures from 1/2% to 6% on areas close to the shoreline.

{6} The MERRITT ISLAND FIRE DEPARTMENT will provide emergency equipment to be on scene in the event of a fire or to prevent fires in the area South of the Port.

{7} The PORT CANAVERAL TOWING COMPANY will provide the tugs CHALLENGER and MARS to be directed by the OSC or the COTP as needed. The party or parties responsible for the spill will be required to defray costs of tug operations. All emergency assistance requiring tug usage will be made through the PAN AM Port Captain.

{8} The CANAVERAL CORPORATION has an inventory of four drums of emulsifier and agrees to maintain this inventory unless it is determined that it is not sufficient and then a larger inventory will be kept. The Corporation also has a fire cart similar to the carts of Belcher Oil Company except that it is operated off the water main instead of the gas driven pump because the main shipments to the Corporations is gasoline. The equipment is stored under the loading rack at the Canaveral Corp. storage area and may be used by the agencies of the Port Canaveral area with the understanding that the party or parties responsible for the spill will replenish the supplies or materials used.

ATLANTA REGIONAL PLAN

{ 9 } Septic tank trucks are available as follows:

a. NAME OF COMPANY, ADDRESS, TELE.	NO. OF TRKS	CAPACITY
Terry Lutz Septic Tank Service 107 Park Blvd. New Smurna Beach, Fla. 428 4746	1	1200 GAL
CLIFF BRADLEY SEPTIC TANK SERVICE 1520 MONROE DR. EDGEWATER, FLA. 428 8158	1	1000 GAL
KOAN SEPTIC TANK SERVICE 555 N. SPRING GARDEN AVE. DELAND, FLA. 734 2255	1	1500 GAL
AAA SEPTIC TANK SERVICE 1306 POWERS HOLLY HILL, FLA. 253-7469	1	1600 GAL
ABC SEPTIC TANK SERVICE 511 N. BEACH DAYTONA BEACH, FLA. 252 4303	1	2100 GAL
EDWARD GODAWA, INC. 1703 MAGNOLIA RD. DAYTONA BEACH, FLA. 767 7721	1	1370 GAL
SANITARY ENGR. CO., INC. 270 MELROSE AVE. ORMOND BEACH, FLA. 677 1791	1	2257 GAL
WOODY'S SEPTIC TANK SERVICE 497 N. YONGE, ORMOND BEACH, FLA. 677 1163	1	1500 GAL
A & A SEPTIC TANK SERVICE 1633 LAKE DRIVE COCOA, FLA. 636 8781	1	2500 GAL 1500 GAL
BREVARD SANITATION N. DIXIE HWY. COCOA, FLA. 632 0872	1	1000 GAL
AAA SEPTIC TANK CO. 247 RANGE RD. COCOA, FLA. 636-2846	2	1000 GAL

ATLANTA REGIONAL PLAN

{10} Shreaded foam rubber may be procured in large quantities from:

FOAM RUBBER OF DAYTONA	{Normally keeps three
607 Third St.	to four hundred pounds
Holly Hill, Fla. 253 2403	at .35 a pound in stock.}

Foam Aids		
Orlando, Fla.	422 2738	{Normally keeps four
		hundred pounds at .33
		a pound in stock.}

{11} Straw may be procured from:

DEPARTMENT OF TRANSPORTATION {State}
Deland, Fla. 734 4010

{Normally maintains fifty tons of straw on hand
at \$50.00 per ton.}

{12} Disposal facilities for the COTP PORT CANAVERAL area would be the city dump located on the Bennett Causeway. In the case of a major spill Belcher Oil Company has two barges which hold 15,000 barrels each. These could be used in conjunction with the septic tank trucks, to collect the oil as it is taken from the surface.

{13} No personnel are committed at this time. However, in case of a major spill, potential help could be solicited from Patrick Air Force Base; USS Observation Island; Patrick Air Force Station; U.S. Army Outport; or Eller & Co. which is the stevedore agent for Port Canaveral. We usually have at least one U.S. Naval Ship in port also, from which help could be solicited.

ATLANTA REGIONAL PLAN

TAB D TO SECTION II

3124

STRIKE FORCES

3124.1 SUGGESTED BILLITS TO BE ESTABLISHED FOR COTP PORT CANAVERAL

a. LT	{1}
BMC	{1}
BM2	{2}
QM2	{1}
SK2	{1}
YN2	{1}
EN1	{1}
SN	{3}
FN	{2}

ATLANTA REGIONAL PLAN

TAB E TO SECTION II

3125 POTENTIAL POLLUTION SOURCES

3125.1 NORTHERN SECTION OF COTP PORT CANAVERAL AREA:

- a. MUNICIPAL YACHT BASIN
401 S BEACH ST.
DAYTONA, FLA
- b. SAM'S GULF OIL DOCKS
FOOT OF CANAL ST.
NEW SMYRNA, FLA
- c. NEW SMYRNA UTILITIES
NEW SMYRNA, FLA. 29 02 15 N
80 54 30 W
- d. INLET HARBOR
PONCE INLET, FLA 29 05 30 N
80 56 25 W
- e. DAYTONA BOAT WORKS
645 S BEACH ST.
DAYTONA, FLA

3125.2 CENTRAL SECTION OF COTP PORT CANAVERAL AREA:

- a. TERMINAL CONNECTION CORP. 28 24 4 N
CAPE CANAVERAL, FLA. 80 41 0 W
- b. FLORIDA POWER & LIGHT CO.
11 RIVERSIDE DRIVE
COCOA, FLA.
- c. BELCHER OIL COMPANY OF CAPE CANAVERAL 28 24 4 N
CAPE CANAVERAL, FLA. 80 41 02 W
- d. TANKERS IN PORT CANAVERAL AN AVERAGE OF FIVE (5) A MONTH.

3125.3 SOUTHERN SECTION OF COTP PORT CANAVERAL AREA:

- a. BARGE FUEL FROM BELCHER OIL CO. COMING FROM PORT CANAVERAL
- b. CITY YACHT BASIN
FORT PIERCE, FLA
- c. PIER 66
FORT PIERCE, FLA.
- d. PELICAN YACHT BASIN
FORT PIERCE, FLA.

ATLANTA REGIONAL PLAN

TAB F TO SECTION II

3126.1 SCIENTIFIC ADVISORY GROUPS

NAME	INSTITUTION	SPECILTY	PHONE
JAMES A. LASATER	FLA INST. TEC.	PROF. PHYSICS/ OCEANOGRAPHY	723 8990
THOMAS A. NEVIN PHD.	FLA INST. TEC.	PROF. MICRO- BIOLOGY	723 2977
EMMETT M. LARSON	BREVARD JR. COL	MATH INSTR	727 327
LYLE L. LOWRY	BREVARD JR. COL	CHEMISTRY TEACHER	632 6797/ 632 1111 ext 310
WILLIAM H. WENZ	BREVARD JR. COL	ASSOC. PROF BIOLOGY	632 7437 632 1111 ext 270
JOHN L. MARTIN	BREVARD JR. COL	ASSOC PROF CHEMISTRY	636 8149
JOEL OSTROFF	BREVARD JR. COL	BIOLOGY INST	773 2961
VERNON M. HENDRICK	BREVARD JR. COL	BIOLOGY INST	636 3923 632 1111 ext 241
WAYNE T. BOLDIN	BREVARD JR. COL	BIOLOGY INST	631 0695 632 1111 ext 242

a. In the event of an oil spill situation the above mentioned will be notified and will meet at the PORT CANAVERAL PORT AUTHORITY Building Cape Canaveral, in office designated. Mr. George KING shall also be contacted to open the Port Authority Building.

160

ATLANTA REGIONAL PLAN

TAB G TO SECTION I

LISTING OF INTERESTED PARTIES

3127

FLA. BOARD OF CONSERVATION
LT. MORGAN {state}
Mike RAMSEY {local}

267 0421 Titusville
254 0746 Eau Gallie
267 2640 Titusville
604 526 5062

DEPT of the INTERIOR
FWPCA {Regional}

MERRITT ISLAND FIRE DEPT
Don GILROY Fire Marshall, Chief
Cape Canaveral Port Authority
Mr. John KING

632 0505 Merritt Island

PAN AM Fire Dept
Chief HIPP

783 7831 Cape Canaveral
853 1117 Cape Canaveral

Dept of AWPC
John KETTERIGHAM

305 452 4577

Military Seas Trans Service
Capt. Lawrence BAKER
Naval Ordinance Test Unit
LT. Frank SKEWES

494 7616 Cape Kennedy

853 5246 Cape Kennedy

Port Canaveral Locks
Mr. FRAZZIER

636 0939 Cocoa

Port Canaveral Towing Corp.

Day 853 4211 Night 783 7259

U. S. Attorney
John MITCHELL
U. S. CUSTOMS

425 1362
783 2066

TAB H TO SECTION II

3128 ^{EPA}~~FWQA~~/ CG BOUNDARY DELINEATION

1. The extent of Coast Guard responsibility in the COTP Port Canaveral area includes the seacoast, Intracoastal Waterway in its entirety and all the waters attached thereto except as noted below: (north to south)

- a. Pellifer Creek- none
- b. Long Creek- none
- c. Bulow Creek- none
- d. Tamoka Creek- none
- e. Holly Hill Canal- none
- f. South Daytona Canal- none
- g. Canal north from Rose Bay- none
- h. Creeks composing Mill I.- none
- i. Man made canals at Indian R. North- none
- j. Creek at north end of Indian R.- none
- k. Vero Beach Main Canal- none
- l. South Canal- none
- m. Viking Canal- none
- n. Taylor Creek- none
- o. Kitching Cove- none
- p. Bessey Creek- none
- q. Manatee Pocket- none

SECTION III OF APPENDIX I

3130 COTP MIAMI

3130.1 AREA OF RESPONSIBILITY

a. Federal responsibility is given in Section 202 to the Atlanta Coastal Region Multi-Agency Oil and Hazardous Materials Pollution Contingency Plan.

b. Captain of the Port Miami is generally responsible for the enforcement of Federal laws, rules, and regulations governing vessels and related port safety functions in the navigable waters and contiguous land areas between Card Sound Bridge and St. Lucie Inlet. Annex IV, Para. 1408.1-6 of this Pollution Contingency Plan provides specific geographical boundaries. With respect to this Pollution Contingency Plan, Captain of the Port Miami in his geographical region is the pre-designated On-Scene Commander and has extensive planning response and coordinating responsibilities as outlined in the basic Plan.

c. County Pollution Control Boards are responsible for investigating and prosecuting violations of county pollution ordinances within the county and up to three miles offshore.

d. County and local law enforcement and fire departments have extensive responsibility and authority for the public safety - including pollution incidents.

e. Port Authorities/Seaports govern the operation, maintenance and management of port and harbor facilities and regulate transportation within their areas of jurisdiction. By various regulations they prohibit pollution and require effective clean-up of oil spills.

3130.2 GUIDELINES

a. Upon notification of an oil spill obtain the following information:

- (1) Name and telephone number of reporting source.
- (2) Exact location of spill.
- (3) Estimate of the amount and type of pollutant.
- (4) Source of pollutant.
- (5) Action being taken on scene to control pollution.

b. Dispatch a Coast Guard investigating team. Compute tides and current for the area of spill for use in future planning and action.

c. Obtain the following information from the investigating team at the scene of the spill:

(1) Any information indicated in paragraph a., if not already known.

(2) Area covered by slick.

(3) On scene wind and current.

d. Classify spill and report to RCC in accordance with Appendix II to Annex G to CCGDSEVEN OPLAN NO. 1-(YR).

e. Take action as indicated by the situation (refer to Tabs B & C). Notify all appropriate agencies. Consider recalling additional personnel to assist in containing and controlling the spill.

f. Ascertain product hazards and methods for combating the spilled product.

g. If the spill presents a possible fire hazard, contact the local fire department for their recommendations in the matter. If a fire hazard exists, secure all welding operations, open fires, and smoking in the area of the spill.

h. Consider regulation of vessel movement in the spill area with the assistance of the pilots association. Utilize safe anchorages and request that RCC issue a Notice to Mariners, as warranted.

i. Contact the responsible party, if known, and determine what future action he plans to take.

TAB A TO SECTION III

3131 CRITICAL WATER USE AREAS

3131.1 RECREATION

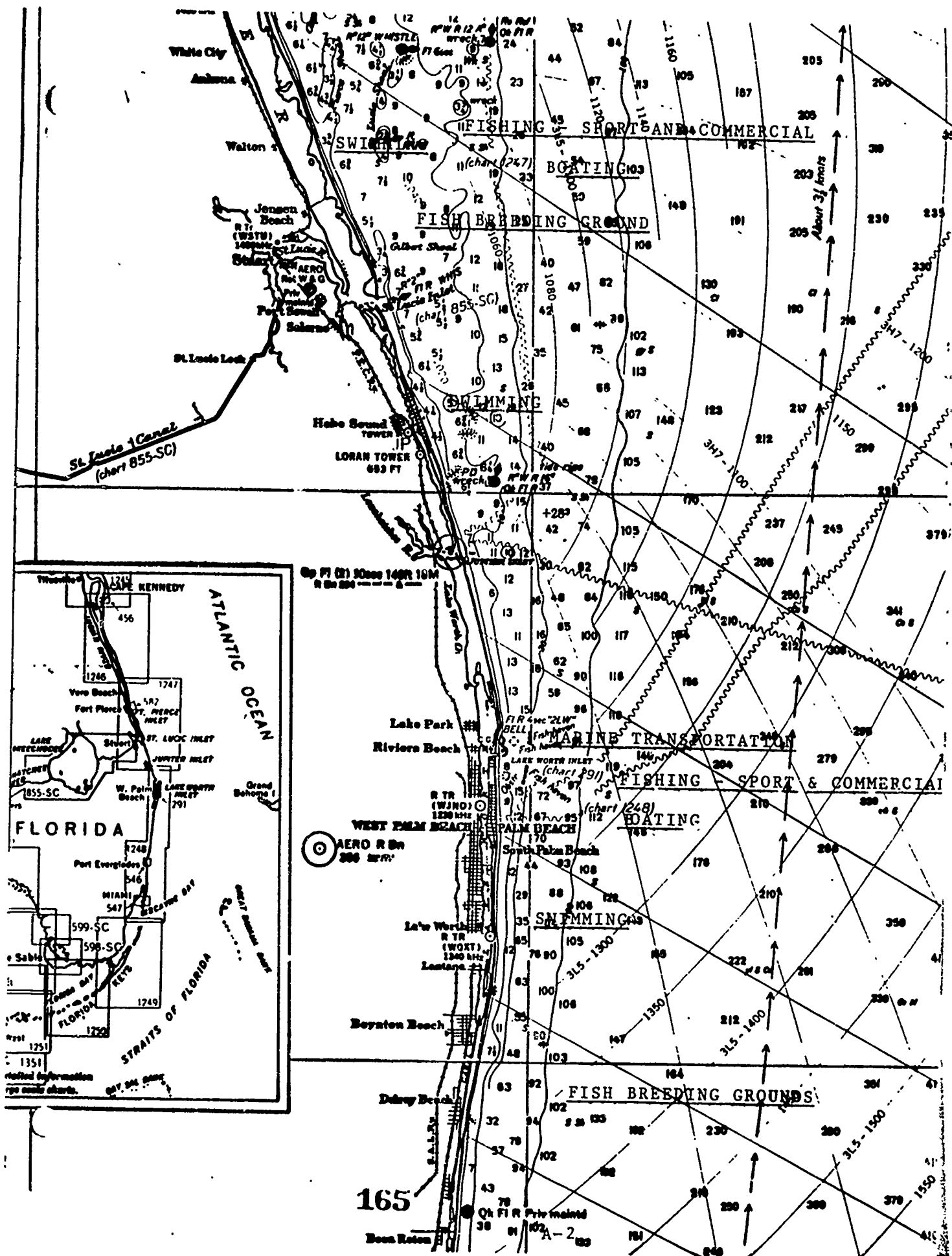
South Florida is a nationally popular resort area. The beaches of the area are used year-round for swimming, sun-bathing, and other water sports. Off-shore waters of the area are also used extensively for pleasure boating, fishing, and diving. An oil spill of major proportions could render beaches totally useless for a long period of time. Off-shore waters could be temporarily impaired.

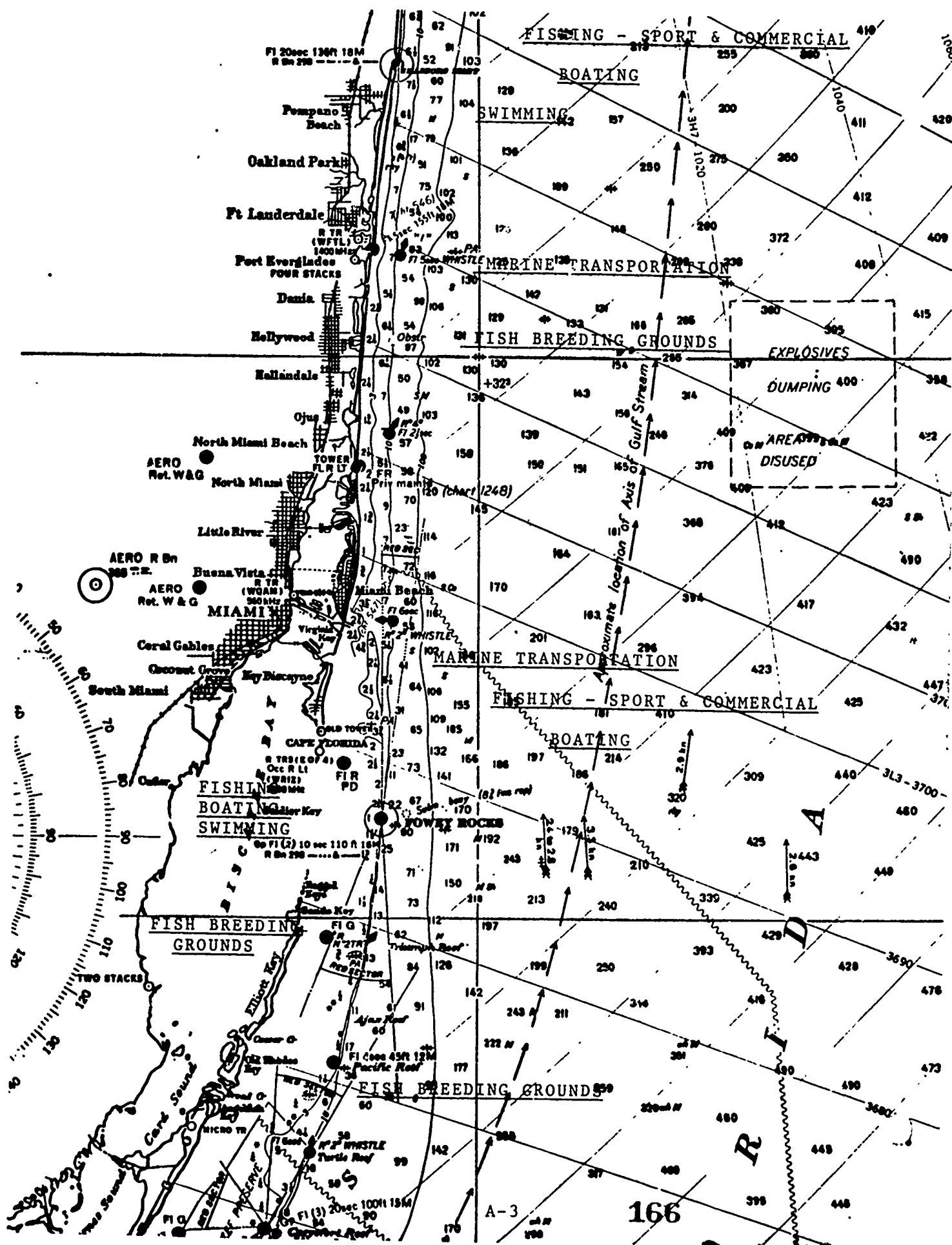
3131.2 COMMERCIAL

a. Inasmuch as South Florida is a nationally popular resort area and much of the economy of the area is based on the tourist trade, it follows that clean beaches and off-shore waters are essential to thriving economy of the area.

b. The marine transportation industry, though less obvious than the tourist trade, is also essential to the economy of the area. An oil spill of major proportions could result in the temporary closing of a port and the ensuing loss to marine industry, both in cargo and passenger trade.

c. Commercial fishing activity for this area is centered in Miami. Approximately 407 boats and 764 men are employed in the commercial fishing industry. In general, all waters within the area of Captain of the Port, Miami are vital to the fishing industry, either as fishing grounds or as breeding grounds.





TAB B TO SECTION III

3132 CONTAINMENT - CLEANUP AND DISPOSAL TECHNIQUES

3132.1 The major operational consideration in any oil spill situation is that, if possible, the oil spill should be treated at sea to prevent the contamination of the coastline and attendant damage to the coastal ecology and economy. First, efforts should be made to stop further pollution at the source; second, it should be contained; and third, it should be removed. The combatant method will depend on such factors as the kind of oil, its age, the sea state, and the type of waters (harbor, bays, open ocean, etc.).

3132.2 Heavy oils are usually best contained and retrieved with vacuum equipment or dispersed with chemicals. Lighter oils may be contained until evaporated. Concentration of lighter oils in enclosed or poorly ventilated areas should be prevented, as should attempts to retrieve a mixture that might result in explosions. A blanket of foam reduces immediate fire hazard but impedes the natural dissipation of the product. Extreme care must be used in operating any type of equipment in cleaning up lighter oils.

3132.3 A large amount of information on oil spills has been developed, but there is still insufficient in-depth technical information on oil spill combatant methods available on which to base a definite technical evaluation. In particular, it must be recognized that no port or section of coast in the world is capable at this time of combating a major oil spill without extensive damage to the economy and ecology. This area is no exception. The references in Section 2502 of Annex XV to the Atlanta Regional Plan provide considerable information on the subject. Summary information on the operational effectiveness of the several means of combating oil spills follows:

a. Mechanical Containment. Mechanical booms are commercially available and have been successfully demonstrated in protected waters and around oil tanker loading docks. They are less effective in light chops or strong currents even in protected waters. Booms have not been effective in containing an oil spill in the open ocean due to wave and wind action. Air barriers are of assistance in harbors. Booms of varying size and length are available for use in Miami, Port Everglades, and Palm Beach. A fixed air barrier has been installed at the Florida Power and Light plant at Port Everglades. Others are being tested in the Palm Beach area and portable systems of limited length are available for long lasting spills. On a new spill in a confined area it may also be possible to hold back the spread of the spill with fire hoses, boat screw wash or even helicopter rotor wash until booms can be put in position. If a ship leaking oil can be moved into a slip, the most effective method of containment of oil in the slip may be by placing another ship or barge across the slip entrance.

b. Mechanical Removal. Mechanical skimmers are commercially available for limited application in harbors. The rate at which these devices can collect oil is inversely related to the thickness of the oil on the water surface, the rate at which the oil-water

mixture can be separated, the storage capacity of the skimmer and the area swept. Skimmers of increased capabilities are becoming available. However, no skimming device has been demonstrated to be effective under open ocean conditions. Septic tank cleaning trucks with vacuum type pumps operating from the beach or from barges towed by tugs have been successful in removing thick pools of oil from quiet waters. This type equipment would not be effective under open ocean conditions. Skimmers, septic tank pumper trucks, tugs, and barges are available for use in Miami, Port Everglades, and Palm Beach. Where tankers are aground it is often appropriate to minimize the spill by removing oil from the vessel by pumping into barges. Belcher Oil Co. has tugs, barges and pumps that could be used for this purpose under some circumstances.

c. Chemical Dispersion. Chemical dispersion has been used extensively as a combatant method. The effectiveness of dispersants varies greatly. No accepted rating of products is available in terms of effectiveness or toxicity. Dispersants are most useful on freshly formed slicks of oil. Chemical dispersion can be used for treating open ocean spills. Chemical dispersants are available in Miami, Port Everglades, and Palm Beach. Specific guidance for use of dispersants and other chemicals to treat oil spills is given in Annex X to Atlanta Coastal Region Multi-Agency Oil and Hazardous Materials Pollution Contingency Plan. Within Captain of the Port Miami, permission must be obtained from the Florida Marine Patrol or from the State Director of the Division of Marine Resources of the Florida Department of Natural Resources before chemicals may be used to treat an oil spill. Captain of the Port Miami may grant permission for use of chemicals when their use will:

(1) In his judgment, prevent or substantially reduce hazard to human life or limb or substantial hazard of fire to property.

(2) In the judgment of the Federal Water Quality Administration, in consultation with appropriate state agencies, prevent or reduce substantial hazard to a major segment of the population(s) of vulnerable species of waterfowl.

(3) In the judgment of the Federal Water Quality Administration, in consultation with appropriate state agencies, result in the least overall environmental damage, or interference with designated uses.

d. Physical Absorption. Inexpensive absorption materials such as straw are available for the treatment of an oil spill with minimum damage to the ecology. Manufactured products are also available. The major limitation of absorption, however, is that the spent, oil-soaked materials must be collected. Equipment now available for the spreading and collecting of these materials on open water is ineffective. The materials may be spread along the beaches and removed by earth moving equipment or plowed under. These materials are very difficult to collect at sea as they clog certain types of pumps. They may be used where the biology is of sufficient importance to preclude the use of chemical dispersants. Absorption materials are available for use in Miami, Port Everglades, and Palm Beach.

e. Physical Sinking Methods. Sinking agents were used with some success in the Torrey Canyon disaster. Common sinking agents are sand, talc, lime, and cement. However, systems for efficiently spreading sinking agents are not available for treating large spills on the open ocean. Little is known about the mechanism of sinking, the behavior of sunken oil on the ocean floor or its effect on the bottom ecology. Until the long-range effect of sunken oil is ascertained and effective methods of spreading sinking agents are developed, sinking agents have limited application only. Sinking agents may be used only in marine waters exceeding 100 meters in depth where currents are not predominantly on shore, and only if other control methods are judged by the Federal Water Quality Administration to be inadequate or not feasible.

f. Combustion. Small scale experiments on relatively calm waters have shown that oxidants and wicking agents can be used to augment the burning of freshly spilled light oil, leaving a smaller amount of residue than the 1/8 inch which remains after burning the oil without enhancement. However, the feasibility of improving combustion of a large spill on the open ocean has not been demonstrated. Burning would be effective on thick slicks of freshly spilled light oil in calm waters if the hazards to ships and shoreline property could be minimized and the resulting air pollution could be tolerated. This method is not recommended at this time.

g. Biological Degradation. Biological seeding of oil slicks with special bacterial cultures is not especially effective for the treatment of an oil spill.

3132.4 The following table is a general guideline for control techniques in various use areas (see attached table).

CONTROL TECHNIQUES FOR VARIOUS CRITICAL USE AREAS

PRIMARY	SECONDARY	CONTROL TECHNIQUES									
		Mechanical Containment	Mechanical Removal	Chemicals Low-Toxicity	Chemicals Non-Toxic	Absorbents	Absorbents	Sinking Agents	Agitation	Combustion	Reduce Fire Hazard
POPULATION	ALL	R	R	O	R	R	R	N	R	N	R
WATER INTAKES	ALL	R	R	N	N	N	N	N	N	O	O
BEACHES	ALL	R	R	N	R	R	R	N	O	N	O
SHELLFISH	BOATING	R	R	N	O	R	R	N	R	N	R
SHELLFISH	FISHING	R	R	N	O	R	R	N	R	O	O
SHELLFISH	WATERFOWL	R	R	N	N	R	R	N	R	N	O
WATERFOWL	ALL	R	R	N	R	R	R	N	R	N	O
WILDLIFE	ALL	R	R	N	R	R	R	N	R	N	O
BOATING	ALL	R	R	O	R	R	R	O	R	N	R
OFFSHORE SHIPPING	--	O	R	R	O	O	O	R	R	R	O
FISHING	--	R	R	N	O	R	R	N	R	O	O

Code: R - Recommended
 N - Not Recommended
 O - Optional

NOTE: Consult Annex X for any use of chemicals.

TAB C TO SECTION III

3133 INVENTORIES AND COMMITMENTS

The following list of equipment and materials useful in combatting pollution in South Florida is the result of an extensive survey of federal, state and local authorities, industries using or supplying oil products, and other private industry. As the list is a refinement of another originally sent to all sources listed therein for comment and corrections, it is considered to have tacit approval and to be indicative of the availability of the equipment and materials listed should the need arise.

MIAMI

1. Containment Equipment (Spill Booms)

a. Belcher Oil Co. (phone 672-6801), Fisher Island - 106 1/2 Ft.
(TT Boom - extends 12" above water and 24" below water).

b. Florida Power and Light

(1) Cutler Ridge (phone 235-0111), 250 Ft. (Slickbar - extends 9" below water).

(2) Turkey Point (phone 247-2556), 250 Ft. (Slickbar - extends 9" below water).

c. Danmark, Inc. (phone 358-8224), 200 ft. Firelli oil spill boom.

d. Deep Six International Corp. (phone 856-0844)

(1) 1,200 feet Oil boom.

(2) TT Oil Recovery Unit

2. Absorbent Materials (representative sources. Others in yellow pages)

a. Penn Stanley & Sons, Inc. (phone 888-2967; 887-8342; or nights 621-7669).
Straw (2 railroad cars on hand, more available).

b. Danmark, Inc. (phone 358-8224)

(1) 390 bags of Fiberperl absorbent,

(2) 35 sections of "Water Wiper", 8" diameter x 5 ft. long.

(3) 300 Sq. ft. of 1/2" thick "Water Wiper".

c. Biscayne Furniture Mfg. Co. (phone 358-1385), Shredded foam - 550 lbs.

d. Florida Power and Light Co.

(1) Turkey Point (phone 247-2556), Burlap Fiber, three rolls, 150 yards.

(2) Cutler Ridge (phone 235-0111), Burlap Fiber, one roll, 150 yards.

(3) Miami Plant (phone 374-5333), Burlap Fiber, one roll, 150 yards.

e. Florida Burlap & Bag Co. (phone 696-5831 day; 947-0126 nights)

(1) Burlap Fiber, twenty-five 2000 yard bolts.

f. Brumfield Hay & Grain (phone 887-1896), Straw - several tons on hand.

g. Belcher Oil Co. (phone 672-6801)

(1) Oil Spare - 80 cases.

(2) Fiber Perl - 50 bags.

3. Skimmers, Pumps, etc. (representative sources. Others in yellow pages of phone book).

a. Belcher Oil Co. (phone 672-6801)

(1) One Blackmear portable pump, powered by 671 GMC, 1000 bbls. per hour, can pump from ship.

(2) Two Watermaster Skimmers, 5 HP motor.

(3) Three Rotary Pumps, 1½" suction and discharge hoses.

b. Reynolds Submarine Service (phone 854-5831)

(1) Medusa Skimmer Unit - Diameter 6.5 Ft.; draft 3.5 Ft.; weight 250 lbs.; oil collection rate 20-35 GPM.

c. Danmark, Inc. (phone 358-8224)

(1) Two "Watermaster" oil skimmers.

d. Deep Six International Corporation (phone 856-0844)

(1) Four Pumps and hoses - Gas and Diesel, 2", 3", 5", 6".

(2) One Medusa Skimmer Unit.

(3) One Rheinwerft Skimmer.

(4) One 6,000 gal. truck with vacuum pump.

e. Florida Power and Light Co.

(1) Turkey Point (phone 247-2556), Oil skimmer and 333 GPM solids pump, crane mounted, 9½ HP gasoline engine, 3" suction and discharge hoses.

(2) Cutler Ridge (phone 235-0111), Oil skimmer and 333 GPM solids pump, crane mounted, 9½ HP gasoline engine, 3" suction and discharge hoses.

f. O'Neal Septic Tank Co. (phone 887-3595), One 1500 and one 2000 gal. truck with vacuum pumps.

4. Boats, Barges, and Aircraft.

a. Belcher Oil Co. (phone 672-6801)

(1) Barges - Work area from Boca Grande to Cape Canaveral. Barges #1, 4, 9, 11, 16, and 20 are in the Miami area at all times. Others can be called in for emergencies. These barges draw within 1 foot of their depth when fully loaded. Barges 1, 11, 20, and 21 do not have pumping capability. The other barges can pump at least 2500 bbls. per hour. Barges 10, 16, and 17 have Blackmear pumps and can take suction from a ship. The barges have 8", 12" and 16" lines but they have adapters to convert the size from one to another.

e. Danmark, Inc. (phone 358-8224)

(1) One 13' Whaler workboat with 18 HP. motor and trailer.

(2) Two 12' workboats with 7½ HP. motors.

f. CG Base, Miami Beach (phone 672-2021). Various classes of boats, tenders, pumps, applicators, etc.

g. CG Air Station (phone 681-3591). Fixed and rotary wing aircraft.

h. CG Auxiliary. Various Boats.

i. Dade County Police

(1) Miami River (phone 377-7618). One boat.

(2) Bakers Haulover (phone 947-3525). One boat.

(3) Homestead (phone 247-1543). One boat.

(4) Crandon Park (phone 361-5421). One boat.

j. Miami Beach Police (phone 538-7621 or 672-1234)

(1) One 24 ft. Seabird, twin 210 HP OMC I/O, 48 mph.

(2) One 21 ft. Seabird, one 210 HP OMC I/O, 38 mph.

Disposal Facilities

a. Belcher Oil Co. (phone 949-0542 Miami; 525-4261 Port Everglades)
20,000 bbls. separator tank at Port Everglades.

Manpower (potential only - no specific commitments.)

a. CG Base, Miami Beach.

b. Industry.

c. City and County employees.

d. Port Authority employees.

e. City and County Fire & Police Depts.

f. Other armed forces.

<u>BARGE NUMBER</u>	<u>DIMENSIONS</u>	<u>CAPACITY</u>
(a) #1 & 4	187' x 40' x 8'6"	8,500 bbls.
(b) #5	198' x 42'6" x 16'	16,500 bbls.
(c) #6	120' x 22' x 6'	927 bbls.
(d) #9	132' x 22' x 6'	1,800 bbls.
(e) #10 & 11	240' x 45' x 9'	12,000 bbls.
(f) #16	195' x 35' x 8'	7,000 bbls.
(g) #17	195' x 35' x 10'	9,000 bbls.
(h) #18	210' x 40' x 8'6"	11,500 bbls.
(i) #19, 20, 21	210' x 40' x 10'	12,800 bbls.

(2) Tugs

(a) Two harbor tugs with spray booms are in Miami at all times.

(b) Each barge listed above has a tug to push it.

(3) One helicopter - carries three people plus pilot.

b. Howard W. Bacus Towing Co. (phone 373-3161 day; 446-1743 night)
Six tugs (200 - 650 HP).

c. Deep Six Marine (phone 856-0844).

(1) 20'x40' self propelled, twin diesel power, vacuum barge.

(2) 40' Utility workboat.

(3) 104' YSD. 15 ton Whirley crane.

(4) Three outboard work skiffs.

d. Marine Exploration co., Inc. (phone 635-0751).

(1) Barges

<u>NUMBER</u>	<u>DIMENSIONS</u>	<u>DESCRIPTION</u>
(a) MECI #1	130' x 30' x 11'	Deck cargo and spud,
(b) MECI #2	92' x 26' x 6'	Dredge, 12 ton crane
(c) MECI #3	180' x 40' x 12'	Crane, Quarter & spud
(d) MECI #4	80' x 34' x 6'	Deck and spud
(e) MECI #5	60' x 20' x 5'	Deck
(f) MECI #6	160' x 47' x 12'	Deck cargo
(g) MECI #7	140' x 40' x 8'	Deck cargo
(h) MECI #8	165' x 40' x 12'	Tank
(i) Barge "Putnam"	205' x 35' x 11'	Deck cargo
(j) ARC 21 & 22	140' x 40' x 8 1/2'	Deck

(2) Tugs - Six, from 36 ft. to 92 ft.

(3) Workboat - One 56' length, 5' depth, 1 ton crane.

McIntosh and Company
150 S.E. 3rd Ave.
Miami, Florida
Phone: 371-5401

Conwed Absorbent Products on hand.

140 cartons of pads @ 120 pads per carton
100 cartons of sweeps @ 120 sweeps per carton
50 rolls @ 200 ft. x 3 ft. per roll
10 sections absorbent boom @ 4 ft. per section

PORT EVERGLADES STATION

1. Containment Equipment (spill booms and barriers)

a. Florida Power and Light Co. Port Everglades (phone 523-0523)

(1) 250 ft. Slickbar, extends 9" below water.

(2) Air barrier, extends across their fresh water intake canal to keep oil out.

b. Coastal Services, Inc. (phone 523-5448 or 523-5449).
1500 ft. TT boom - extends 2' below water and 1' above.

c. Port Everglades security Dept. (phone 945-6701 Miami;
523-3404 Port Everglades).

(2) 500 ft. Slickbar 6" floats with 12" skirt.

2. Absorbent Material (representative sources. Others in yellow pages of phone book)

a. Florida Power and Light Co.

(1) flow foam, 20 4' x 10' sheets, plus burlap fiber.

(2) Burlap Fiber, 1 150 yd. roll.

d. American Oil Co. (phone 523-0571; 945-0858 Miami). Straw, 6 bales

e. Belcher- 50 bags fiber pearl; 30 bales straw, 157 cases oil smere.

4. Skimmers, pumps, etc. (representative sources. Others yellow pages of phone book.

Waldron Petroleum Tank Service (phone 523-2030; 522-0649, 581-0467 nights).

(1) Tank trucks - one 3500 gal. and one 8500gal.

(2) Portable Pumps

- (a) Three centrifugal 15-30,000 gal./hr.
- (b) One positive displacement Max. 180 gal./min.
- (c) Four diaphragm pumps.
- (d) One backhoe and loader.
- (e) One side boom dozer.
- (f) Two boom trucks.

b. Coastal Services Inc. (phone 523-5448 or 523-5449)

(2) 1 3,000 gal. vacuum tank truck.

c. Florida Power and Light Co.

d. Oil skimmer and centrifugal pump 10h.p. gas engine 3" suction hose
4" discharge hose.

(2) Lauderdale Plant (phone 583-0858). Oil skimmer (as above)

d. Johnson Septic Tank Service (phone 522-5434). Two 1200 gal. trucks with vacuum pumps.

e. Powell Septic Tank Service (phone 584-2904). Two 1800 gal. tank trucks, with vacuum pumps.

5. Boats, Barges, and Aircraft

g. Belcher Oil Co. (phone 525-4261; 949-0542 Miami). (See Miami listing)

d. Port Everglades Towing Co., Inc. (phone 523-5448 Or 522-6881 nights). Three Tugs.

e. Powell Bros., Inc. (phone 583-2311)

(1) Barges

(a) One 30 x 100' can load trucks on

(b) One 34 x 105' " " " "

(c) One 38 x 120' " " " "

(2) Tugs - three available

f. Coastal Services, Inc (phone 523-4261, Or 523-5449). One 30 ft. boat with dispersement applicator on board.

g. Ft. Lauderdale Fire Dept. (phone 523-1711). Fireboat

h. CG Station, Ft. Lauderdale (phone 522-1381) Boats

i. CG Auxiliary. Various boats

j. Ft. Lauderdale Police (phone 527-2344). Boats. Two 22ft. I/O and three 19ft I/O.

k. Hollywood Police (phone 922-5651). Boats.

l. Broward County Sherriff's Dept. (phone 525-4321 Ext. 201). Boats Two I/O.

6. Disposal Facilities

a. Belcher Oil Co. (phone 525-4261; 949-0542 Miami). 20,000 bbl. seperator tank, after seperation, can drain off water and have product remaining, prefer not to use for gasoline.

7. Manpower. (potential only. No specific committments).

a. CG Station, Ft. Lauderdale (phone 522-1381).

b. Port Everglades Security Dept. (phone 523-3404; 945-6701 Miami)

c. Industry

d. Other Armed Forces

- e. City and County employees
- f. City and County Fire and Police Depts.

PORT EVERGLADES SPILLAGE CONTROL COMMITTEE

President: Bob Yocum
c/o Belcher Oil Co.
Port Everglades
Phone: 525-4261

Contractor: Reynolds Submarine Services
Cliff Berry
Home phone: 524-3569
Work phone: 523-5979

One 10' Medusa Skimmer
One 6' Medusa Skimmer
1000 ft. Reynolds Aluminum Boom
One 18' small boat with o/b motor.

PORT OF PALM BEACH

1. Containment Equipment (Spill Booms and Barriers).

a. 360' Slickbar-extends 8" below water.

3. Absorbents Materials (representative sources. Others in yellow pages of phone book).

a. Best Upholsterers (phone 582-0015). Shredded foam, 500 lbs. on hand.

b. Bill Winchester (Boynton Beach) (phone 844-241). 1000 bales available at times.

c. Florida Power and Light Co. (phone 844-3241). Burlap Fiber, one 150 yd. roll.

4. Skimmers, Pumps, etc.

a. Florida Power and Light Co. (phone 844-3241). Oil skimmer and 333 GPM solids pump, crane mounted, 9 1/2 HP gasoline engine, 3" suction and discharge hoses.

b. Port of Palm Beach (phone 842-4201). Oil skimmer and vacuum pump. Available for use adjacent to piers only as controlled from a crane. Capacity of 20 bbls./hr. pumping into a 6000 gal. tank truck.

c. Robert Septic Tank Service (phone 582-6432). Two 1000 gal tank trucks with vacuum pumps.

d. Bradford Septic Tank Co. (phone 848-1928). One 1200 gal. tank truck with vacuum pump.

5. Boats, Barges, and Aircraft.

c. Belcher Oil Co. (phone 823-2073) (See Miami Listings)

d. Port Towing Co. (phone 844-6422).

(1) Two barges - can load on truck

(a) 25' x 85' x 6' draft

(b) 30' x 110' x 7' draft

(2) Two Tugs.

e. CG Station, Lake Worth (phone 842-~~4030~~). Various boats

f. CG Auxiliary. Various boats.

6. Disposal facilities

a. Port of Palm Beach (phone 842-4201). 6000 gal. portable Holding Tank.

7. Manpower (potential only, No specific commitments).

- (a) CG Station, Lake Worth (phone 844-5030).
- (b) Industry
- (c) Other armed forces.
- (d) City and County employees.
- (e) City and County Fire and Police Departments.

TAB D TO SECTION III

(134 STRIKE FORCES

The initial strike force of the Coast Guard will consist of an investigating team and/or a containment/cleanup team which will be dispatched by boat or vehicle to the scene of the pollution. If the spill is of major proportions, the Coast Guard Group Miami Disaster Control Plan has additional designated teams of men who will be dispatched to the scene.

TAB E TO SECTION III

3135 POTENTIAL POLLUTION SOURCES

3135.1 Miami imports moderate amounts of Bunker C, diesel and asphalt by tanker. Port Everglades imports major amounts of the full range of petroleum products. West Palm Beach imports limited amounts of Bunker C only. A full range of petroleum products are transported by barge along the Intercoastal Waterway from Port Everglades south. A range of petroleum products are transported by barge within Miami and Port Everglades harbors. Super tankers and bulk carriers of exotic chemicals do not service the ports in this area. However, they do traverse the Florida Straits and are a potential source of pollution offshore that could contaminate beaches and harbors. The transportation of petroleum products is vital to the economy of southeastern Florida. However, a potential hazard is created by this transportation which requires the closest coordination of federal, state, county, and local agencies, port authorities and industry both in preparation for possible pollution incidents and in combating actual incidents. Besides tankers and shore facilities handling petroleum products, there are many other less obvious potential sources of pollution. An example was the incident which took place when a gasoline tank truck overturned in Miami in September 1969. The spilled gasoline was flushed down storm drains and ultimately discharged into the Miami River several blocks away.

3135.2 SPECIFIC POTENTIAL POLLUTION SOURCES

a. Miami area

- (1) Belcher Oil Co.
Fisher Island - 25-45.5 N, 80-08.5 W (Diesel, Bunker C)
Terminal Island - 25-46 N, 80-09 W (Diesel, Bunker C)
- (2) Florida Power and Light Co.
Turkey Point Plant - 25-26 N, 80-20 W (Bunker C)
Cutler Ridge Plant - 25-38 N, 80-18 W (Bunker C)
- (3) Dodge Island - 25-46.5 N, 80-10 W (Diesel, Bunker C)
Old Seaport (from ships fueling) - 25-47 N, 80-11 W
(Diesel, Bunker C)
- (4) Miami International Airport
Fuel tanks by Tamiami Canal - 25-47 N, 80-17 W
(Aviation gasoline, jet fuel)
- (5) All marinas in area (gasoline, diesel)

b. Ft. Lauderdale area

- (1) Port Everglades
Oil companies fuel receiving areas in slips 1, 2, and
3 - 26-05.5 N, 80-07.5 W (gasoline, diesel, Bunker C)
All berths where ships fuel

- (2) Florida Power and Light Co.
Port Everglades Station - 26-05 N, 80-07.5 W (Bunker C)
 - (3) All marinas in area (gasoline, diesel)
- c. Palm Beach area
- (1) Port of Palm Beach
Ships fueling at docks - 26-46 N, 80-03 W (diesel,
Bunker C)
 - (2) Florida Power and Light Co.
Riviera Plant - 26-46 N, 80-03 W (Bunker C)
 - (3) All marinas in area (gasoline, diesel)

TAB F TO SECTION III

(3136 SCIENTIFIC ADVISORY GROUPS

3136.1 The following personnel have agreed to be members of a local scientific advisory group to assist and advise in case of a major or moderate oil spill. This group would be called to assemble at Base Miami Beach in case of a major spill.

Dr. William S. Richardson
PhD in Chemistry from Harvard Univ.
Professor of Oceanography
Nova University
Phone 944-2702 (Miami)
524-8393 (Broward)

Dr. Carl Sinderman
PhD Biology from Harvard Univ.
Specialty in Marine Biology
Lab Director
Tropical Atlantic Biological Lab
Phone 361-5761 (Miami)

Dr. Harris B. Stewart
PhD in Oceanography
University of California
Director, Atlantic Oceanographic Meteorological Laboratory
Phone 350-4104 (Miami)

Thomas A. Clingan, Jr.
BS in Engineering from
Coast Guard Academy
JD in Law from George Washington University
Law Professor - University of Miami
Phone 284-3642 (Miami)

TAB G TO SECTION III

3137 COMMUNICATIONS, LOCAL ALERTING, AND NOTIFICATION

3137.1 Initial notification of an oil spill should be made at any time, day or night, to any of the following Coast Guard operation centers:

Base Miami Beach	Station Ft. Lauderdale	Station Lake Worth
100 MacArthur Causeway	Bahia Mar Yacht Basin	Inlet
Miami Beach, Fla.	Ft. Lauderdale, Fla.	8th E. Riviera Beach
Phone 672-2021	Phone 522-1381	West Palm Beach, Fla.
		Phone 844-5030

3137.2 Notification should be made by the responsible party or by the Coast Guard to the appropriate local agencies listed below depending on location, type and size of the spill.

a. Miami Area

<u>AGENCY</u>	<u>PHONE NO.</u>	<u>REPRESENTATIVE</u>
Florida Dept. of Natural Resources (Marine Patrol)	373-5769 Office 235-6951 Home	T. L. Ewing
Dade County Pollution Control	635-7524	Bob Evans
U. S. Coast Guard District Seven	350-5623 350-5611	Intelligence & Law Enforcement RCC
Port of Miami	377-5877	Captain Waldron
Public Safety Department	377-7651	Sgt. Kirpinchik
Miami Police Department	377-7331	Capt. Maddox
Miami Fire Department	445-4321	L. L. Kenney
Miami Beach Fire Dept.	534-7511 531-7494	H. H. Albritton
Florida Power & Light Co. (if involved)	374-5355	A. D. Schmidt

b. Port Everglades Area

Florida Department of Natural Resources (Marine Patrol)	373-5769 Office 235-6951 Home	T. L. Ewing
Broward County Pollution Control Board	525-1641 Ext. 362,397,398 524-8385 Page units 2341,2335	Walter Marble

Port Everglades Authority (if in port area)	523-3404 945-6701 Miami	Charles G. Hamm
U. S. Coast Guard District Seven	350-5623 Miami 350-5611 Miami	Intelligence & Law Enforcement RCC
Ft. Lauderdale Police Dept.	527-2415	Desk Sargeant
Ft. Lauderdale Fire Dept.	522-1711	Fire Chief
Hollywood Police Dept.	922-5651	Desk Officer

c. Palm Beach Area

Florida Department of Natural Resources (Marine Patrol)	844-4363 Office 746-5762 Home	E. W. Phillips
Port of Palm Beach	842-2401 Day 844-4078 Night	J. E. Jaudon E. J. Whidden
U. S. Coast Guard District Seven	350-5623 Miami 350-5611 Miami	Intelligence & Law Enforcement RCC

In case of moderate or major spill notify

Palm Beach County Health Department	832-8561 746-7501	L. D. Lukin A. Mueller, Jr.
West Palm Beach Police Dept.	655-3211	Administrative Division
West Palm Beach Fire Dept.	833-5815	Chief J. Sloan, Jr.
U. S. Customs	844-3852	D. Zimmerman

3137.3 ADDITIONAL PHONE NUMBERS AND AGENCIES THAT MAY BE INVOLVED IN OIL SPILLS.

1. Federal Water Quality Administration

- a. Atlanta - 404-526-5936. FTS 404-526-5062
Al Smith, Chief of Special Programs
John R. Thoman, Regional Director
- b. Ft. Lauderdale - 525-0611, Ext. 234
John Hagan, Technical Director - 581-4218

2. U. S. Army Corps of Engineers

- a. Miami - 672-7718
E. Thacker Ross, Resident Engineer - 666-6692
- b. Jacksonville - FTS 904-791-2225
A. L. McKnight, District Chief of Operations 904-398-1235

3. Bureau of Customs

- a. Miami - 350-5261
Preston Rice
- b. Ft. Lauderdale - 523-1401
H. R. Bromwell
- c. Riviera Beach - 844-4393
George Dougan

4. Florida Department of Natural Resources

- a. Tallahassee - 904-224-7141, Night 904-785-6988
Harman Shields, Director of the Division of Marine Resources

5. Florida Department of Air and Water Pollution Control

- a. Tallahassee - 904-224-9226
Vincent D. Patton - Director
- b. Ft. Lauderdale - 524-5541
Frank Kleeman, Regional Engineer
Lynn Peyton, Chemist
- c. Ft. Pierce - 464-8525
Al Cox, Sub-regional Engineer

6. Port Pilots

- a. Miami - 672-7643 or 672-6316
Dick Lecain, Senior Pilot
- b. Port Everglades - 522-4491
I. G. Shuman, Jr., Senior Pilot
Harbor Master - 523-3404; 945-6701 Miami; 523-1812 Night
Harbor Master has list of recall numbers
- c. West Palm Beach - 844-1619; 844-5030 Night
George Fizel, Senior Pilot

TAB H TO SECTION III

3138 ^{EPA}~~FWQA~~/ CG BOUNDARY DELINEATION

1. The extent of Coast Guard boundaries within the COTP Miami area of responsibility are set forth below: (north to south)

- a. St Lucie Canal-to the St Lucie Lock
- b. Loxahatchee River-to a bridge 4500 yds upriver
from the S.W. Fork
North Fork-to a bridge 1000 yds upriver
from the mouth
S.W. Fork-to first bridges across canals
to south
- c. North Palm Beach Canal-to the U.S. 1 bridge
- d. West Palm Beach Canal-to bridge 200 yds east of RR
- e. Boynton Beach Canal-to the dam 300 yds west of RR
- f. Hillsboro Drainage Canal-to bridge 50 yds east of RR
- g. Pompano Beach Canal-to the RR bridge
- h. Middle River-to U.S. 1 bridge
- i. New River-to junction with Dania Cutoff Canal
- j. Tarpon River-to second bridge (1100 yds)
- k. Dania Cutoff Canal-to junction with New River
- l. Maule Lake Canal-to U.S. 1 bridge
- m. Oleta River-to first bridge (150 yds)
- n. New Arch Creek-to U.S. 1 bridge
- o. Little River-to U.S. 1 bridge
- p. Miami River (Miami Canal)-to obstr 2700 yds from S. fork
South Fork (Comfort Canal)-to dam 1600 yds upriver
- q. Coral Gables Waterway-to U.S. 1 bridge
- r. Snapper Creek Canal-to U.S. 1 bridge
- s. Black Creek-to dam 1100yds inland
- t. Goulds Canal-to dam 850 yds inland
- u. Canal south of Fender Pt-to Six Mile Rd
- v. Mowry Canal-to Six Mile Rd
- w. North Canal-to Six Mile Rd
- x. Florida City Canal-to Six Mile Rd
- y. Canal north of Card Pt-to a point 2000 yds inland

ATLANTA REGIONAL PLAN

SECTION IV OF APPENDIX I

3140 COTP Key West

3140.1 Area of Responsibility

- a. See Annex IV, paragraph 1481.7

3140.2 Guidelines

- a. Upon notification of an oil spill obtain the following information:

- (1) Name and telephone of reporting source.
- (2) Exact location of spill.
- (3) Estimate of amount and type of pollutant.
- (4) Source of pollutant.
- (5) Action being taken on scene to control pollution.

- b. Dispatch a Coast Guard investigating team. Compute tides and current for the area of the spill for use in future planning and action.

- c. Obtain the following information from the investigating team at the scene of the spill:

- (1) Any information indicated in paragraph a., if not already known.
- (2) Area covered by spill.
- (3) On scene wind and current.

- d. Classify spill and report to RCC in accordance with Annex G to CCGDSEVEN OPLAN NO. 1-(YR).

- e. Take action as indicated by the situation. Contact the Key West Fire Department and notify all other appropriate officials. Consider recalling additional personnel to assist in containing and controlling the spill.

- f. Ascertain product hazards and methods for combatting the spilled product.

- g. Consider regulation of vessel traffic in the spill area with the assistance of the pilots association. Utilize safe anchorages and request that the RCC issue a Notice to Mariners, as warranted.

- h. Contact the responsible party, if known, and determine what future action he plans to take.

ATLANTA REGIONAL PLAN

TAB A TO SECTION IV

3141 Critical Water Use Areas

3141.1 General

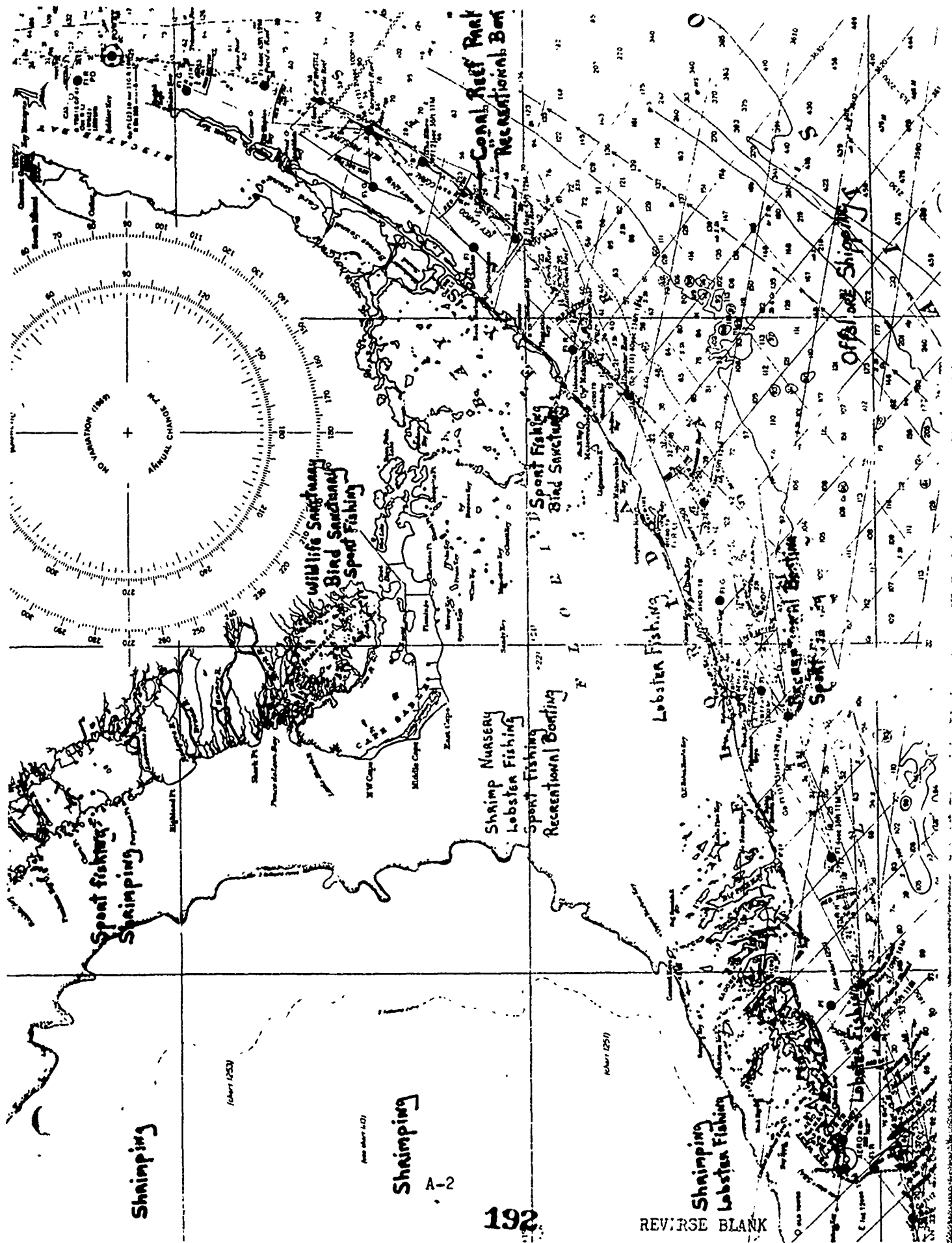
a. The COTP Key West area is unique compared to other areas of the United States in that it contains the only live coral reef in the continental United States. This reef extends almost the entire length of the Florida Keys and abounds with marine life.

b. Commercial fishing is comprised mainly of shrimping and lobstering. A shrimp nursery has been established by the State in Florida Bay and no commercial shrimping is permitted there.

c. Recreational boating, fishing and diving are done on a large scale year round due to the mild climate.

d. Offshore shipping is heavy.

e. The attached charts depict the different water uses throughout the Florida Keys.



AUTHORITIES
Compiled principally from larger scale charts issued by the U. S. Coast and Geodetic Survey, supplemented by information from charts of the Oceanographic Office U. S. Navy and British Admiralty

GULF STREAM CURRENTS
From investigation by the Coast and Geodetic Survey in 1885, 1886 and 1887

The direction and velocity of the current are indicated at each station by arrows the long arrow indicates maximum and the short arrow minimum velocity figures show knots

LOCALITY OF CURRENT STATIONS	TIME OF MAX. VELOCITY BEFORE MOONS TRANSIT
East of Fowey Rocks (5 stations)	9 ^h 00 ^m
South of Rebecca Shoal (5 stations)	9 ^h 20 ^m

NOTE A

See Chapter 2, Coast Pilot 5, for navigation regulations in this area. Refer to section number shown with the area designation. Consult the weekly Notice to Mariners and yearly Coast Pilot supplements for changes subsequent to the Coast Pilot edition date.

CAUTION

Temporary defects in aids to navigation are not indicated on this chart except where a buoy replaces a fixed aid. See Notice to Mariners

CAUTION

Numerous oil well structures exist in the water areas from Key West, Florida to Brazos Santiago, Texas. Some wells are submerged and capped. Within the indicated limits, Shallop Reef, Mustang, but outside the 10 fathom curve only those submerged structures of unknown depth and submerged structures covered less than 11 fathoms are charted.

See 1700 and 1100 series Lobster Fishing. Surface wells and wells submerged 11 fathoms or more, and safety fairways thru oil fields, are charted.

Shrimping

NAVAL OPERATIONAL TRAINING AREA 204-95
(see note A)

National Park

DISCONTINUED
SOUNDING AREA
STRATTON TRAIL

Offshore Shipping

ATLANTA REGIONAL PLAN

3142 TAB B TO SECTION IV CONTAINMENT, CLEANUP AND DISPOSAL TECHNIQUES

3142.1 The major operational consideration in any oil spill situation is that, if possible, the oil spill should be treated at sea to prevent the contamination of the coastline and attendant damage to the coastal ecology and economy. First efforts should be to stop further pollution at the source; second, it should be contained; and third, it should be removed. The combatant method will depend on such factors as the kind of oil, its age, the sea state, and type of waters (harbor, bays, open ocean), etc.

3142.2 Heavy oils are usually best contained and retrieved with vacuum equipment or dispersed with chemicals. Lighter oils may be contained until evaporated. Concentration of lighter oils in enclosed or poorly ventilated areas should be prevented, as should attempts to retrieve the mixture that might result in explosions. A blanket of foam reduces immediate fire hazard, but impedes the natural dissipation of the product. Extreme care must be used in operating any type of equipment in cleaning up lighter oils.

3142.3 A large amount of information on oil spills has been developed, but there is still insufficient in-depth technical information on oil spill combatant methods available on which to base a definite technical evaluation. In particular, it is pointed out that no port or section of coast in the world is capable at this time of combating a major oil spill without extensive damage to the economy and ecology. This area is no exception. Summary information on the operational effectiveness of the several means of combating oil spills follows:

a. Mechanical Containment. Mechanical booms are commercially available and have been successfully demonstrated in protected waters and around oil tanker loading docks. They are less effective in light chops or strong currents even in protected waters. Booms have not been effective in containing an oil spill in the open ocean. Air curtains are of assistance in harbors. On a new spill in a confined area it may also be possible to hold back the spread of the spill with fire hoses, boat screw wash or even helicopter rotor wash until booms can be put in position.

b. Mechanical Removal. Mechanical skimmers are commercially available for limited application in harbors. The rate at which these devices can collect oil is limited by the thickness of the oil on the water surface, the rate at which the oil-water mixture can be separated, the storage capacity of the vessel and the area swept. They have not proven of great value in recent incidents. No skimming device has been demonstrated to be effective under open ocean conditions. Septic tank cleaning trucks with vacuum type pumps operating from a barge towed by a tug were the most successful devices used in the recent St. Johns River Spill. This type equipment would not be effective under open ocean conditions. Where tankers are aground it is often appropriate to minimize the spill by removing oil from the vessel by pumping into barges. Belcher Oil Company has tugs, barges and pumps that could be used for this purpose.

ATLANTA REGIONAL PLAN

c. Chemical Dispersion. Chemical dispersion has been used more extensively than any other combatant method. Dispersants are most useful on freshly formed slicks of oil. At present chemical dispersion offers the most effective method of treating open ocean spills. The toxicity of chemical dispersants has led the Federal Water Quality Control Administration to establish the following policy on the use of chemicals to treat floating oils:

"Chemicals should not be used to emulsify, disperse, solubilize, or precipitate oil whenever the protection or preservation of (a) fresh water supply sources, (b) major shellfish or fin fish nurseries, harvesting grounds or passage areas, or (c) beaches is a prime concern.

Such chemicals should only be used in those surface water areas and under those circumstances where preservation and protection of water related natural resources is judged not to be the highest priority or where a choice as to resource preservation may make the use of such materials a necessary alternative.

Examples of areas and circumstances where the use of such chemicals might be acceptable are:

1. Where fire or safety hazards are present by the spill of a petroleum product.
2. Where large numbers of waterfowl may perish because of the proximity of floating oil.
3. Under certain conditions, as a "polishing" or final clean-up of light slicks of oil following mechanical removal of floating oils.

Chemicals that emulsify, disperse, solubilize or precipitate oil should be used only under the immediate supervision of the Federal Water Quality Control Administration except where it is judged that fire or safety hazards require the immediate application of such chemicals."

While chemicals may be dispersed contrary to this policy, the user is responsible for any damages incurred. Federal agencies will not use dispersants unless directed by the Department of the Interior to do so.

d. Physical Absorption. Inexpensive absorption materials such as straw and foam chunks which can be distributed easily, are available for the treatment of an oil spill with minimum damage to the ecology. The major limitation of absorption, however, is that the spent, oil soaked materials must be collected. Equipment now available for the spreading and collecting of these materials on open waters is ineffective. The material may be spread along the beaches and removed by earth moving equipment or plowed under. These materials are very difficult to collect at sea as they clog pumps. They may be used where the biology is of sufficient importance to preclude the use of chemical dispersants.

ATLANTA REGIONAL PLAN

e. Physical Sinking Methods. Sinking agents were used with some success in the Torrey Canyon disaster. Common sinking agents are sand, talc, lime and cement. However, systems for efficiently spreading sinking agents are not available for treating large spills on the open ocean. Little is known about the mechanism of sinking, and the behavior of sunken oil on the ocean floor and its effect on the bottom ecology. Until the long range effect of sunken oil is ascertained and effective methods of spreading sinking agents are developed sinking agents have limited application only.

f. Combustion. Small scale experiments on relatively calm waters have shown that oxidants and wicking agents can be used to augment the burning of freshly spilled oil, leaving a smaller amount of residue than 1/8 inch which remains after burning the oil without enhancement. However, the feasibility of improving combustion of a large spill on the open ocean has not been demonstrated. Burning would be effective on thick slicks of freshly spilled oil in calm waters if the hazards to ships and shoreline property could be minimized and the resulting air pollution could be tolerated. This method is not recommended at this time.

g. Biological Degradation. Biological seeding of oil slicks with special bacterial cultures is not especially effective for the treatment of an oil spill.

3142.4- Methods for COYP Key West

a. There is very little equipment specifically designed to combat pollution in the Florida Keys. There are plans to purchase containment devices, but at present there are none south of the Miami area.

b. The most effective method available in the Keys is using an absorbant. Straw and shredded foam rubber are the only absorbants available. This material must be used as described in 3142.3(d) of this TAB.

c. There is a small amount of chemical dispersant and sinking agent in the area, but should only be used in accordance with Annex X of this publication.

d. In the event of a spill beyond the capabilities of COYP Key West, immediate steps must be taken to contact Commander, Seventh Coast Guard District to obtain additional equipment and materials to combat the spill.

3142.5- Vacant

3142.6 - Control Techniques Table

CONTROL TECHNIQUES FOR VARIOUS CRITICAL USE AREAS

PRIMARY	SECONDARY	CONTROL TECHNIQUES									
		Mechanical Containment	Mechanical Removal	Chemicals Low-Toxicity	Chemicals Non-Toxic	Absorbents	Absorbents	Sinking Agents	Agitation	Combustion	Reduce Fire Hazard
POPULATION	ALL	R	R	O	R	R	R	N	R	N	R
WATER INTAKES	ALL	R	R	N	N	N	N	N	N	O	O
BEACHES	ALL	R	R	N	R	R	R	N	O	N	O
SHELLFISH	BOATING	R	R	N	O	R	R	N	R	N	R
SHELLFISH	FISHING	R	R	N	O	R	R	N	R	O	O
SHELLFISH	WATERFOWL	R	R	N	N	R	R	N	R	N	O
WATERFOWL	ALL	R	R	N	R	R	R	N	R	N	O
WILDLIFE	ALL	R	R	N	R	R	R	N	R	N	O
BOATING	ALL	R	R	O	R	R	R	O	R	N	R
OFFSHORE SHIPPING	--	O	R	R	R	O	O	R	R	R	O
FISHING	--	R	R	N	O	R	R	N	R	O	O

Code: R - Recommended
 N - Not Recommended
 O - Optional

NOTE: Consult annex X for any use of chemicals.

TAB C TO SECTION IV

3143Inventories and Commitments3143.1 Military

- a. U. S. Coast Guard
 - (1) 84 Personnel
 - (2) 5 40' UTB, 2 30' UTB
 - (3) 2 drums polycomplex
 - (4) 9 Portable pumps
- b. Navy - COMFAIRKWEST
 - (1) 15 - 20 helicopters available as needed
- c. U. S. Navy - Maintenance
 - (1) 3 bulldozers
 - (2) 20 dump trucks
 - (3) 2 front loaders
 - (4) 12 cranes
 - (5) Carbonized sand for small area
 - (6) Drew oil and grease emulsifying agent - 2 drums
 - (7) Personnel - Approximately 1,000 immediately and an additional 500 could be obtained.
- d. U. S. Navy - Surface operations
 - (1) Sludge Barge - 378,000 gal. capacity
 - (2) Donut Barge - 2,500 gal. capacity
 - (3) YFN Deck Cargo Barge - Large Deck space capable of carrying 15-20 vehicles
 - (4) Carbonized sand - 3,500 lbs.
 - (5) 4 yard tugs with firefighting equipment
 - (6) 4 portable pumps used to transfer oil from Donut Barge to Sludge Barge.

3143.2 Civilian

- a. Key West
 - (1) City of Key West
 - (a) 1 Dump truck
 - (b) 1 Front loader
 - (c) 1 crane - 35 ft. boom
 - (d) 1 Grader
 - (e) Small amount of sand
 - (f) 30 - 40 Fire Department personnel
 - (g) Firefighting equipment
 - (2) Toppino and Sons, Inc.
 - (a) 5 Bulldozers
 - (b) 4 Dump trucks
 - (c) 4 Draglines
 - (d) 6 Front loaders
 - (e) Several tons of sifted sand
 - (f) Personnel to run equipment

ATLANTA REGIONAL PLAN

- (3) Captain Kidd's Sani-Service 305-872-2538
 - (a) 1 1500 gallon pump truck
 - (b) 1 300 gallon pump truck
- (4) Capp's Trailer Supply 305-296-2069
 - (a) 1 500 gallon tank and pump on a trailer
- (5) Monroe County Mosquito Control District
 - (a) 1 Spay Plane - 145 gallon payload
 - (b) 1 Spray Plane - 180 gallon payload
 - (c) 1 pump truck - 5000 gallon capacity
- (6) Alexander Marine Salvage Co. 305-294-9187
 - (a) 1 45 ft. Tug with some firefighting capabilities
 - (b) 3 portable salvage pumps - 2 inch capacity (water only)
 - (c) 2 portable salvage pumps - 4 inch capacity (water only)
- (7) Smith and Son's Upholstery 305-294-2115
 - (a) 3 sheets of foam - 72 X 24 X 4 inches
 - (b) 50 lbs. of scrap foam

b. Marathon

- (1) State Road Department 305-743-6516
 - (a) 1 small bulldozer
 - (b) 1 small front loader
 - (c) 5 dump trucks
 - (d) Prisoners from state prison
- (2) Gaines Construction Company
 - (a) 3 bulldozers
 - (b) 2 Graders
 - (c) 2 Barges with draglines (3 ft. draft)
- (3) Marathon Fire Department
 - (a) Firefighting equipment
 - (b) 35 personnel

c. Islamorada

- (1) Approximately 15 privately owned dump trucks
- (2) 50 - 60 volunteers from various clubs in area; Elks, Rotary, Junior C of C., etc.
- (3) Quick Clean Septic Tank Service
Largo, Florida 305-852-8416
 - (a) 1 2000 gallon Pump truck

3143.3 Booms and other special equipment - At the present time there are no Spill Booms, skimmers or other specially designed containment equipment in the Key West Area.

ATLANTA REGIONAL PLAN

TAB D TO SECTION IV

3144 At present there is no trained Strike Force at COTP Key West. In the event of a pollution incident, all Group Key West Personnel would be utilized under the direction of COTP Key West. When training becomes available a definite Strike Force will be developed.

ATLANTA REGIONAL PLAN

TAB E TO SECTION IV

3145

POTENTIAL POLLUTION SOURCES

3145.1 Military Sources

a. Naval Station

- (1) NSFO (Bunker "C") 37,513 bbls (52 gal/bbl) in 2 tanks
- (2) Diesel 33,138 bbls (52 gal/bbl) in 5 tanks
- (3) Lube oil 10,000 gal. in 1 tank
- (4) Gasoline 10,000 gal. in 2 tanks
- (5) Two pipelines under main ship channel to fuel stowage area on small island.

(6) Last year the Naval Station fuel department brought in the following by tanker:

- (a) NSFO (Bunker "C") 135,680 bbls (52 gal/bbl)
- (b) Diesel 143,500 bbls (52 gal/bbl)
- (c) Gasoline 6,500 bbls (52 gal/bbl)
- (d) Lube oil 78,000 gallons

b. Naval Station Annex

- (1) NSFO (Bunker "C") 82,539 bbls (52 gal/bbl) in 3 tanks
- (2) Diesel 69,369 bbls (52 gal/bbl) in 4 tanks
- (3) Lube oil 30,000 gallons in 1 tank
- (4) Gasoline 12,000 gallons in 1 tank
- (5) Oil products brought in to the Naval station include amounts brought into the Naval Station Annex.

c. Naval Air Station

- (1) JP-4 (Jet Fuel) 750,000 gallons in 4 tanks
- (2) Aviation Gasoline 457,000 gallons in 6 tanks
- (3) Deliveries are made by tanker to the Naval Station Annex which transfers the oil to the Naval Air Station by pipeline. The pipeline runs under both land and water.

(4) The Naval Air Station has drawn up contract specifications for the following FY 71:

- (a) JP-4 (Jet Fuel) 18,464,892 gallons
- (b) Aviation Gas 1,071,672 gallons

3145.2 Civilian Sources in Key West

- a. Gulf Oil Corporation Total Capacity - 495,000 gallons
- b. Sinclair Refining Co. Total Capacity - 75,000 gallons
- c. Cities Service Oil Co. Total Capacity - 74,000 gallons
- d. Standard Oil Co. Total Capacity - 1,465,000 gallons
- e. Westinghouse Desalinization Plant Total Capacity - 6,000 bbls (230 gal/bbl)
- f. City Electric System Total Capacity - 1,074,000 gallons
- g. Approximately 21 Marinas Total Capacity - 500 gallons of gasoline average storage per marina.

ATLANTA REGIONAL PLAN

3145.3 Civilian Sources in Marathon

a. 5 marinas
gasoline average stowage per marina.

Total Capacity - 500 gallons of

3145.4 Civilian Sources in Islamorada

a. 25 Marinas
gasoline average storage per marina.

Total Capacity - 500 gallons of

3145.5 Barge Deliveries

a. Belcher Towing delivered 964,704 bbls (. gal/bbl) to Key West
in calendar year 1969.

3145.6 Tankers

a. Tankers transitting the Florida Keys area present a very real
potential source of pollution. The reef that extends the length of the
Keys and the large number of ships transitting the area combine to create
a real hazard.

(ATLANTA REGIONAL PLAN

TAB F TO SECTION IV

3146 Scientific Community Section

a. List of interested institutions in the COTP Key West area

- (1) State of Florida
Division of Marine Resources
Bureau of Marine Sciences
Key West, Florida
305-294-4053
- (2) Inmont Corporation
Marathon, Florida
305-743-3175
- (3) Ray Maloney
Aqua Culture
Shark Key, Florida
305-294-0520
- (4) Don Sweat - Bill Drummond
Sea Farms, Inc.
Key West, Florida
305-294-9561
- (5) University of Miami
Marine and Atmospheric Sciences Department

Fisheries Science Division
305-350-7351

Oceanography Division
305-350-7411

Marine Biological Field Station
Pigeon Key, Fla.
305-743-6175

b. Notification of Advisory Group

(1) In the event of a pollution incident the advisory group will be notified by telephone. Upon notification of an incident the advisory group will assemble and assist in determining the methods to be used in cleaning up the spill.

ATLANTA REGIONAL PLAN

TAB G TO SECTION IV

3147 Communications, Local Alert and Notification

3147.1 Interested Local Parties

a. Key West Area

- (1) Florida Marine Patrol (Officer BENNETT)
Phone - 305-743-6459 (Marathon)
- (2) County Health Dept- Mr Wells
Phone - 305-294-1021
- (3) Key West Fire Dept
Phone - 305-296-2828
- (4) COMKWESTFORCE
Phone - 305-296-3511
- (5) City Manager
Phone - 305-294-3721, then ask for City Manager's office

b. Marathon Area

- (1) Florida Marine Patrol - Officer Bennett
Phone - 305-743-6459

c. Islamorada Area

- (1) Florida Marine Patrol - Officer Bennett
Phone - 305-743-6459

3147.2 Notification

a. Interested parties shall be notified immediately of a pollution incident in their area by telephone.

3147.3 On Scene Communications

a. Communications with civilian or military forces, other than Coast Guard, shall be conducted by telephone.

b. Communications between Coast Guard units shall be on 157.1 MHZ (primary) or 2670 KHZ (secondary).

TAB H TO SECTION IV

3148 ^{EPA}~~FWQA~~/ CG BOUNDARY DELINEATION

1. Coast Guard COTP Key West responsibility will extend to the general boundaries set forth in Annex IV, paragraph 1408.1-7, with the exception of the mainland area of Florida within those general boundaries. Secondary support can still be provided by COTP Key West on the mainland area; however, due to its remoteness from Key West, initial investigation and response will be provided by the FWQA.

SECTION V OF APPENDIX I

3150 COTP Tampa

3150.1 Area of Responsibility

a. Refer to Annex IV, paragraphs 1407 and 1408.

b. In general, the Captain of the Port Tampa area of jurisdiction extends along the west coast of Florida from the Fenholloway River south to Cape Romano and inland for approximately 10 miles.

3150.2 Guidelines

a. Upon notification of an oil spill obtain the following information:

(1) Name and telephone number of reporting source.

(2) Exact location of spill.

(3) Estimate of the amount and type of pollutant.

(4) Source of pollutant.

(5) Action being taken on scene to control pollution.

b. Dispatch a Coast Guard investigating team. Compute tides and current for the area of the spill for use in future planning and action.

c. Obtain the following information from the investigating team at the scene of the spill:

(1) Any information indicated in paragraph (a.), if not already known.

(2) Area covered by slick.

(3) On scene wind and current.

d. Classify spill and report to RCC in accordance with Annex G to CCGDSEVEN OPLAN NO. 1-(YR).

e. Take action as indicated by the situation (refer to TAB C). Contact the Tampa Fire Department and notify all other appropriate officials. Consider recalling additional personnel to assist in containing and controlling the spill.

f. Ascertain product hazards and methods for combatting the spilled product.

g. If the spill presents a possible fire hazard, contact the Tampa Fire Marshall for his determination in this matter. If a fire hazard exists, secure all welding operations in the area of the spill.

h. Consider regulation of vessel movement in the spill area with the assistance of the pilots association. Utilize safe anchorages and request that RCC issue a Notice to Mariners, as warranted.

i. Contact the responsible party, if known, and determine what future action he plans to take.

XX-I-V-2

TAB A TC SECTION V

3151 Critical Water Use Areas

3151.1 The primary and all secondary uses of all waters within the Tampa Captain of the Port area of responsibility are contained in this section. Primary uses of water are underlined on the charts.

3151.2 Parts of the following counties are covered by the charts in enclosure (1):

<u>Chart No.</u>	<u>County</u>
1 (page A-2)	Taylor, Lafayette, Dixie
2 (page A-3)	Dixie, Levy
3 (page A-4)	Levy, Citrus, Hernando, Pasco
4 (page A-5)	Hernando, Pasco, Pinellas
5 (page A-6)	Pinellas, Hillsborough, Manatee
6 (page A-7)	Pinellas, Hillsborough, Manatee, Sarasota
7 (page A-8)	Manatee, Sarasota, Charlotte
8 (page A-9)	Charlotte, Lee
9 (page A-10)	Lee, Collier
10 (page A-11)	Collier, Monroe

3151.3 Water Intakes: For the most part, the water supply on the West Coast of Florida is taken from underground wells. There are, however, several surface water intake locations:

- a. Tampa - from the Hillsborough River, just above the dam near 30th Street.
- b. Manatee County - from the Manatee River, just above the dam, 12 miles north of Highway 64.
- c. Bradenton - from Ward Lake, which is part of the Braden River, 1 1/2 miles south of Highway 70.
- d. Port Charlotte - from the Fordham waterway 1/2 mile southwest of Port Charlotte.
- e. Punta Gorda - from Shell Creek, 2 miles southeast of Peace River. Shell Creek empties into Peace River 5 miles east of Punta Gorda.
- f. Lee County - from the Caloosahatchee River, above the first lock.

ATLANTA REGIONAL PLAN

coastline
Finfish
50% commercial
50% sport

Secondary:
shellfish
duck hunting
sponge

sponge

recreational
boating

finfish

shellfish
duck and other wild life
Deadman Bay

sponge

General

Desolate area with few
beaches. Primary use
is for recreational
boating; sport and some commercial
fishing, duck hunting, and sponge
fishing, shellfishing (primarily
shrimp), and as a minor nursery area
are the secondary uses.

209

finfish

shellfish

Drum Point

ATLANTA REGIONAL PLAN

A - 3

General
Sparsely populated area
 Primary use, with local exceptions,
 is recreational boating and sport
 fishing. Secondary uses-sponge beds,
 shellfish beds, finfish, waterfowl, and
 wildlife. Shipping is limited
 to Cedar Key. Shallow, rocky
 waters and deep grass make much of
 this coastline an excellent nursery area.

sponge

recreational fishing

sponge

sponge

rocky coast

Horseshoe Point

finfish
 turtle
 duck hunting
 shellfish

Big Pine Island

nursery area

finfish
 shellfish

Swananoo Reef

CEAR

North Key

EDWARDS NATIONAL WILDLIFE REFUGE

Seahorse Key

refuge

Snake Key

Shipping

shellfish

finfish

sponge

Waccasassa Reef

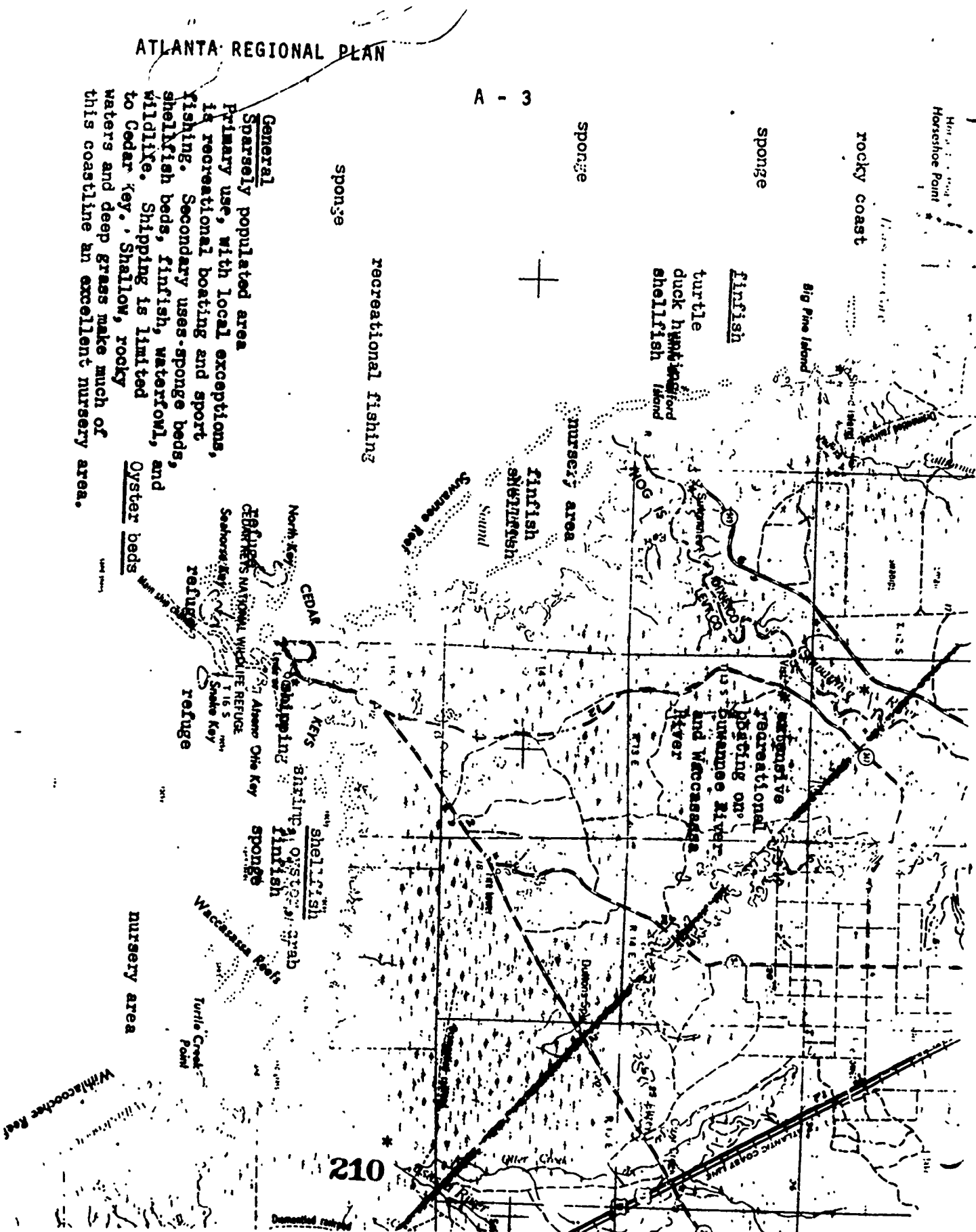
Turtle Creek Point

nursery area

Whitlatch Reef

210

Donated



ATLANTA REGIONAL PLAN

age

shellfish

finfish

extensive shell
boating on Crystal River

Nursery area

shellfish

sponge

shellfish

finfish
recreational boating
sport fishing
commercial fishing
waterfowl

Green Point

St. Martins Key

Homosassa Point

CHASSAHOWITZ CO.

nursery

Chassahowitzka Point

wild life

refuge

WILDLIFE INTERNATIONAL

Chassahowitzka River

shallow
and
rocky

excellent
nursery area

sponge

General

Rocky and shallow
waters provide good
breeding grounds.
Sparsely populated.
Primary use, for the
most part, is shellfish.
Secondary uses as labeled.

shellfish

finfish

nursery
area

ATLANTA REGIONAL PLAN

sponge

A - 5

mostly smallish
shallow water

General

North of New Port Richey
sparsely populated with
ideal coastal breeding grounds
due to shallow, rocky waters
with an abundance of deep grass.
Tarpon Springs is the
center of the
sponge industry of
Florida's west coast.

nursery area

finfish
shellfish
recreational boating
sport and commercial
fishing
waterfowl

sponge

fishing reef

skindiving
and
sport fishing

#4 Blinker

closed

shrimp

area

ANCLOTE KEYS

wildlife

ANCLOTE KEYS

WILDLIFE REFUGE

Anclole Keys Lighthouse

(open to
net fishing)

Heavily
populated area

numerous
beaches and
state parks
shellfish
finfish

nursery area

finfish

mostly smallish

shallow water

water

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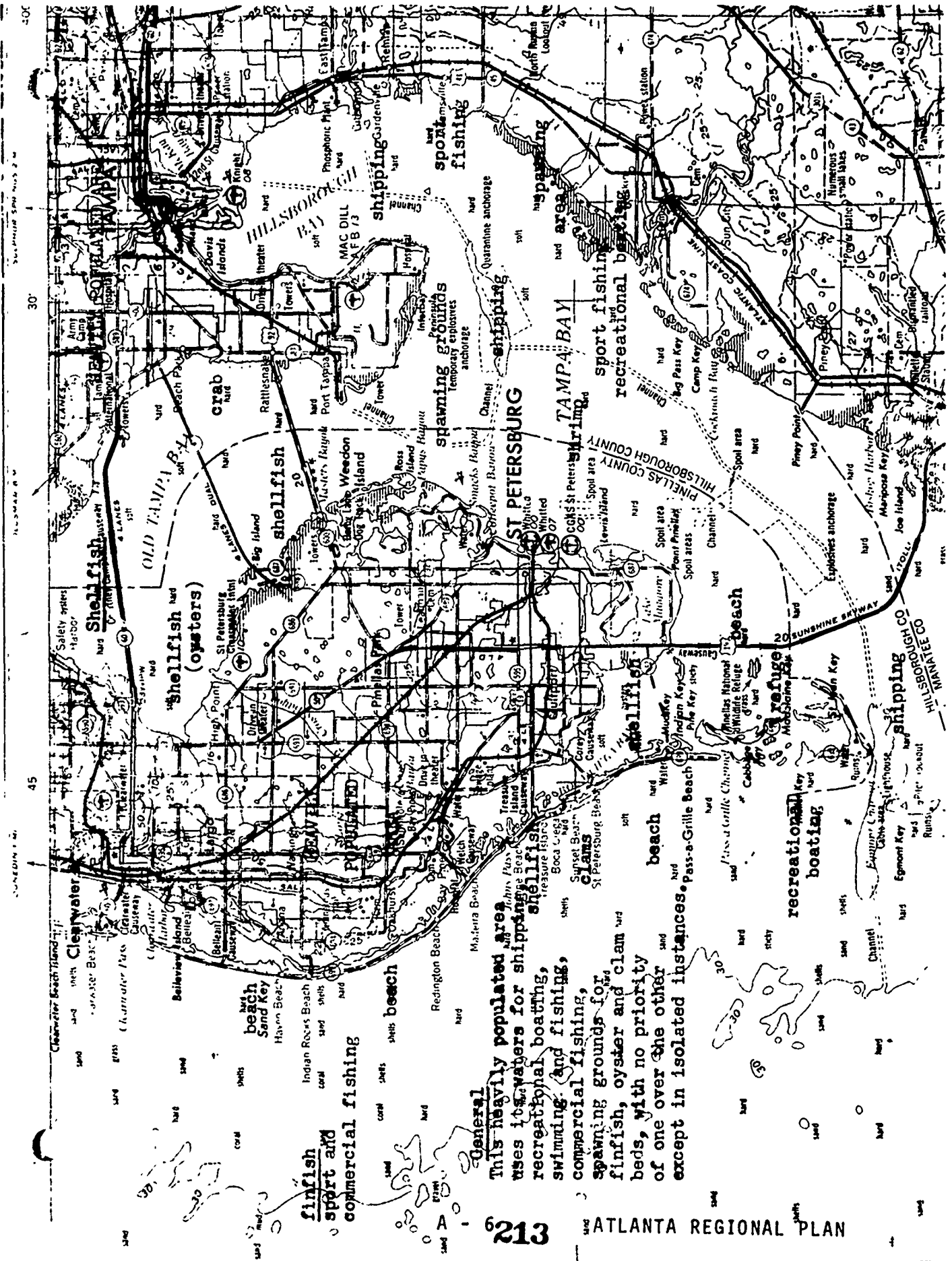
deep

shallow

deep

shallow

deep



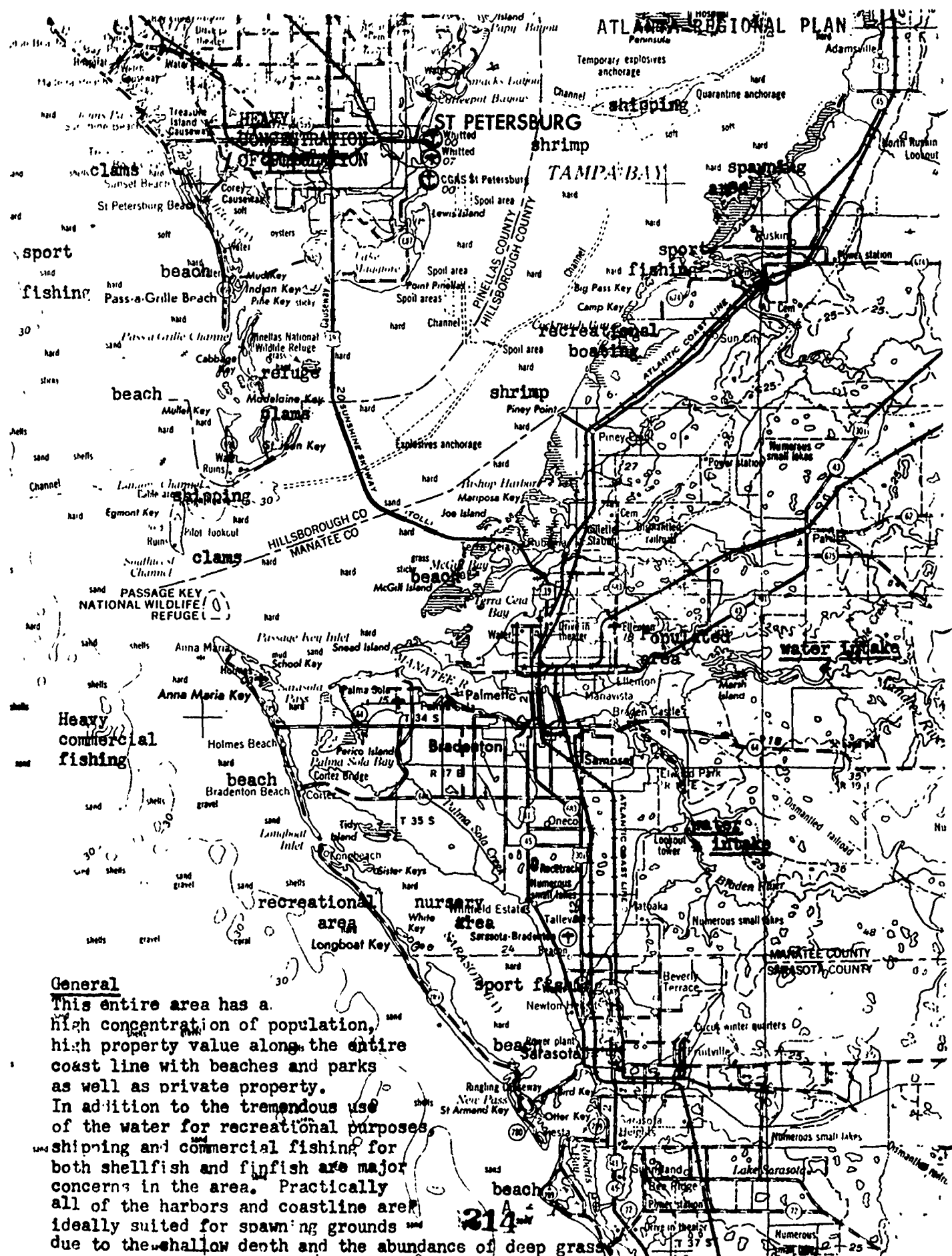
**finfish
sport and
commercial fishing**

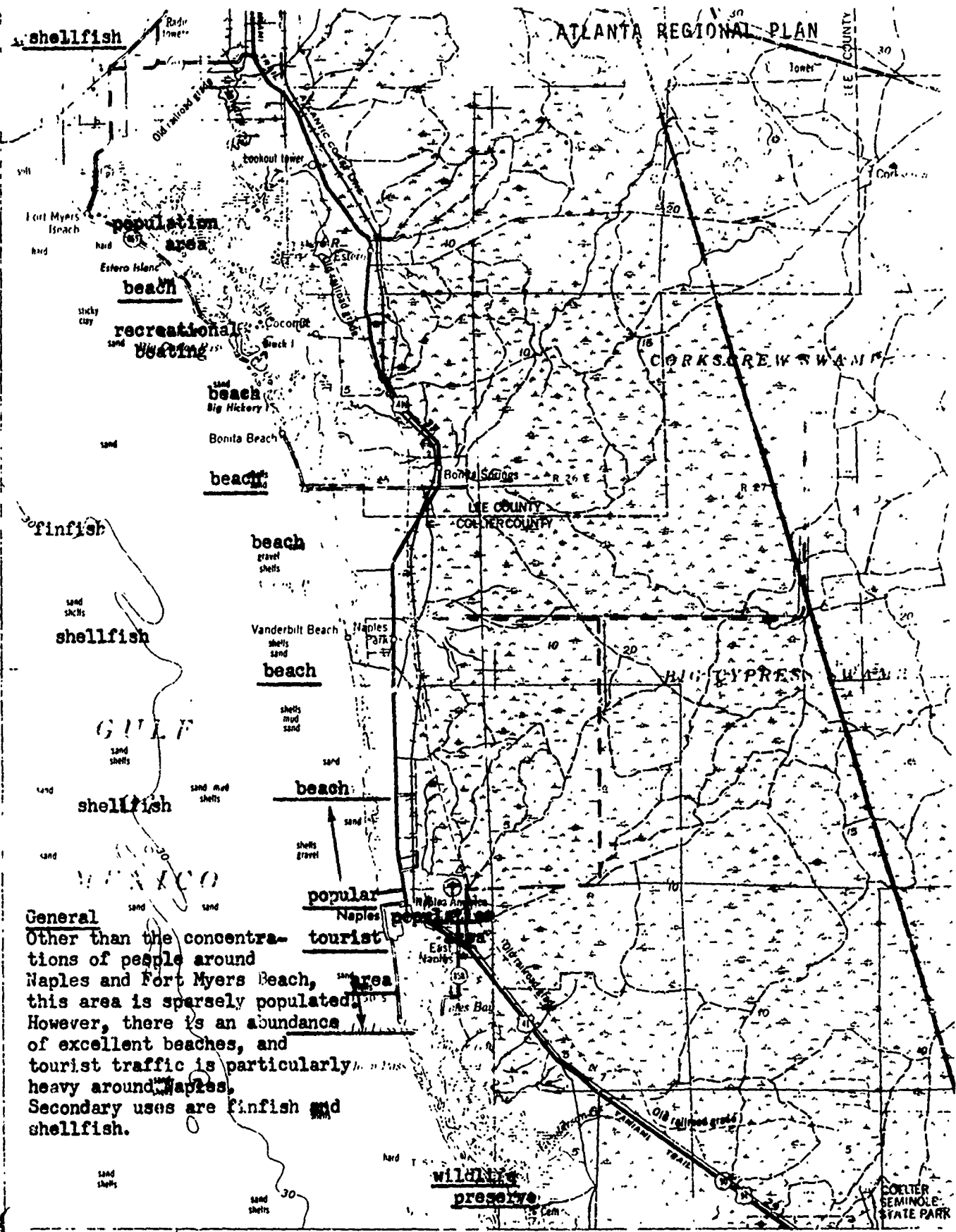
General

This heavily populated area uses its waters for shipping, recreational boating, swimming, and fishing, commercial fishing, spawning grounds for finfish, oyster and clam beds, with no priority of one over the other except in isolated instances.

**recreational
boating**

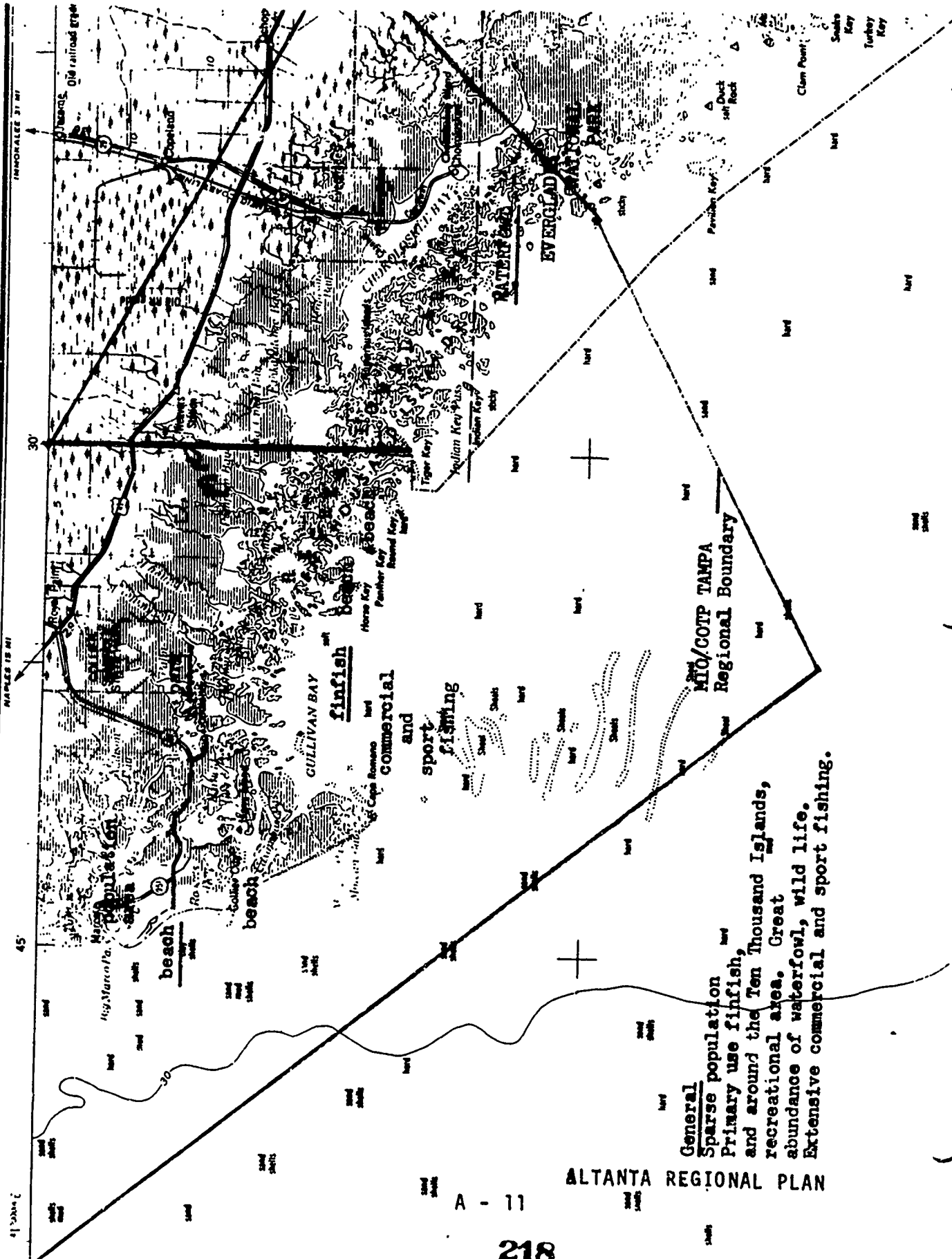
shipping





General

Other than the concentrations of people around Naples and Fort Myers Beach, this area is sparsely populated. However, there is an abundance of excellent beaches, and tourist traffic is particularly heavy around Naples. Secondary uses are finfish and shellfish.



ALTANTA REGIONAL PLAN

A - 11

TAB B TO SECTION V

3152 Containment, Cleanup and Disposal Techniques

3152.1 Introduction: In any spill, priority must be given to preventing or minimizing environmental contamination or ecological damage through containment means. In turn, containment will entail: (1) stopping further spill from the oil source, and (2) preventing the spread of what oil had spilled. Simultaneously with containment measures, consideration must be given to the other hazards posed by a spill as dictating what actions should be taken. As an example, containment of the more volatile and explosive petroleum products in a populated area, or where it might be easily ignited, might very well create a more serious hazard than to permit normal spread and evaporation. Generally speaking, the situation encountered will be the determining factor in what course of action best corrects the problem.

a. Policy: From the experience of the Tampa Bay spill, the length of time necessary to get containment devices to the scene of a spill is a critical factor. Delays of one or two hours, particularly with wind or current present, can permit a spill to achieve such a spread as to make containment impossible. Therefore, policy to be followed in the event of the notification of any spill - even before full details on quantity or extent of spill is known - shall be to get the nearest boom to the scene without delay. It is realized that such a policy may entail needless expenditure of effort for most minor spills reported. However, this waste is outweighed by the possible gain when and if a larger spill can be immediately brought under control.

b. Initial Actions: Upon being notified of a spill, the following actions shall be taken:

(1) Attempt to have nearest personnel to scene (city officials, fire department, responsible party, other federal personnel, etc.) to get to scene as soon as possible. If possible, shut off pollution source. Attempt to contain spill by available booms or, if none available, by any make-shift boom. Any length of floatable material (e.g. hose, rope), although not highly effective as a boom, can serve to retard pollutant spread.

(2) Dispatch a team by boat, vehicle or helicopter to investigate spill to determine type and quantity of material, source and threat to water-related resources. Simultaneously, dispatch nearest available oil boom to the scene.

(3) Activate this contingency plan. Notify local authorities as appropriate.

(4) Classify spill and report to Regional Response Center (Commander, Seventh Coast Guard District).

(5) In the event the size of a spill may exceed the capacity of readily-available booms in the area, make provisions for additional boom to be shipped into area. This can best be accomplished by contacting the Regional Response Center and advising additional equipment requirements.

(6) Set up a Command Post. Provide the following:

- (a) Space and telephones for a staff of six.
- (b) Radio communication network for coordination of field operations. Florida Marine Patrol, Civil Defense centers and/or local fire departments can usually fulfill this need.
- (c) Equipment storage depot (20,000 square ft. minimum).
- (d) Boat landing facilities.
- (e) Periodic aerial surveillance.

3152.2 Containment Techniques

a. Introduction

(1) The circumstances of each spill incident will be the primary factor in determining what course of action shall be followed to contain a pollutant. The methods and techniques included here are guidelines only and not intended to restrict operational personnel from modifying these actions to suit the needs of the situation. In every major spill during recent years, the one common factor was that each spill was completely different. To quote from an article entitled "Oil Spill Report" in Gulf Corporation's February 1970 issue of Orange Disc - "An oil spill dictates its own terms: the hour, the weather, the terrain, the conditions. If there was one quality that marked both the TORREY CANYON and OCEAN EAGLE tanker disasters in equal measure, it was the amount of ingenuity that was placed on demand to cope with these unpredictable, aggressive and mobile situations for which there were no effective precedents." From personal experience, this same quality was found in the Tampa Bay spill. There is every reason to expect that similar demands of future spills will require imaginative and innovative responses on the part of operational personnel.

(2) For all spills, regardless of location, which involve grounded or leaking tankers or barges, initial efforts should also be directed at removing the oil from the vessel. This can be accomplished by pumping oil into barges or other tankers. Consideration should also be given to employing air droppable pump and bladder system currently under development under Coast Guard contract.

b. Offshore Spills

(1) Booms - The present state of the art is such that no effective containment device has been developed for open waters. Still, every effort will be made to use whatever equipment is available. Although certain types of booms, e.g., smaller size Slickbar booms, are ineffective

in open water, they still might retard the initial spread of oil. Any time gained in this manner might permit additional and more suitable equipment to arrive on scene. One of the more effective type booms available in this area is T-T type fence. The high apron and ability to withstand considerable pressure make this boom suitable for slight wave action. If the spill occurs from a single stationary source, e.g. grounded vessel or barge, then priority will be given to getting as much T-T fence or other booms available to the scene to enclose an area around the vessel. If the spill is from a non-stationary source, e.g. drifting vessel, or if the spill is from an unknown source and already covers an extended area, then boom containment will be virtually impossible. In that event, then Annex V, Dispersant Schedule, should be consulted as to possible chemical dispersion.

(2) Barriers - In the event of an extended spill which threatens shoreline areas, priority will be given to setting up barriers across any shore openings (channels, cuts, etc.) by the use of appropriate booms, ships, barges, etc.

(3) Air Booms - not practical for offshore.

c. Protected Water Spills

(1) Booms - In the relatively calm waters of bays, sounds, rivers, etc., there is a greater possibility of successful containment by mechanical means. Experience has shown that this is not always possible, but, in any event, priority will be given to containment as affording the best means of minimizing ecological damage.

(2) Barriers - The On-Scene Commander will weigh the various factors involved in a spill, i. e. geographical location, physical configuration, ecology, etc., and set up a priority system of areas to be protected. From a practical view, the length of shoreline, even in protected waters, will probably make complete booming impossible. Thus a priority system must be developed which will have the greatest effect on minimizing the extent of contamination.

(3) Air Booms - may be used but will be of limited effectiveness.

d. Inner Harbor Spills

(1) Booms - Mechanical containment has proven to be fairly effective in harbor areas. Available booms should be dispersed to critical areas or areas of high spill probability. For spills occurring within a slip, booming across the slip opening will be effective. In open pier areas, booms around the vessel, barge, or any other pollutant source should be placed in position. In restricted channels, booms should be placed across both upriver and downriver directions so as to contain spills in the event of a current change.

(2) Barriers - Use of booms recommended.

(3) Air Barriers - Would be most effective in inner harbors. If possible, critical areas or areas of high spill potential should have installed air barrier systems.

3152.3 Cleanup and Disposal Techniques

a. Offshore Spills

(1) Mechanical Removal - There is no equipment available that is effective for open sea removal of oil films. However, if existing conditions are such as to permit the use of skimmers, vacuum pumps, etc., then every attempt should be made to employ this method.

(2) Physical absorption - Lack of suitable recovery means offshore makes this impractical in open waters.

(3) Combustion - In open waters, this could be the most effective means of removing the oil from water. Extreme caution must be exercised to prevent other damage resulting from any fire getting out of hand. Combustion may be difficult to ignite or maintain unless sufficient oil is present. A product called Sea Beads under development by Corning Glass Company has been demonstrated to be moderately effective for sustaining combustion of even the heaviest oils. Although the product is not yet on the market, the possibility of it being available should be kept in mind.

(4) Chemicals - See Annex X.

b. Protected Water Spills

(1) Mechanical Removal - This method should be given highest priority as it is usually more effective and simplifies any disposal problem.

(a) Skimmers - low capability of available skimmers makes them suitable for only small spills.

(b) Vacuum trucks - offer best hope of success. These trucks operate on a vacuum principle which permits as much as 250 feet of hose to be extended. Thus along shoreline areas, every attempt should be made to trap or contain oil on surface at locations where vacuum trucks could operate. This method was effectively employed in the Tampa Bay spill. The use of vacuum trucks on top of a barge should also be considered. When using vacuum trucks, periodically drain water from bottom of tank to increase efficiency of this operation.

(2) Physical absorption - If direct removal cannot be accomplished, then absorption methods should be attempted. For shoreline areas, this may be the most effective means of removing thin oil films. Use of absorbers also has the advantage of holding film together and minimizing spread.

(a) Straw - highly absorbent and fairly inexpensive. Also has the advantage of being readily available in quantity. Do not use hay as this does not have the absorption qualities of straw.

(b) Polyurethane foam - has the advantage of easy dispersion and recovery. This substance also has the property of being reusable.

(c) Other absorbents - in many instances, the quantity of absorbent required may be so great that no one substance is available in the required amounts. Therefore, other absorbents may also be used depending upon the availability of the product. The slight differences in effectiveness are such so as not to make any one substance preferable.

(3) Combustion - Not to be used.

(4) Chemicals - See Annex X.

c. Inner Harbor Spills

(1) Mechanical Removal - Comments for Protected Waters also apply here. In this instance, it should be easier to contain a spill and, therefore, the simplicity of direct removal (usually by vacuum trucks) makes this the preferred technique.

(2) Physical absorption - Use on lighter films and only when direct removal cannot be accomplished.

(3) Combustion - Not to be used.

(4) Chemicals - See Annex X.

d. Control Techniques for Various Critical Water Use Areas

(1) The following table is a general guideline on various techniques.

CONTROL TECHNIQUES FOR VARIOUS CRITICAL USE AREAS

PRIMARY	SECONDARY										
		Mechanical Containment	Mechanical Removal	Chemicals Low-Toxicity	Chemicals Non-Toxic	Adsorbents	Absorbents	Sinking Agents	Agitation	Combustion	Reduce Fire Hazard
POPULATION	ALL	R	R	O	R	R	R	N	R	N	R
WATER INTAKES	ALL	R	R	N	N	N	N	N	N	O	O
BEACHES	ALL	R	R	N	R	R	R	N	O	N	O
SHELLFISH	BOATING	R	R	N	O	R	R	N	R	N	R
SHELLFISH	FISHING	R	R	N	O	R	R	N	R	O	O
SHELLFISH	WATERFOWL	R	R	N	N	R	R	N	R	N	O
WATERFOWL	ALL	R	R	N	R	R	R	N	R	N	O
WILDLIFE	ALL	R	R	N	R	R	R	N	R	N	O
BOATING	ALL	R	R	O	R	R	R	O	R	N	R
OFFSHORE SHIPPING	--	O	R	R	R	O	O	R	R	R	O
FISHING	--	R	R	N	O	R	R	N	R	O	O

Code: R - Recommended
 N - Not Recommended
 O - Optional

NOTE: Consult Annex X for any use of chemicals.

TAB C TO SECTION V

3153 Inventories and Commitments

3153.1 General

a. Civil Defense has numbers, names and entres to a lot of facilities which could be useful. For this reason, we list the following area coordinators:

- (1) North Florida Civil Defense Area
Walter H. Murphey, Coordinator
830 Edwards Road, Starke, Florida 32091
Home Phone: 904-474-4013
Business Phone: 904-964-5305

Covering the following counties: Hernando, Citrus, Levy, Dixie and Taylor.

- (2) Central Florida Civil Defense Area
L. M. Ballard. Coordinator
Jct. Huey St. & SR 44A
P. O. Box 207, Wildwood, Florida 32785
Home Phone: 904-794-5801
Business Phone: 904-748-1616

Covering the following counties: Manatee, Pinellas, Hillsborough and Pasco.

- (3) South Florida Civil Defense Area
John E. Buchanan, Coordinator
Jonathan Dickinson State Park
P. O. Box 1038, Jupiter, Florida 33458
Home Phone: 305-842-1906
Business Phone: 305-746-4536

Covering the following counties: Collier, Lee, Charlotte and Sarasota.

b. Florida Marine Patrol has constant patrols on water and land and in the air throughout the Captain of the Port Tampa area of responsibility. This is the state agency responsible for pollution control under Florida Law. There are four stations in this area: one at St. Petersburg, consisting of 15 men and 19 boats, with 11 on patrol at all times, either on water or by land; one at Tallahassee, one at Crystal River, and one at Fort Myers, each with approximately 10 men each and a corresponding number of boats and cars on patrol - extensive radio communication between units and Civil Defense. These men and facilities are available not only for surveillance and notification of spills, but for any assistance they can render.

- (1) Area Two (Franklin, Wakulla, Leon, Suwannee, Taylor, Jefferson, Madison, Hamilton and LaFayette)

Lt. J. H. Dodson
Larson Building
Tallahassee, Florida 32304
Home Phone: 904-877-4440
Business Phone: 904-224-7141

- (2) Area Three (Columbia, Dixie, Citrus, Alachua, Levy, Marion, Lake, Sumter, Gilchrist and Hernando)

Lt. D. F. Williams
County Building
Crystal River, Florida 32629
Home Phone: 904-746-3276
Business Phone: 904-795-3977 or 3978

- (3) Area Four (Pasco, Pinellas, Hillsborough, Polk, Manatee and Hardee)

Lt. R. G. Guess
7227 Central Avenue
St. Petersburg, Florida 33710
Home Phone: 813-343-4049
Business Phone: 813-345-0591 or 9480

- (4) Area Five (Sarasota, Desota, Highlands, Charlotte, Glades, Lee, Hendry, Collier)

Lt. B. E. Hendrix
1818 Jackson Street
Fort Myers, Florida 33901
Home Phone: 813-332-7241
Business Phone: 813-334-8963

- (5) Department of Conservation Marine Lab.
Post Office Box F
St. Petersburg, Florida 33731
Telephone: 813-896-8626

- (6) Crystal River Field Laboratory
c/o Florida Power Corporation
Post Office Box 276
Crystal River, Florida 32629
Telephone: 904-795-4572
Fla. Power Corp. telephone:
904-795-2161 or 2162

3153.2 Resources and personnel available for combating oil spills for each country in the Captain of the Port Tampa area of jurisdiction.

a. Collier County

- (1) Mr. Bernie Jones, Coordinator
Acting Supervisor, Sanitation Dept.
Telephone: 813-649-1985
- (2) Can possibly locate 500 bales of hay.

b. Lee County

- (1) Mr. Randall Stott, Coordinator
Supervisor of Sanitation
Telephone: 813-335-1146
- (2) Approximately six septic tank trucks in county.
 - (a) Collier Septic Tank Co.
1 - 1600 gallon vacuum pumper
Telephone: 813-334-8585, day;
813-332-8501, night
 - (b) Crews Septic Tank Co.
2 trucks
Telephone: 813-337-6521 day;
813-694-1409 night
 - (c) Florida Sanitation
1844 Grance Avenue
Fort Myers, Florida
2 trucks
 - (d) Lee Septic Tank Co.
1 truck
Telephone: 813-936-1155
- (3) Fort Myers Fire Department
Telephone: 813-334-6222
Assistant Chief Anderson
Radio contact with whole county except Boca Grande
5000 G.P.M. pumping capacity
- (4) Boca Grande Fire Department
Telephone: 813-964-2345

(5) Florida Power and Light Company at Tice,
Florida

(a) 1 boom in place

(b) 2 tugs

(6) Bahia grass hay in good quantity available locally.

(a) Commercial source of hay - Mulloy & Moore. Telephone: 813-694-3146

(7) Belcher Oil Company, Boca Grande, Fla.

(a) One chemical trailer (mobile) with chemicals.

(b) Griggs-Stratton 8 h.p. pump.

(c) One tug fitted with chemical applicator.

c. Charlotte County

(1) Mr. Thomas Norby, Coordinator
Telephone: 813-639-1181

(2) 4 privately owned septic tank pump trucks available.

(3) 5 volunteer Fire Department pumpers.

(4) 1 privately owned (GDC) pumper.

(5) 7 privately owner (GDC) portable pumps.

(6) 6 City and County owned portable pumps.

(7) 10 privately owned floats 9'x20"x10".

(8) Heavy equipment and vehicles from Mosquito Control, City of Punta Gorda.

(9) Small number of telephone poles.

d. Sarasota County

(1) Mr. William Cameron, Coordinator
Sanitary Engineer
telephone: 813-955-8101

- (2) 10 septic tank trucks available
(Names and types in hand)
- (3) Florida Power and Light pole yards
with 20 to 40 poles each, in 30, 35,
40 and 45 foot lengths, located:
 - (a) Whitfield Estates
 - (b) MacIntosh Road
 - (c) Venice
 - (d) Englewood
 - (e) Bradenton
- (4) Hay - circus grounds, Venice; several
ranches in area.
- (5) Sarasota City Fire Department
Numerous hose, nozzles and eductors
1 250 gal. pump with 3 in. hose
- (6) Northeast fire District
2 pumps with 2-1/2 in. hoses, available
for use on a boat.
- (7) South Trail Fire Department
Numerous pumps available for shore side
use only.
- (8) Radio Communications:
Civil Defense Network, Fire Network,
Civilian Band Network.
- (9) Boats:
1 County owned airboat
- (10) Aircraft:
Local Civil Air Patrol

e. Manatee County

- (1) Department of Environmental Engineering
 - (a) Mr. Angeledis, Director, County
Coordinator. Telephone: 813-744-3531
- (2) Septic tank trucks
 - (a) 12 trucks

- (b) Mr. Angeledis to control
- (3) Hay and straw, Mr. Angeledis to coordinate.
- (4) Civil Defense
 - (a) Mrs. Eva Miller, Director
 - (b) Capable of coordinating communications.
- (5) Manatee County Port Authority
 - (a) Slick bar boom (1200 ft.) at Port Manatee

f. Hillsborough County

- (1) Tampa Port Authority
 - (a) Captain R. A. McClean, Harbormaster, Coordinator. Telephone: 813-248-1934
 - (b) 36 foot boat (1)
 - (c) Portable pump - 100 gpm with eductor to spray chemical
 - (d) Chemicals with associated applicating dquiptment
 - (e) Slick bar boom (2200 ft.)
 - 1. 800 feet at Texaco facility
 - 2. 1000 feet at Hookers Point
 - 3. 400 feet at Port Tampa
 - (f) Radio equipped vehicles (4)
 - (g) Straw, 20 bales
 - (h) Polyurethane Foam (10 lbs)
- (2) Hillsborough County Environmental Engineering and Pollution Control
 - (a) M. Roger Stewart, Director
Telephone: 813-223-1311, Ext. 465

(b) Equipment

1. 19 ft. ski barge, 40 h. p.
outboard
2. 10 ft. ski barge, 05 h. p.
outboard

(3) Hillsborough County Civil Defense

(a) Col. Thomas J. Cook, Director
Telephone: 813-223-1611

1. Coordinator for material owned
by County

(b) Capabilities

1. Radio communications (Coast
Guard, City, County, State)
2. Berthing
3. Eating
4. Large planning room with detailed
charts and maps
5. Equipment coordination. Refer
to equipment list shown in
enclosure (1) to TAB C.

(4) Tampa Fire Department

(a) Lawrence Lehman, Chief
Telephone: 813-223-4211

(b) Boats

1. Fireboat (1)
2. Rescue boats (2)

(5) Tampa Police Department

(a) J. G. Littleton, Chief
Telephone: 813-223-8686

(b) Boats (2 runabouts)

(c) Aircraft (2 helicopters)

- (6) Pure Oil Company
 - (a) Chemicals with applicable eductors and hose.
- (7) Murphy Oil Company
 - (a) Chemicals with applicable hose and eductors
- (8) American Oil Company
 - (a) Chemical
 - (b) 2 nozzles, eductors and associated hose.
 - (c) 500 ft. slick bar, 12 ft. out-board
- (9) B. P. Oil Company
 - (a) Chemicals with nozzle and hose
- (10) Tampa Electric and Cities Service
 - (a) Chemicals with eductor and hose at docksode (Tampa Electric)
- (11) Phillips 66
 - (a) Chemicals with associated nozzle, hose and eductor
- (12) Texaco and Marathon (use same dock)
 - (a) Chemicals with hose, eductor and nozzle
- (13) Gulf Oil Company
 - (a) Chemicals with hose, eductor and nozzles
- (14) Standard Oil Company
 - (a) Chemicals with associated equipment
- (15) Shell Oil Company
 - (a) Chemicals with hose, nozzle and eductor

(16) Commercial Procurement of Resources
and Equipment

(a) Polyurethane Foam

1. Reliatex Company
212 N. Newport
Tampa, Florida
Telephone: 813-253-6093
Open 8:00-4:30 5 days a week

Sells shredded in bulk bags at
21¢ per lb.

After hours: Mr. Atten, President
Telephone: 813-920-5325
Mr. Cormger, Foreman
Telephone: 813-876-3381

2. B. F. Goodrich
Telephone: 813-884-3437

Bulk - 66" x 109", 24" thick,
8¢ bd. ft.
Does not shred

Note: Unable to find anyone to shred

(b) Vacuum Tank Trucks

1. Roto Rooter
5320 So. Westshore Blvd.
Telephone: Mr. Smith,
day 813-835-1951
night 813-839-7988
1- 6000 gallon tanker
2- 1200 gallon tankers
2. A-1 Clean-Rite Septic Tank Service
6712 Myrna Drive
Telephone: Mr. Summers
day and night 813-626-9100
1- 800 gallon tanker
3. Watkins Septic Tank Service
5031 Denver
Telephone: Mr. Watkins
day and night 813-245-4031
2- 1000 gallon tankers
1- 1600 gallon tanker

4. All Weather Septic Tank Service
12th Street
Telephone: Mr. Jimmerson
day and night 813-971-8667
1 - 1000 gallon tanker
5. Hutson Sanitary Service
1912 E. 138th Avenue
Telephone: Mr. Hutson
day and night 813-971-6572
1 - 2000 gallon tanker
6. Zeigler's Septic Tank Service
204 W. Rosier Road
Brandon, Florida 33511
Telephone: Mr. Zeigler
813-689-3504; 813-689-4015
1 - 1100 gallon tanker

(c) Additional Materials

1. Rotor-Rooter
5230 S. Westshore Blvd.
Telephone: Mr. Smith
day - 813-835-1951
night - 813-839-7999
5 to 8 drums of Vaco-enzymes,
Bio-catalyst

(17) Oily Waste Receptacles

- (a) Tampa Ship Repair and Dry Dock Co.
Hookers Point
Tampa, Florida
Telephone: 813-247-1183
5 stationary tanks with 3000
barrel capacity
- (b) Bonanni Ship Supply
217 N. 11th Street
Tampa, Florida
Telephone: 813-229-6411
2 barges with 17,000
barrel capacity
- (c) Central Oil Company
Hookers Point
Tampa, Florida
Telephone: 813-248-2105
Mobile Tank Trailers

(

(18) Commercial Clean Up Services

(a) Need-A-Diver Marine Services, Inc.
George B. Howell Maritime Center
Tampa, Florida
Telephone: 813-243-4441 (24 hours)

1. 3 tugs radio equipped with VHF marine band
2. 1 barge 60' X 28' with 15 ton crane
3. 2 steel work barges 22' X 10'
4. 5 wvden sork barges - small
5. 3 light duty trucks - 3/4 ton
6. 1 boom truck
7. 4-2" pumps with high pressure nozzles

(

g. Pinellas County

(1) Director Public Works and Engineering
Department (Coordinator)
Mr. D. M. Carter
Telephone: 813-446-7161

(a) Highway and Motor Pool Divisions
665 U. S. Highway 19
North, Clearwater (not committed)

1. 1 - 1200 tank truck
2. 1 - 2000 tank truck
3. 1 - 400 tank truck
4. 8 - 3 inch to 3 inch diaphragm pumps
5. 1 - 4 inch centrifugal pump
6. 1 - 6 inch centrifugal pump
7. 25 dump trucks, 4 to 6 cu. yds.
8. 1 dump tuck, 12 cu. yds.
9. 2 transports and tractors

10. 5 flat bed trucks
11. Various heavy equipment,
including loaders, cranes,
graders, bulldozers, etc.
- (b) Pollution Control - South Cross
Plant, 5900 74th Ave., North,
St. Petersburg (not committed)
 1. 1 - 2000 GPM sludge tank
truck with pumps
- (c) Mosquito Control
14845 49th Street
North, Clearwater (not committed)
 1. 3 spray rigs with 300 gallon
tanks
 2. 1 portable LP gas burner
- (d) Civil Defense Headquarters
St. Petersburg - Clearwater
International Airport
Clearwater (not committed)
Telephone: Mr. Lyle Fox
813-531-3541
 1. 4 portable generators,
1KW to 7-1/2 KW, portable
flood lights
 2. 1 - 100 GPM centrifugal pump
- (2) St. Petersburg Fire Department
Mr. Z. C. Greenway, Chief
Telephone: 813-895-1911
 - (a) Radio Equipped Vehicles
 - (b) Personnel (as needed)
- (3) Florida Power & Light Co. (committed)
 - (a) Weedon Island Plant
Telephone: Mr. Reed
813-525-8100 or 8400
 1. Slick Bar Boom (1680 ft, 300,
280,400,250,450)
 2. 14 ft. boat, 10 h.p. outboard

motor and accessories

3. Dispersants and associated equipment

4. 10 lb. bags shredded polyurethane foam (18)

5. Portable 3 gallon sprayers (7)

6. Lot hay in bales (1)

(b) Bayboro Plant, St. Petersburg, Fla.
Telephone: Mr. R. S. Burns
813-862-8671

1. Slick bar boom (280 feet)

(c) Higgins Plant, Oldsmar, Florida
Telephone: Mr. S. D. Douglas
813-855-1445 or 4221

1. 500 ft. oil boom (3 sections)

2. 14 ft. boat, 18 h.p., outboard motor and accessories

3. lot hay in bales (1)

(4) Septic Tank Cleaning Services

(a) A-Arrow Septic Tank Service, Permit #9
8896 94th Street North
Seminole, Florida
Telephone: 813-391-3350

(b) A-1 Clean Rite Septic Tank Service
Permit #7
1685 Leisure Drive
Clearwater, Florida
Telephone: 813-581-2519

(c) Alligator Pumping Company, Permit #20
1991 East Skyline Drive
Clearwater, Florida
Telephone: 813-446-6194

(d) Busy Bee Septic Tanks, Permit #13
714 46th Street, South
St. Petersburg, Florida
Telephone: 813-347-1446

- (e) Byrnes Septic Tank Service,
Permit #22
11845 86th Avenue, North
Largo, Florida
Telephone: 813-392-4445
- (f) Clearwater Septic Tank Company,
Permit #3
2477 Chaucer
Clearwater, Florida
Telephone: 813-446-6246
- (g) Decker, E. O., Permit #6
13233 Clay Avenue
Largo, Florida
Telephone: 813-584-4886
- (h) Dukes, F. H., Permit #1
Route 1, Anclote Road
Tarpon Springs, Florida
Telephone: 813-937-5819
- (i) Florida Septic Tank Company,
Permit #10
1689 U. S. 19 South
Clearwater, Florida
Telephone: 813-531-2833
- (j) Gulf Coast Sanitation Corp.
(Jonnie Kwik, Inc.), Permit #19
1604 East Avenue, North
Sarasota, Florida
Telephone: 813-959-5308
- (k) James, B. E., Permit #2
2250 Casa Vista
Palm Harbor, Florida
Telephone: 813-784-2596
- (l) J & D Septic Tank Service
Permit #32
1500 U. S. 19
Clearwater, Florida
Telephone: 813-733-3896
- (m) Maybees, Harold Sanitation Service,
Permit #16
116 Lake Avenue
Largo, Florida
Telephone: 813-531-5493

- (n) McDaniel Sanitation Service,
Permit #26
14620 62nd Street, North
Pinellas Park, Florida
Telephone: 813-531-8673
- (o) Medder's Septic Tank Service,
Permit #5
617 4th Avenue, N. E.
Largo, Florida
Telephone: 813-584-2300
- (p) Morris Septic Tank, Inc.
2100 3rd Avenue, South
St. Petersburg, Florida
Telephone: 813-862-6162
- (q) Port-O-Let, Permit #25
Post Office Box 10792
St. Petersburg/Clearwater Airport
St. Petersburg, Florida
Telephone: 813-544-0398
- (r) Robinson, Concrete, Permit #4
181 North Missouri Avenue
Largo, Florida
Telephone: 813-584-1109
- (s) Seminole Septic Tank Service,
Permit #8
10996 106th Avenue, North
Largo, Florida
Telephone: 813-392-1352
- (t) Spring-Lock Scaffolding, Inc.,
Permit #14
15164 U. S. 19 South
Clearwater, Florida
Telephone: 813-531-7715
- (u) Tanner & Burton, Permit #28
Route 1, Box 124, Lincoln Street
New Port Richey, Florida
Telephone: 813-846-3346
- (v) Tri-Way Enterprises of Florida, Inc.,
Permit #37
722 Luna Vista Drive
New Port Richey, Florida
Telephone: 813-849-0404

h. Levy County

(1) Personnel Contacts

(a) Mr. Basil May
County Health Department
Telephone: 904-486-2188

(b) Mr. A. G. Parker
Civil Defense Director
Telephone: 904-486-2017

(2) Pumping Equipment

(a) Colson Septic Tank Company
Williston, Florida

(b) White Construction Company (pumps)
Chiefland, Florida

(c) White Hurst Construction Company
(pumps)
Willison, Florida

(3) Adsorbent Materials

(a) Sawdust
Brice Crate Company
Williston, Florida

(b) Hay (abundant, obtain through
contact personnel)

i. Hernando County

(1) Personnel Contact

(a) Mr. John Weeks
Civil Defense Director
Brooksville, Florida
Telephone: 904-796-4556

j. Citrus County

(1) Personnel Contact

(a) Mrs. Belle Land
Civil Defense Director
Inverness, Florida
Telephone: 904-726-2912

(b) Florida Power Corporation,
Crystal River
Mr. O. H. Ware
Telephone: 904-795-4411

(2) Equipment

(a) Florida Power Corporation,
Crystal River

1. Oil boom (990 ft. in 3 sections)
2. 16 ft. boat, 25 h.p. outboard
motor and accessories

k. Pasco County

(1) Personnel Contacts

(a) Mr. Loyall Fisher
Civil Defense Director
Dade City, Florida
Telephone: 904-567-7271, Ext. 56

1. Dixie County

(1) Personnel Contacts

(a) Mr. Ray Bryan
Civil Defense Director
Old Town, Florida
Telephone: 904-542-3601

m. Taylor County

(1) Personnel Contacts

(a) Mr. Olin Davison
Mr. Rudy Ganglund
Civil Defense
Telephone: 904-457-6601
(plant where men work)

3153.3 Major Tampa Area Pollution Responsibilities

a. The Tampa Port Committee for Spillage Control

- (1) The Committee has provided certain materials for use in pollution abatement in the Tampa area. The council will receive an annual report from the Tampa Port Authority on the use of these materials.

- (2) The U. S. Coast Guard and Tampa Port Authority shall have the authority to allow other than contributors to have use of the materials.
- (3) All member companies will be required to have an emulsifier on their docks while unloading is taking place. Emulsifier only to be used under the guidelines of Annex X and State Laws.
- (4) Where the responsibility for a spill cannot be determined, member companies shall give assistance in removing and collecting the spill.
- (5) In the event of spills of such magnitude that additional help is required, member companies will volunteer available manpower.

b. Tampa Port Authority

- (1) Be in charge of housing materials provided by the Tampa Petroleum Council. The responsible party will reimburse the Tampa Port Authority for such labor in transporting subject equipment and assistance rendered in abatement control. Responsible parties who are non-members are also liable for equipment rental costs.
- (2) Keep records as to the use of materials and require materials exhausted by the responsible party be purchased and replaced by that individual. Reusable material such as the slick boom will be required to be returned in a clean condition.

c. Tampa Fire Department

- (1) Handle initial communication until such time that the U. S. Coast Guard Captain of the Port and Tampa Port Authority have been notified.
- (2) Provide equipment and manpower as dictated by the magnitude and fire potential of the spill

County Hillsborough, Florida

Item	Quantity	Department
<u>EDUCTORS:</u> None		
<u>HOSES:</u>		
Booster Hose 1" 50' Section	16	Fire Coordinator-Gibson
Fire Hose 1½" 50' Section	21	" "
Fire Hose 2½" 50' Section	16	" "
Hose 2½" 10' Section Hard Suction	4	" "
Booster Hose 1" 50' Section	9	Fire Coordinator-Palm River
Fire Hose 1½" 50' Section	14	" "
Fire Hose 2½" 50' Section	10	" "
Booster Hose 1" 50' Section	9	Fire Coordinator-Riverview
Fire Hose 1½" 50' Section	20	" "
Fire Hose 2½" 50' Section	10	" "
Hose 2½" 10' Hard Suction	1	" "
Booster Hose 1" 50' Section	10	Fire Coordinator-Ruskin
Fire Hose 1½" 50' Section	24	" "
Fire Hose 2½" 50'	28	" "
Hose 2½" 10' Section Hard Suction	4	" "
Hose 4½" Hard Suction	2	" "
Booster Hose 1" 50'	7	Fire Coordinator-Sweetwater
Booster Hose 1" 100'	1	" "
Fire Hose 1½" 50' Section	22	" "
Fire Hose 2½" 50' Section	13	" "
Hose 2½" 10' Section Hard Suction	6	" "
<u>NOZZLES:</u>		
Fog Nozzle 1"	6	Fire Coordinator-Gibson
Fog Nozzle 1½"	4	" "
Fog Nozzle 2½"	1	" "
Fog Nozzle 1"	1	Fire Coordinator-Palm River
Fog Nozzle 1½"	2	" "
Fog Nozzle 1"	3	Fire Coordinator-Riverview
Fog Nozzle 1½"	7	" "
Fog Nozzle 1"	4	Fire Coordinator-Ruskin
Fog Nozzle 1½"	4	" "
Fog Nozzle 2½"	1	" "
restry Nozzle	1	" "

County Hillsborough, Florida

Item	Quantity	Department
<u>NOZZLES:</u> (Continued)		
Fog Nozzle 1"	3	Fire Coordinator-Sweetwater
Fog Nozzle 1½"	5	" "
Fog Nozzle 2½"	1	" "
<u>PUMPS:</u>		
Pump	1	Fire Coordinator-Gibson
Fire Pump	1	Fire Coordinator-Palm River
Pump 500 GPM	1	Fire Coordinator-Riverview
Fire Pump 9 HP	1	" "
Pump 500 GPM	1	Fire Coordinator-Sweetwater
Fire Pump w/Engine	1	" "
Pump Diaphragm w/7 HP Gas Eng		
Trailer MTD	1	Maintenance Unit 1
Fuel Pump hand operated	4	"
Pump w/Wisconsin Engine	1	"
Pump Portable w/Wisconsin Engine	1	"
Pump	3	Maintenance Unit 2
Pump 3 HP Self Priming	1	"
Pump Chain Belt 4"	1	"
Fuel Pump hand operated	4	"
Pump portable	2	"
Pump Portable w/Engine	1	"
Pump w/Wisconsin Engine	3	"
Pump w/Briggs & Stratton Engine	1	"
Pump w/motor	1	Maintenance Unit 3
Pump 12" lift	1	"
Pump Diaphragm	1	"
Pump 3 HP w/G.E. motor	1	"
Pump w/Chrysler Eng Portable	1	"
<u>BOATS:</u>		
Boat Aluminum 12'	1	Maintenance Unit 1
Airboat Complete w/spray unit 16'	1	Mosquito Control

County Hillsborough, Florida

<u>Itc.</u>	<u>Quantity</u>	<u>Department</u>
<u>BOATS: (Continued)</u>		
Amphibious Duck	2	Mosquito Control
Boat 9 ft	2	"
Boat scow type 9 ft	1	"
Boat Aluminum 10'	1	"
Boat Aluminum 10' 14" wide	1	"
Boat Aluminum 10' 45" wide	1	"
Boat Flat Bottom Wood 14'	1	"
Boat Wood cypress & oak 14'	1	"
Tug	1	Civil Defense-T.F.D.

AIRCRAFT:

Aircraft 2 engine 900 gal	1	Mosquito Control
Airplane, Beach Craft 65 gal.	1	Mosquito Control

RADIO NETWORK:

Mobiles	5	Building and Zoning
Mobiles	5	Engineering & Hwy. Maint.
Mobiles	5	Tax Assessor
Mobiles	15	Sheriff
Walkie Talkies	3	Sheriff
Mobiles	3	Florida Forestry (in Hillsborough County)
Mobiles	5	Ambulance, Inc.
Walkie Talkies	2	"
Mobiles	2	WB4AHR
Mobiles	5	WA4ZUU
Mobiles	10	Amateur Call
Walkie Talkies	2	"

(Number is arbitrary and based on a disaster that is not major in scope. In a major disaster a large number of sets in the master list will be available.)

(Mobiles in volunteer fire departments not listed since they are mounted in fire trucks.)

Page 3 of Enclosure (1)
to TAB C

County Hillsborough, Florida

Item	Quantity	Department
<u>TRANSPORTATION:</u>		
Trucks:		
Truck	2	Engineers-Maint. Unit 1
2-Ton	1	"
Cab & Chassis	2	"
Dump	7	"
Dump w/2 tanks mtd.	1	"
Pickup	3	"
Pickup El Camino	2	"
Platform V-8	1	"
Stake Body	1	"
Stake 1 1/2 Ton	1	"
Pickup 3/4 Ton 8 cyl.	2	"
Jeep	2	Engineers-Maint. Unit 2
Station Wagon	1	"
Truck	1	"
Dump	9	"
Flat w/tank & pump mtd.	1	"
Flatbed	1	"
Pickup El Camino	1	"
Pickup 1/2 Ton	2	"
Pickup	3	"
Wrecker w/winch	1	"
Flatbed Dump c/c/ 2 Ton	1	"
3/4 Ton	1	"
Jeep	2	Engineers-Maint. Unit 3
Cab & Chassis	1	"
Dump	8	"
Dump 8 cyl.	1	"
Flatbed	2	"
Pickup	1	"
Pickup El Camino	1	"
Pickup	2	"
Pickup w/2 tool box & 2 tank mtd.	1	"
Ranchero 27	1	"
Dump, 10 cu. yard	1	"
Flatbed Dump c/c, 2 Ton	1	"
Pickup 3/4 ton	1	"
Pickup 3/4 ton 8 cyl.	1	"
Tractor	1	"
Fire Tilt Cab	1	Fire Coordinator-Gibson
Pickup 3/4 ton	1	Fire Coordinator-Palm River

County Hillsborough, Florida

Item	Quantity	Department
<u>TRANSPORTATION: (Continued)</u>		
Trucks:		
Firetruck	2	Fire Coordinator-Ruskin
Firetruck	1	Fire Coordinator-Sweetwater
Trailers:		
2-wheel	1	Engineers-Maint. Unit 2
5000 gal.	1	Fire Coordinator-Gibson

ROAD BUILDING AND MAINTENANCE:

Tractors:

Bulldozer w/hyster	1	Maintenance Unit 1
Grader	2	"
Tractor	8	"
Bulldozer	1	Maintenance Unit 2
Grader	2	"
Tractor	5	"
Grader	2	Maintenance Unit 3
Tractor	8	"

Clamshells, cranes, draglines:

Clamshell bucket 5/8 yd	1	Maintenance Unit 1
Crane carrier	2	"
Dragline	1	"
Crane carrier telescoop	1	Maintenance Unit 2
Dragline w/clamshell com	1	"
Clamshell bucket	1	Maintenance Unit 3
Clamshell bucket half yard	1	"
Crane carrier	2	"
Dragline	1	"

Front End Loaders:

Payloader	1	Maintenance Unit 1

Page 5 of Enclosure (1)
to TAB C

County Hillsborough, Florida

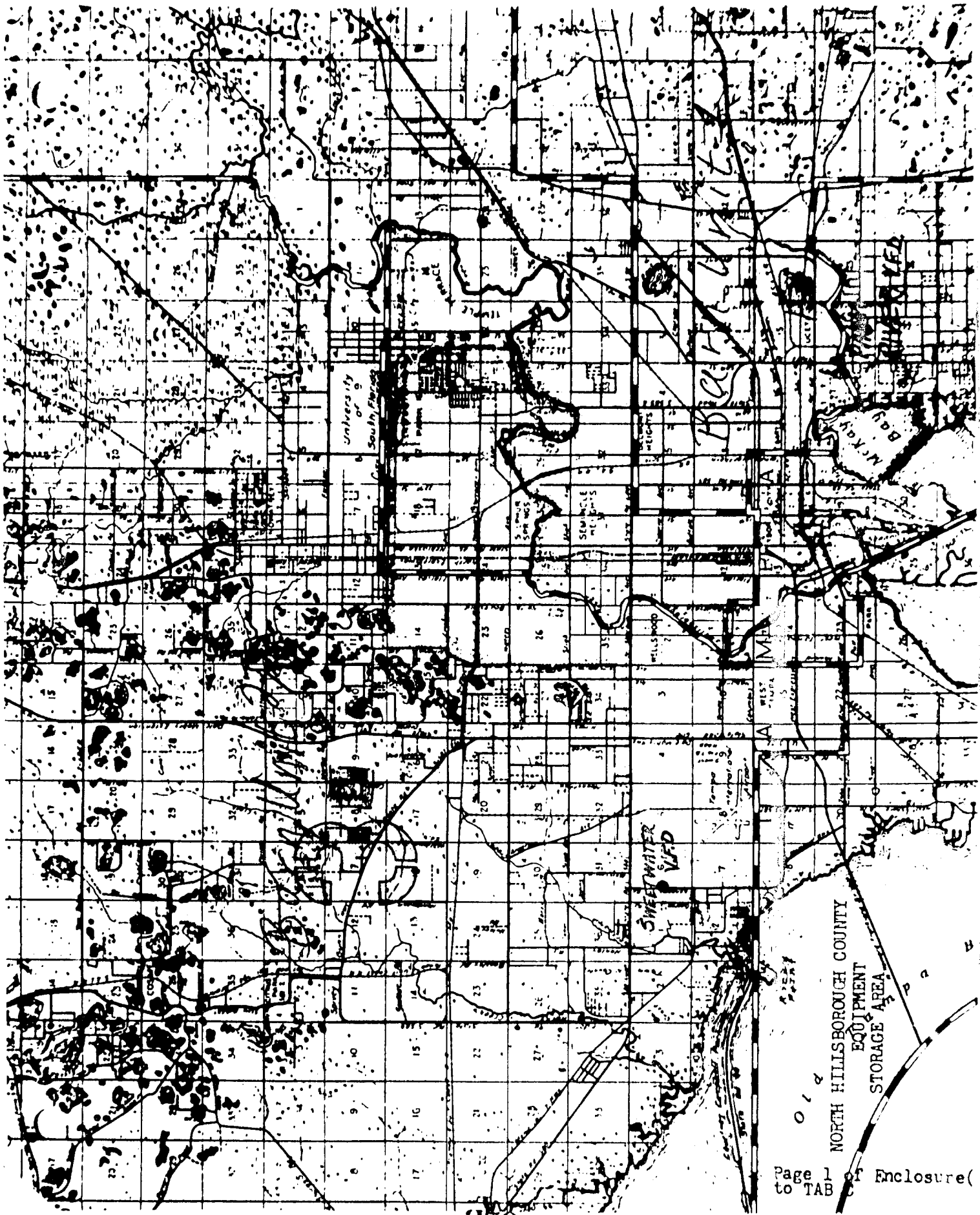
<u>Item</u>	<u>Quantity</u>	<u>Department</u>
<u>ROAD BUILDING AND MAINTENANCE: (Continued)</u>		

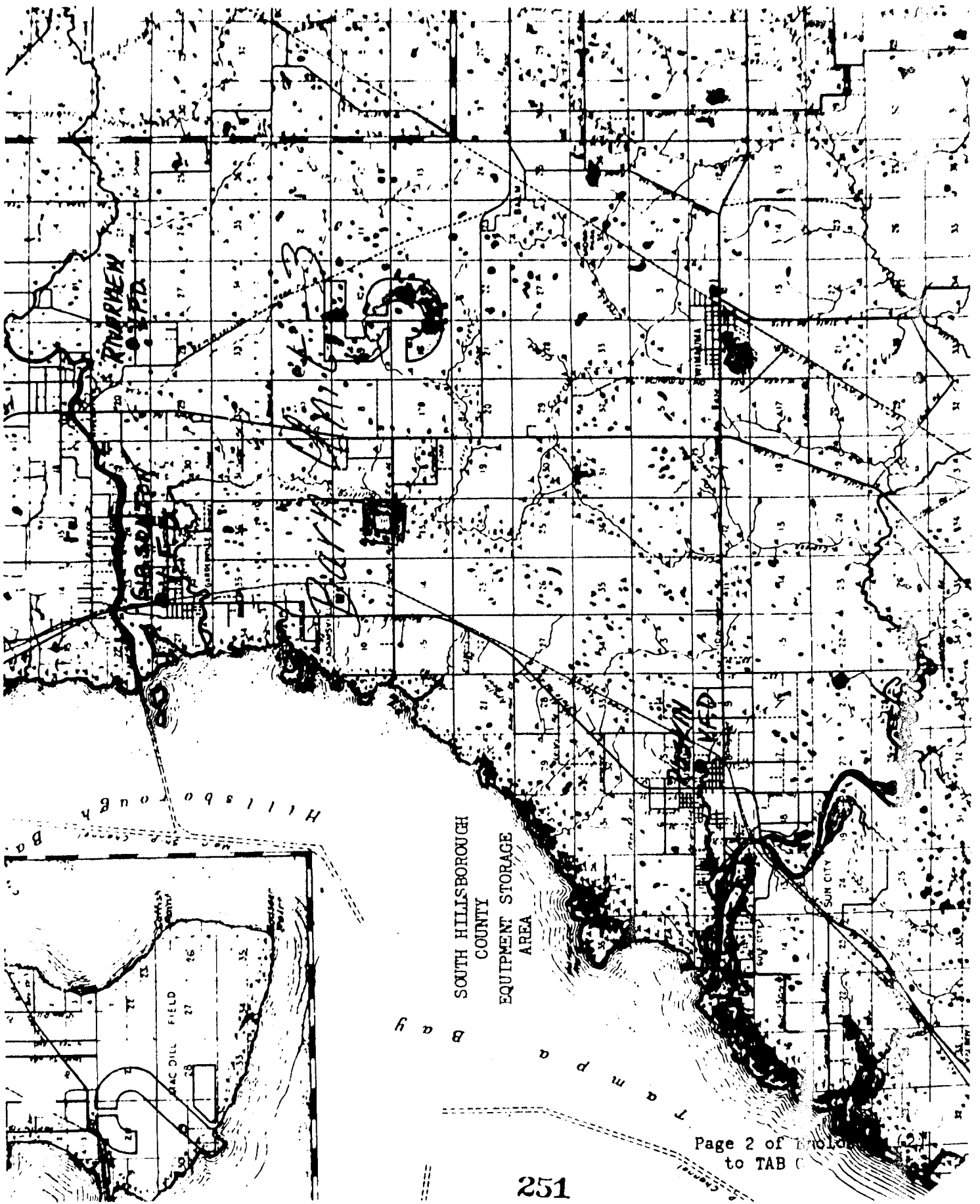
Front End Loaders:

Payloader front end loader	1	Maintenance Unit 2
2 3/4 cap	1	"
Payloader w/backhoe attach		
Payloader	2	Maintenance Unit 3

County Hillsborough, Florida

Item	Quantity	Department
<u>GENERATORS</u>		
Generator	1	Civil Defense
Generator 5 kva	1	"
Generator	1	Civil Defense-Warehouse
Generator Portable	1	"
Generator Skid mtd.	1	"
~~Signal Generator~~	~~1~~	~~"~~
~~Generator 60 cycle~~	~~1~~	~~Civil Defense-Sulphur Springs~~
Generator Gas Driven	1	Civil Defense-N. Hills. VFD
Generator 60 cycle 15 kw	1	" -WFLA Radio
~~Generator Diesel~~	~~1~~	~~" -Tampa F.D.~~
Generator Set	2	"
Generator 10 kw 120 v. DC	1	"
Generator Portable	1	" -Ruskin VFD
Generator	1	" -Plant City
		Water Dept.
~~Generator 70 kw diesel~~	~~1~~	~~" -Temple Terrace~~
~~Generator~~	~~2~~	~~" -City of Tampa~~
Generator	1	" -Seff-Mango VFD
Generator 5 kw	1	"
~~Generator~~	~~1~~	~~" -WSOL Radio~~
~~Generator set elec diesel 5 kw 60 cye.~~	~~1~~	~~" -WEDU Radio~~
Generator C-8	2	" -Lutz
Generator C-8	1	"
Generator Portable	1	Maintenance Unit 2
Generator elec w/gas engine 120 v 2 kva	1	Engineers-Central Garage





SOUTH HILLSBOROUGH
COUNTY
EQUIPMENT STORAGE
AREA

Page 2 of 10
to TAB C

TAB D TO SECTION V

3154 Strike Forces

3154.1 To be developed.

a. As an interim measure, the following Port Security Billets of this office will be considered as available for oil spill Strike Force deployment:

1 - LT
1 - BM1
1 - DC2
Alternate - BM2

b. Emergency Task Forces - To be established at major ports to be determined by Commandant, U. S. Coast Guard, for purposes of reaction and control.

TAB E TO SECTION V

3155 Potential Pollution Sources

3155.1 Lee County

- a. Belcher Oil Company facility, Boca Grande
- b. Phosphate loading dock, Seaboard Coast Line Railroad (possible spillage from vessels), Boca Grande
- c. Transshipment of oil by barge 16 miles on Caloosahatchee River
- d. Florida Power plant at Tice, Florida

3155.2 Sarasota County

- a. Oil barges on intracoastal waterway

3155.3 Manatee County

- a. Borden Chemical Plant, North Highway 41, Palmetto (acid)
- b. Tropicana Citrus Plant
1001 13th Avenue, East
Bradenton, Florida
- c. Belcher Petroleum tank farm,
Port Manatee, Florida
- d. Phosphate Loading Terminal,
Port Manatee, Florida

3155.4 Hillsborough County

- a. Petroleum Companies and Terminals in Tampa:
 - (1) American Oil Company
848 McClosky Blvd.
Telephone: 248-3191
 - (2) B P Oil Company
801 McClosky Blvd.
Telephone: 248-4127

- (3) Chevron Asphalt Company
500 N. 19th Street
Telephone: 248-2181
- (4) Cities Service Oil Company
1700 Hemlock Avenue
Telephone: 248-2164
- (5) Gulf Oil Corp.
1401 State Rd., 685A
Telephone: 831-1161
- (6) Humble Oil & Refining Company
Port Sutton Terminal
Telephone: 248-5718
- (7) Marathon Oil Company
20th Street & Grant
Telephone: 248-6268
- (8) Mariani Asphalt Company
1101 McClosky Blvd.
Telephone: 248-1959
- (9) Murphy Oil Corp.
Ingram Avenue Terminal
Telephone: 245-1171
- (10) Petroleum Packers, Inc.
Hookers Point
Telephone: 248-1988
- (11) Phillips Petroleum Company
504 N. 19th Street
Telephone: 248-1360
- (12) Pure Oil Company (Union 76)
1523 Port Avenue
Telephone: 248-5041
- (13) Shell Oil Company
Port Tampa Terminal
Telephone: 831-1121
- (14) Standard Oil Company
Ingraham & Hoadley Street
Telephone: 837-1502
- (15) Sun Oil Company
1021 Ellamae Avenue
Telephone: 229-9381

- (16) Texaco, Inc.
519 19th Street
Telephone: 248-3121
 - (17) Union Carbide
Barton Avenue
Hookers Point
Telephone: 248-1505
 - (18) U. S. Air Force Petroleum Terminal
Port Tampa Terminal
Telephone: 832-8141
 - (19) Warren Petroleum Corp.
5105 S. Westshore Blvd.
Telephone: 831-1711
- b. Marine repair plants, with possible rupture
in repairing fuel tanks:
- (1) Gulf-Tampa Drydock Company
402 Rawlings Rd.
Telephone: 247-3153
 - (2) Hendry Corp.
5107 S. Westshore Blvd.
Telephone: 831-1211
 - (3) Marine Repair & Supply
Hookers Point
Telephone: 248-2527
 - (4) Tampa Ship Repair & Dry Dock Company
Hookers Point
Telephone: 247-1183
- c. Other potential sources:
- (1) At Hookers Point:
 - (a) Florida Portland Cement Company
Telephone: 248-4171
 - (b) Freeport Sulphur Company
Telephone: 248-4949
 - (c) South State Terminals (Gatex)
Telephone: 248-2148
 - (d) Tampa Electric Company
Hookers Point Plant
Telephone: 248-1521

(2) At Port Sutton:

(a) Brimstone Terminal Inc. (Sulphur)
Telephone: 247-1778

(b) Pan American Sulphur Company
Telephone: 248-2732

(c) Tampa Electric Company
Gannon Station
Telephone: 248-5925

(d) W. R. Grace & Company
Ammonia Plant
Telephone: 248-2185

(3) Tampa Electric Company
Big Ben Station
Appollo Beach
Telephone: 677-9561

TAB F TO SECTION V

3156 Scientific Advisory Groups

3156.1 In the event of a pollution disaster, coordinators from the scientific community nearest the scene of the disaster will be contacted via telephone for assistance. Coordinators will organize advisory groups from within their community and advise Captain of the Port, Tampa.

3156.2 Scientific advisory groups or selected members of the group, will be brought to the scene of pollution for surveillance and briefing. After surveillance and briefing the scientific advisory group will assemble at a site selected by the coordinator. Normally this will be the institution to which the coordinator belongs.

3156.3 The following institutions/coordinators in the scientific community have indicated that they will give assistance in pollution disasters.

a. University of Florida, Gainesville, Florida

- (1) Professor Edwin E. Pyatt
PHD Engineering
Home Phone: 376-8859, Gainesville, Fla.
Business Phone: 392-0841, Gainesville, Fla.
- (2) Professor Jackson L. Fox
PHD Environmental Health
Home Phone: 378-5502, Gainesville, Fla.
Business Phone: 392-0838, Gainesville, Fla.

b. Florida State University, Tallahassee, Florida

- (1) Mr. Albert Collier
Marine Biology and Ecology
Home Phone: 877-3553, Tallahassee, Fla.
Business Phone: 599-3036 or 3124, Tallahassee, Fla.
- (2) Professor E. I. Friedmann
PHD Marine Biology
Home Phone: 222-4715, Tallahassee, Fla.
Business Phone: 599-4102, Tallahassee, Fla.

c. University of South Florida, Tampa, Florida

- (1) Professor David K. Young
PHD Marine Ecology
Home Phone: 971-1970, Tampa, Fla.
Business Phone: 974-2276, Tampa, Fla.

- d. Saint Leo, St. Leo, Florida
- (1) Professor John G. Keller
PHD Ecology
Home Phone: 588-2971, St. Leo, Fla.
Business Phone: 588-4101, Ext. 324, St. Leo, Fla.
- e. Hillsborough Junior College, Tampa, Fla.
- (1) Miss Patricia Gill
MA - Teach Physics, Chemistry and Biology
Home Phone: 988-2873, Temple Terrace, Fla.
Business Phone: 236-5751, Tampa, Fla.
- (2) Mr. Roy R. Lewis III
MA - Teach Biology
Home Phone: 933-4902, Tampa, Fla.
Business Phone: 236-5751, Ext. 44, Tampa, Fla.
- f. Florida Presbyterian College, St. Petersburg, Florida
- (1) Mr. George K. Reid
PHD Ecology
Home Phone: 867-2893, St. Petersburg, Fla.
Business Phone: 867-1166, St. Petersburg, Fla.
- g. St. Petersburg Junior College, St. Petersburg, Florida
- (1) Mr. Harold W. Sims Jr.
MS Marine Biology
Home Phone: 347-7015, St. Petersburg, Fla.
Business Phone: 544-7186, Ext. 278, St. Petersburg, Fla.
- h. Webber College, Babson Park, Florida
- (1) Mr. Daniel C. Walsh
MS Education
Home Phone: 385-5097, Sebring, Fla.
Business Phone: 453-6661, Babson Park, Fla.
- i. Polk Junior College, Winter Haven, Florida
- (1) Professor J. L. Yount
PHD Marine Biology
Home Phone: 293-9718, Winter Haven, Fla.
Business Phone: 293-2101, Winter Haven, Fla.

j. Rollins College, Winter Park, Florida

(1) Professor Edward Scheer

PHD Candidate Botany

Home Phone: 644-9547, Winter Park, Fla.

Business Phone: 646-2000, Ext. 2416, Winter Park, Fla.

k. Manatee Junior College, Bradenton, Florida

(1) Professor Carl R. Keeler

MS Marine Biology

Home Phone: 355-2527, Sarasota, Fla.

Business Phone: 755-1511, Ext. 345, Bradenton, Fla.

TAB G TO SECTION V

3157 Communications, Local Alert and Notification

3157.1 Surveillance: the following facilities are available for possible surveillance for oil and other types of water pollution:

a. All Coast Guard units in the Tampa COTP area of responsibility, i.e.:

- (1) USCG Air Station, St. Petersburg-
four helicopters assigned, flying
almost daily patrols for either
operations or training, covering the
entire harbor. Two boats conducting
search and rescue missions in the
local area of the Air Station.
Telephone: 813-896-6187
- (2) USCGC COSMOS, JUNIPER and VICE
working aids to navigation through-
out the area. Radio communication
through CGAS St. Petersburg.
Telephone: 813-893-3393
- (3) USCGC STEADFAST
operating from Base, St. Petersburg,
on search and rescue missions through-
out the area. Radio communication
through CGAS St. Petersburg.
Telephone: 813-893-3393
- (4) COTP 30 ft. patrol boat making twice
daily patrols covering downtown area,
Hookers Point, Port Sutton, and Alafia
River, with occasional patrols to Port
Tampa. Radio 157.1 MHz FM.
Telephone: 813-228-7711 Ext. 143
- (5) Egmont Key Light Station periodically
working fixed aids in their immediate
locality.
Telephone: 813-360-9141
- (6) Cedar Keys Light Attendant Station
periodically working fixed aids in
their immediate locality.
Telephone: 904-543-5345

- (7) Fort Myers Beach Station, a lifeboat station, can conduct surveillance in immediate locality.
Telephone: 813-463-6285
 - (8) Venice Loran Transmitting Station can conduct surveillance in immediate area.
Telephone: 813-488-2557
 - (9) USCGC POINT SWIFT operating from Clearwater Marina, Clearwater, Florida on search and rescue missions in that area.
Telephone 813-447-4940 or radio communications through CGAS St. Petersburg
Telephone 813-893-3393
 - (10) USCGC POINT THATCHER operating from H & F Marina, Sarasota, Florida on search and rescue missions in that area - Telephone 813-959-3530 or radio communications through CGAS St Petersburg - Phone 813-893-3393
- b. Florida Marine Patrol has three stations in the Tampa COTP area, conducting constant patrols from the water as well as land and in the air.
- (1) North of Pasco County: LT D. F. Williams, Crystal River, Telephone: 904-795-3977 or 3978.
 - (2) Pasco County through Manatee County: LT R. G. Guess, St. Petersburg, Telephone: 813-345-0591 or 9480.
 - (3) South of Manatee County: LT B. E. Hendrix, Fort Myers, Telephone: 813-334-8963.
- c. Harbormaster, Tampa, conducts periodic patrols by boat throughout his area of responsibility.
Telephone: 813-248-1934
- d. Harbormaster, Fort Myers, conducts patrols in his area.
Telephone: 813-334-1281 Ext. 28
- e. Military aircraft overflying the area are a possible source of information on pollution, particularly outside the normal patrol areas indicated above. MacDill AFB Telephone: 813-830-1110

- f. All of the local possible sources of pollution (oil-handling facilities, chemical handling, etc.) are also sources of information on oil or other pollution. See Tab E.

3157.2 Notification and Communication:

- a. If an accidental spill occurs at a waterfront facility, the owner or operator will normally alert either the Coast Guard, the Florida Marine Patrol, or (in Tampa) the Tampa Port Authority. The first agency to be notified will inform the other agencies and (in Tampa) the Tampa Fire Department (223-4211). Notification and further interagency communications will normally be by telephone.

TAB H TO SECTION V

3158 DIVIDING LINE ON PRINCIPLE COTP TAMPA COASTAL RIVERS
SEPARATING ~~FWSA~~ AND USCG AREAS OF RESPONSIBILITY
EPA

<u>NAME</u>	<u>BOUNDARY LINE THEN SEAWARD</u>
1. Fenholloway River	Line drawn northwest from Fenholloway Landing
2. Steinhatchee River	Swing bridge at Steinhatchee
3. Suwannee River	Line drawn northwest from Vista, Florida
4. Waccasassa River	Junction of Cow Creek
5. Withlacoochee River	US Highway 19 at Inglis, Florida
6. Cross Florida Barge Canal	Lock at Inglis, Florida
7. Crystal River	All
8. Salt River	All
9. St. Martins River	All
10. Little Homosassa	All
11. Homosassa River	Junction of Halls River
12. Chassahowitzka River	Junction of Salt Creek
13. Weekiwachee River	Junction of Mud River
14. Pithlachascotee River	State Highway bridge south of New Port Richey, Florida
15. Anclote River	Alternate Highway 19 bridge at Tarpon Springs, Florida
16. Cross Bayou Canal	All
17. Hillsborough River	Dam at Rogers Park, Tampa, Florida
18. Palm River	Fixed railroad bridge east of Highway 41
19. Alafia River	US 301 Highway bridge at Riverview, Florida
20. Little Manatee River	US 41 Highway bridge
(21. Manatee River	Overhead power cables at Branches Hammock

<u>NAME</u>	<u>BOUNDARY LINE THEN SEAWARD</u>
22. Braden River	State Highway 64 fixed bridge at Samoset
23. Myakka River	US Highway 41 bridge east of North Port Charlotte
24. Peace River	State Highway 761 bridge north of Fort Ogden
25. Shell Creek	Fixed bridge at US Highway 17
26. Caloosahatchee River	Lock one mile east of olga
27. Imperial River	US Highway 41 bridge at Bonita Springs
28. Cocohatchee River	Fixed bridge east of Wiggin's Pass
29. Gordon River	US 41 Highway bridge at Naples

ATLANTA REGIONAL PLAN

SECTION VI OF APPENDIX I

3160 Florida Panhandle

3160.1 For information concerning response to an oil spill in the Florida Panhandle coastal region, refer to COTP Mobile, which is Section I of Appendix V to this annex.

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265

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APPENDIX II TO ANNEX XX

3200 Georgia

3200.1 This appendix applies to the coastal areas of the State of Georgia north of a line through Cumberland Island at 30°50'N latitude and of the State of South Carolina southwest of Bay Point, Edisto Island and the eastern shore of the South Edisto River. The RRC for the area is:

Seventh Coast Guard District
51 S. W. First Avenue
Miami, Florida 33130

3200.2 The OSC is COTP Savannah whose area of responsibility is set forth in paragraph 1407.1-3 of Annex IV, and TAB H of each section.

3200.3 In 1964, the State of Georgia passed into law the Georgia Water Quality Control Act. This act sets forth the State's policy that its water resources shall be utilized prudently to restore and maintain a reasonable degree of purity and require reasonable treatment of sewage and wastes prior to discharge. It in turn establishes a Water Quality Control Board to carry out this policy. In addition, all personnel, facilities, resources, property and equipment utilized for water quality control are now under the supervision of the Georgia Water Quality Control Board.

a. Report oil spills at the state level to R. A. Herwig (Georgia Water Quality Control Board) office number 404-656-4708, home phone 404-942-4 851.

3201 Listing of Sections

	Section No.
3210 COTP Savannah	I

3202 Listing of TAB's

3211	Critical Water Use Areas	TAB A
3212	Containment, Cleanup and Disposal	TAB B
3213	Inventories and Commitments	TAB C
3214	Strike Force	TAB D
3215	Potential Pollution Sources	TAB E
3216	Scientific Advisory Group	TAB F
3217	Comms, Local Alert and Notification	TAB G
3218	EPA/CG Boundaries	TAB H

SECTION I QB APPENDIX II

3210 COTP Savannah

3210.1 Area of Responsibility

a. The Savannah Captain of the Port area comprises all navigable waters of the United States and contiguous land areas within the boundaries set forth specifically in Annex IV, paragraph 1407 and 1408. General boundaries are: a line from Bay Point, Edisto Island 122° T to approximately 18 miles off shore, thence 233° T to a point approximately 4 miles 130° T off Ossabaw Island, thence to a point approximately 4 miles, 090° T off Cumberland Island, thence 270° T inland for approximately 24 miles, thence 020° T to a point 20 miles approximately 300° T from Ossabaw Island, thence 067° T to a point approximately 15 miles by land up the eastern shore of the South Edisto River, thence to origin.

3210.2 Guidelines

a. Upon notification of an oil spill obtain the following information:

- {1} Name and telephone number of reporting source.
- {2} Exact location of spill.
- {3} Estimate of the amount and type of pollutant.
- {4} Source of pollutant.
- {5} Action being taken on scene to control pollution.

b. Dispatch a Coast Guard investigating team. Compute tides and current for the area of the spill for use in future planning and action.

c. Obtain the following information from the investigating team at the scene of the spill:

{1} Any information indicated in paragraph {a}, if not already known.

{2} Area covered by slick.

{3} On scene wind and current.

d. Classify spill and report to RCC in accordance with Annex G to CCGDSEVEN OPLAN NO. 1-{YR}.

e. Take action as indicated by the situation {refer to TAB C}. Contact the Savannah Fire Department and notify all other appropriate officials. Consider recalling additional personnel to assist in containing and controlling the spill.

f. Ascertain product hazards and methods for combatting the spilled product.

g. If the spill presents a possible fire hazard, contact the Savannah Fire Marshall for his determination in this matter. If a fire hazard exists, secure all welding operations in the area of the spill.

h. Consider regulation of vessel movement in the spill area with the assistance of the pilots association. Utilize safe anchorages and request that R/C issue a Notice to Mariners, as warranted.

i. Contact the responsible party, if known, and determine what future action he plans to take.

TAB A OF SECTION I

3211 Critical Water Use Areas

3211.1

The primary and all secondary uses of all waters within the Savannah Captain of the Port area of responsibility are contained in this section. Primary uses of water are underlined on the large area Charts. All uses and pertinent factors are listed by local area on tables to be used together with detailed charts which follow the tables.

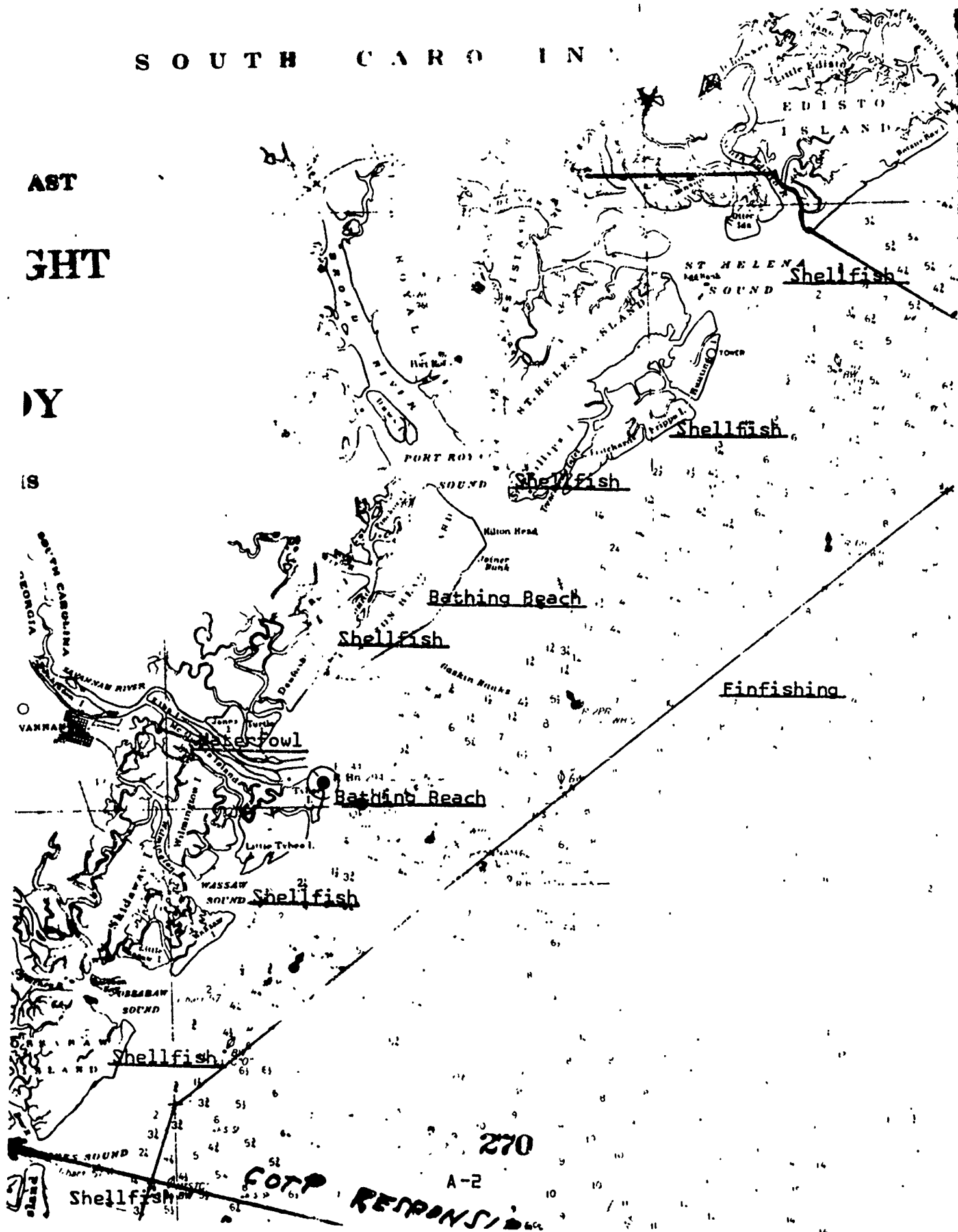
SOUTH CAROLINA

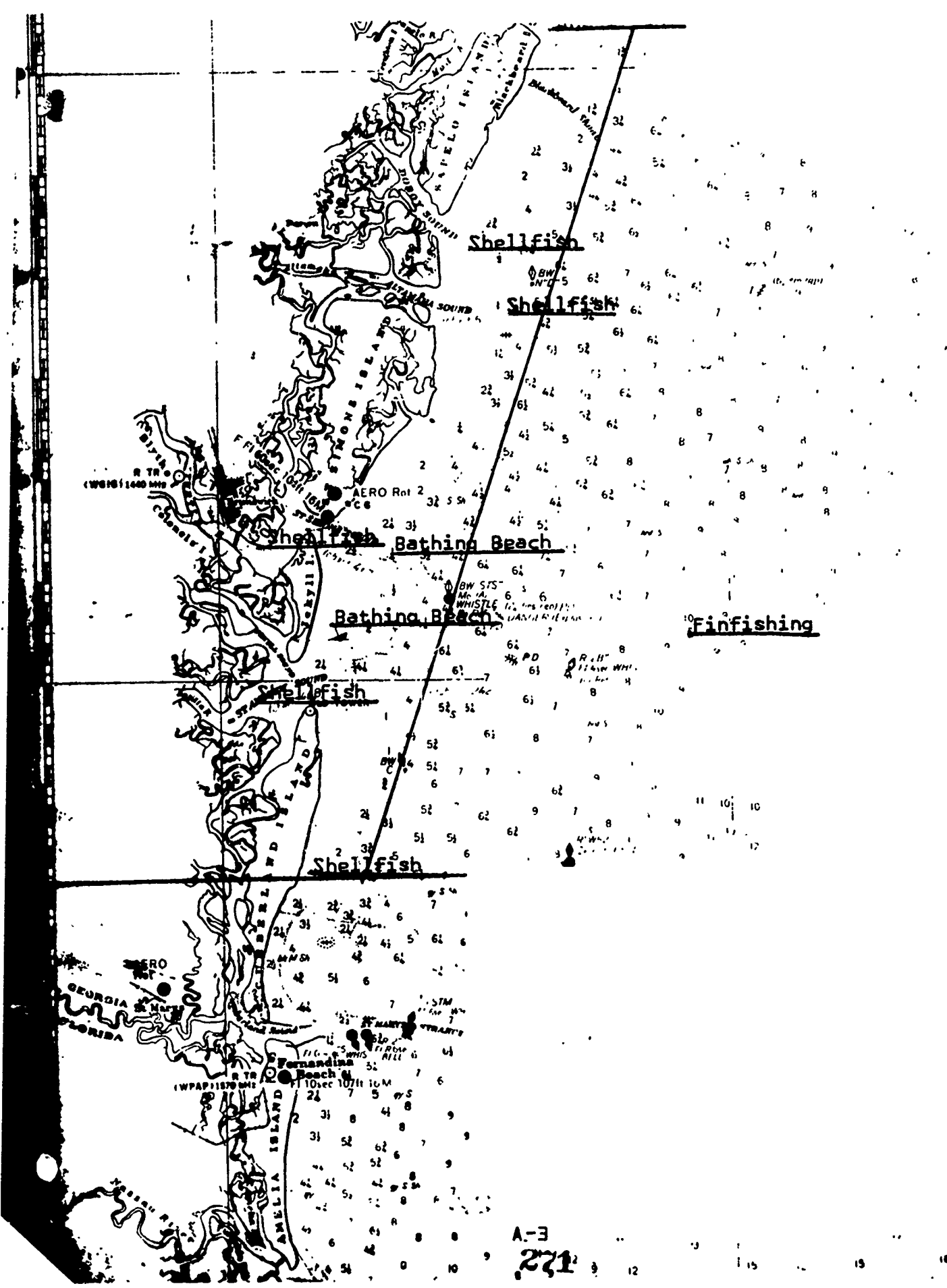
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271

AREAS	PRIMARY USE	SECONDARY USE	PERTINANT FACTORS
Atlantic Ocean, Entire coastline, offshore	Finfishing	Shellfish	
Atlantic Ocean, inshore Phipps Island	Shellfish	Beach Area Waterfowl	Resort Area Phipps Island Beach
Atlantic Ocean, inshore Hilton Head Island	Bathing Beach	Shellfish	Resort Area Hilton Head Beach
Atlantic Ocean, inshore Tybee Island	Bathing Beach	Shellfish	Resort Area, Savannah Beach and Town of Savannah Beach
Atlantic Ocean, inshore Wassaw Island	Shellfish	Waterfowl	Wassaw Island Wildlife Refuge included
Atlantic Ocean, inshore Blackbeard Island	Shellfish	Wildlife Waterfowl	Blackbeard Island Wildlife Refuge include
Atlantic Ocean, inshore Sapelo Island	Shellfish	Wildlife Waterfowl	Sapelo Island Game Refuge
Atlantic Ocean, inshore St. Simons Island	Bathing Beach	Shellfish Waterfowl	Resort Area, Sea Island and Town of St Simons included
Atlantic Ocean, inshore Jekyll Island	Bathing Beach	Shellfish Waterfowl	Resort Area
Atlantic Ocean, inshore Cumberland Island	Shellfish	Waterfowl Finfish	

AREAS	PRIMARY USE	SECONDARY USE	PERTINENT FACTORS
ST HELENA SOUND	SHELLFISH	FINFISH WATERFOWL	EXTENSIVE SHELLFISHING IN INLETS, RIVERS AND CREEKS, ST HELENA ISLAND
PORT ROYAL SOUND	SHELLFISH	WATERFOWL FINFISH	BEAUFORT, SC, LOCATED ON BEAUFORT RIVER MARINE CORP INSTALLATION ON PARRIS ISLAND
CALOBOGUE SOUND	SHELLFISH	WATERFOWL FINFISH	
SAVANNAH RIVER	WATERFOWL		WILDLIFE REFUGE ABOVE PORT WENTWORTH, GA.
WASSAW SOUND	SHELLFISH	WATERFOWL FINFISH	WILDLIFE REFUGE WASSAW ISLAND
OSSABAW SOUND	SHELLFISH	WATERFOWL	
ST CATHERINE'S SOUND	SHELLFISH	WATERFOWL	
SAPELO SOUND	SHELLFISH	WATERFOWL WILDLIFE	PROJECT SITE FOR SHRIMP FARMS. HARRIS NECK WILDLIFE REFUGE BORDERS ON REFUGES ON BLACKBEARD AND SAPELO ISLANDS
DOBOY SOUND	SHELLFISH	WATERFOWL WILDLIFE	BORDERS ON SAPELO ISLAND
ALTAMAHA SOUND	SHELLFISH	WATERFOWL	ALTAMAHA WATERFOWL AREA...REFUGE
ST SIMONS SOUND AND BRUNSWICK RIVER	SHELLFISH	WATERFOWL	TOWNS OF ST SIMONS AND BRUNSWICK INCLUDED
ST ANDREW SOUND	SHELLFISH	WATERFOWL FINFISH	

1. POPULATION CENTERS

Beaufort, S.C. - water by canal from Savannah River above Port Wentworth.

Savannah, Ga. - domestic water from 21 artesian wells, 17 industrial plants supplied from Abercorn Creek

Savannah Bch, Ga.-water from artesian wells

Brunswick, Ga. - water from artesian wells

St Simons, Ga. - water from artesian wells

2. BATHING BEACHES LISTED

Fripps Island, S.C.

Hilton Head, S.C.

Savannah Beach, Ga.

St Simons, Ga.

Jekyll Island, Ga.

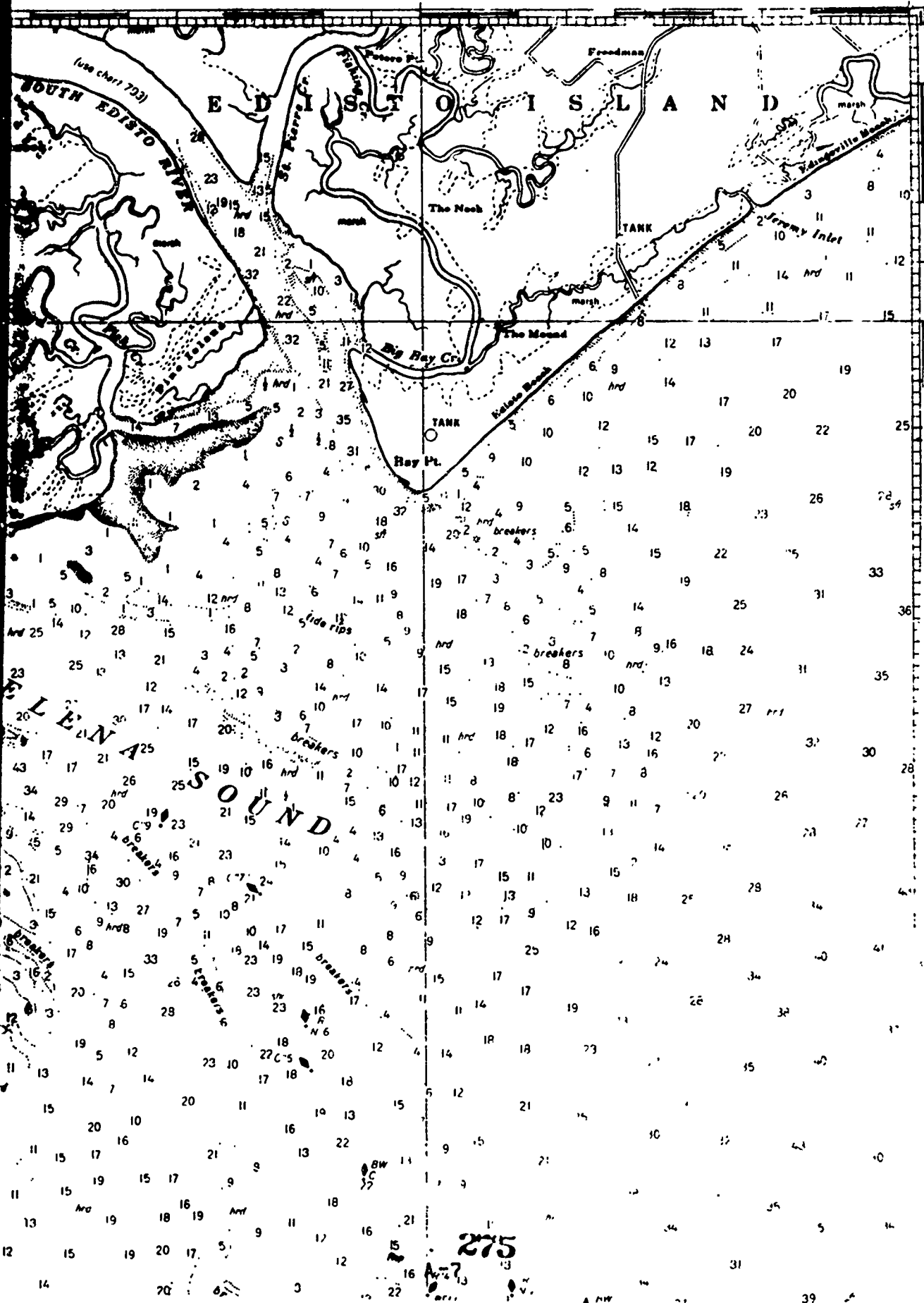
3. WATER INTAKES * none for domestic use

4. SHELLFISH - all sounds, inlets, rivers, and creeks and inshore in Atlantic Ocean

5. FINFISH - Atlantic Ocean and entire coast area

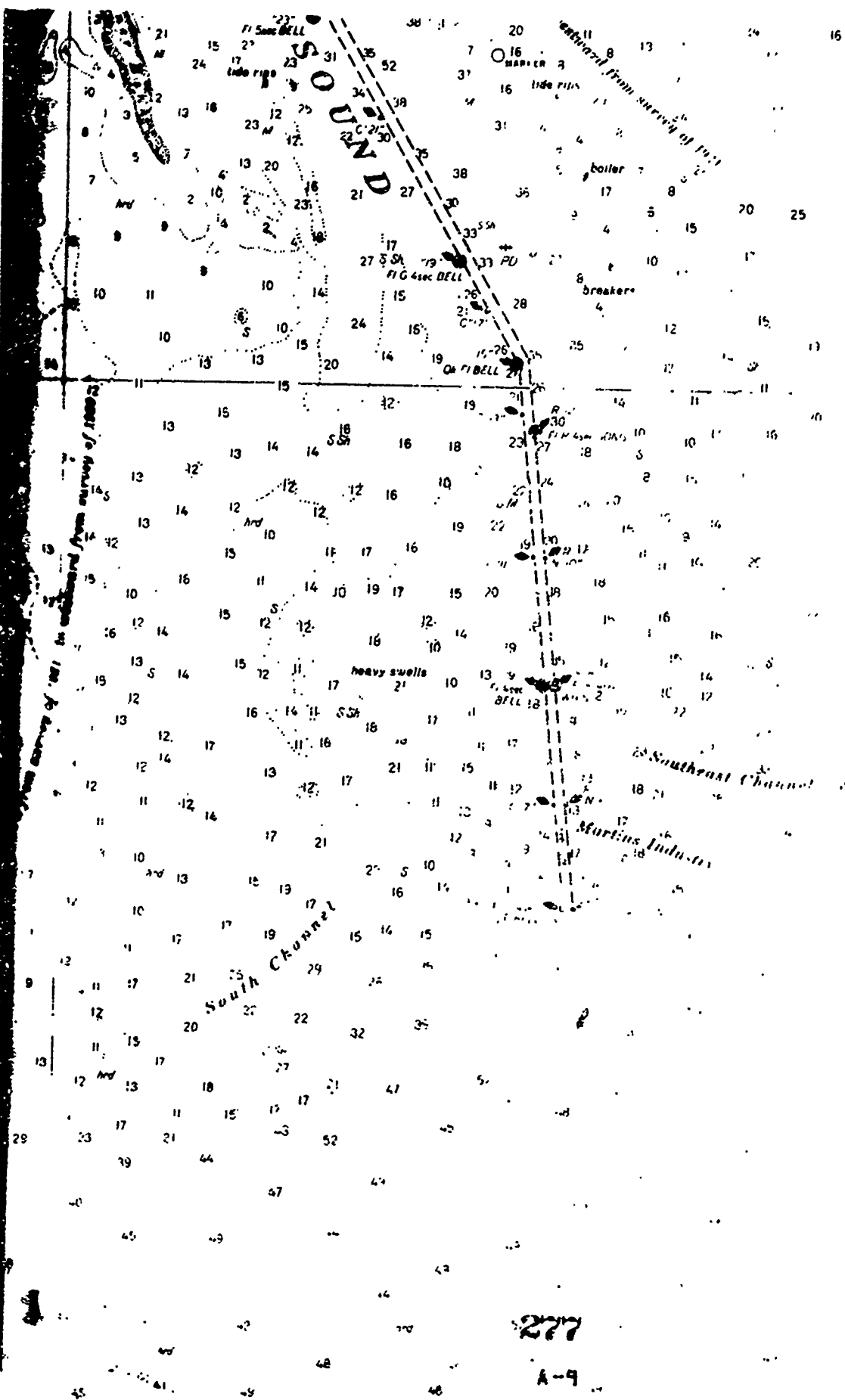
6. WATERFOWL - entire coast with refuges at Savannah, Harris Neck, Butler Island, Blackbeard Island, Sapelo Island, Altamaha and Wassaw Island

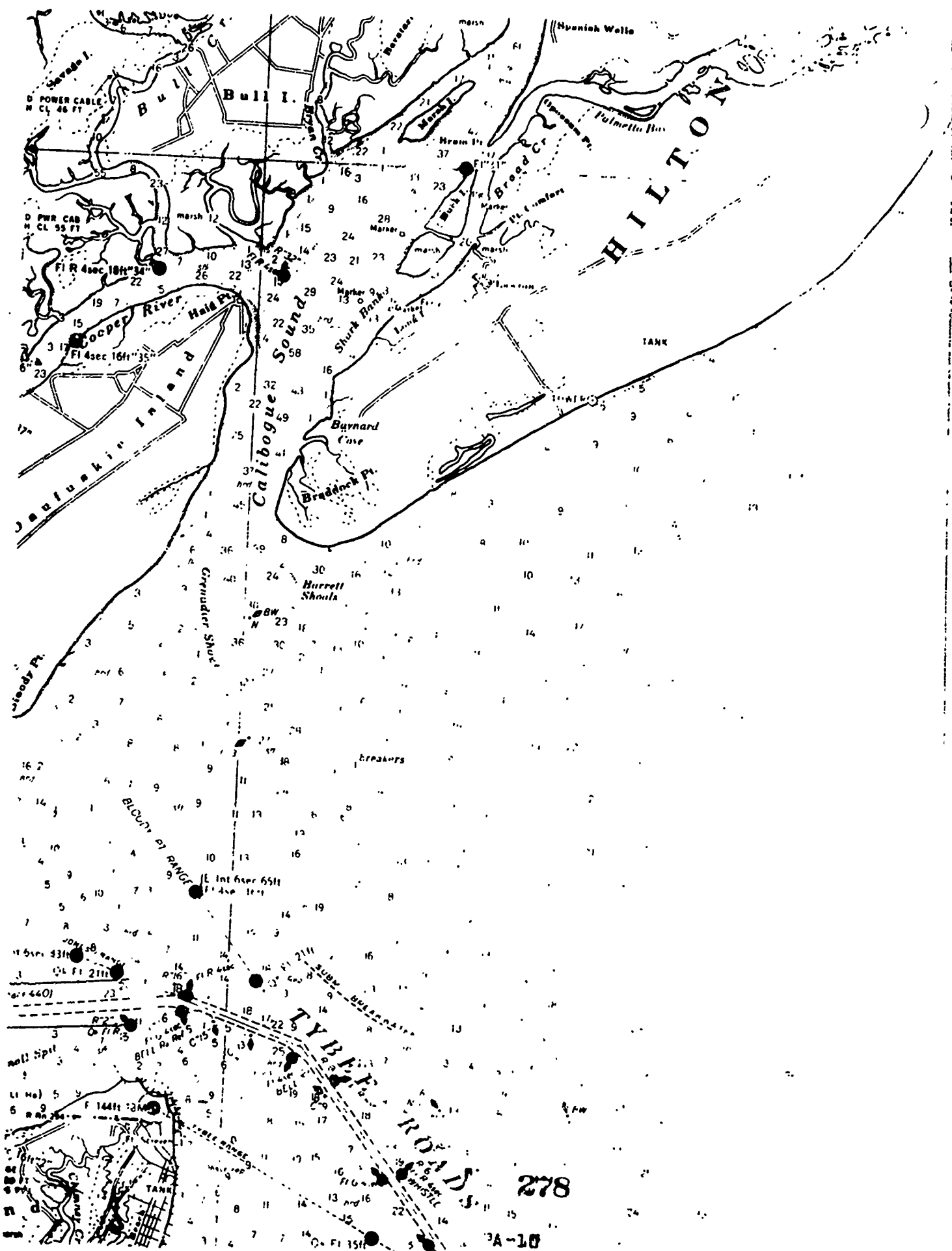
7. OTHER WILDLIFE - entire coast area

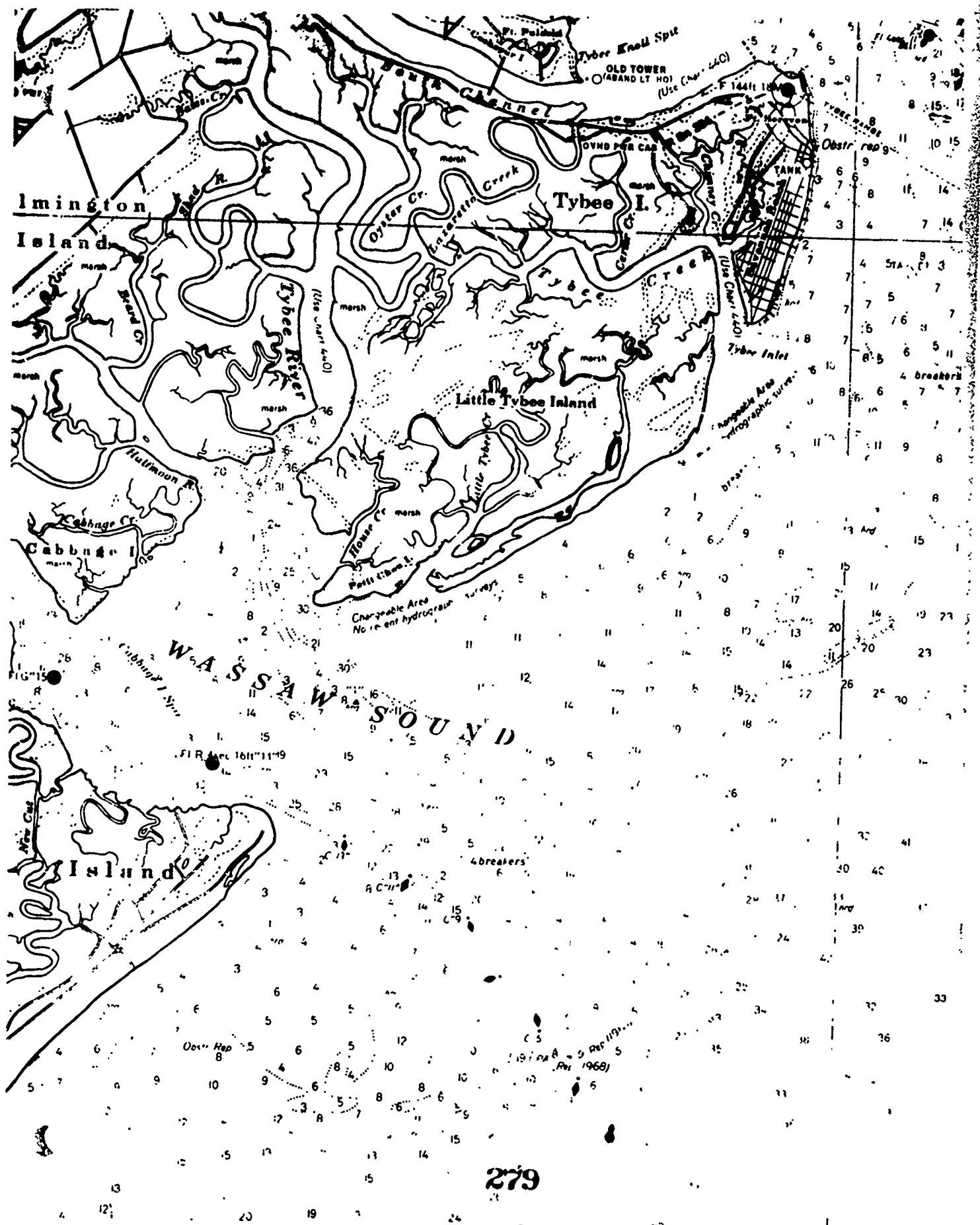


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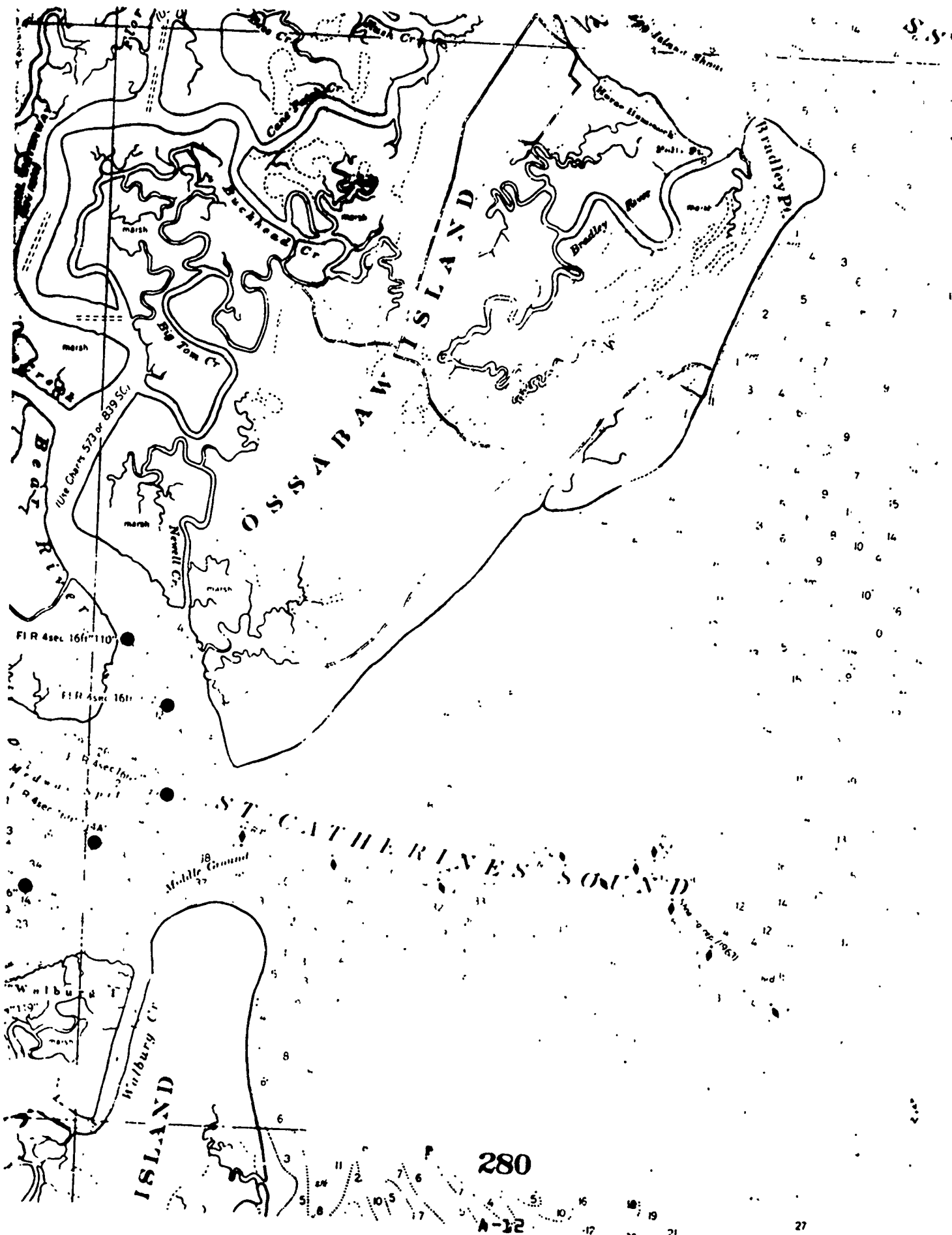


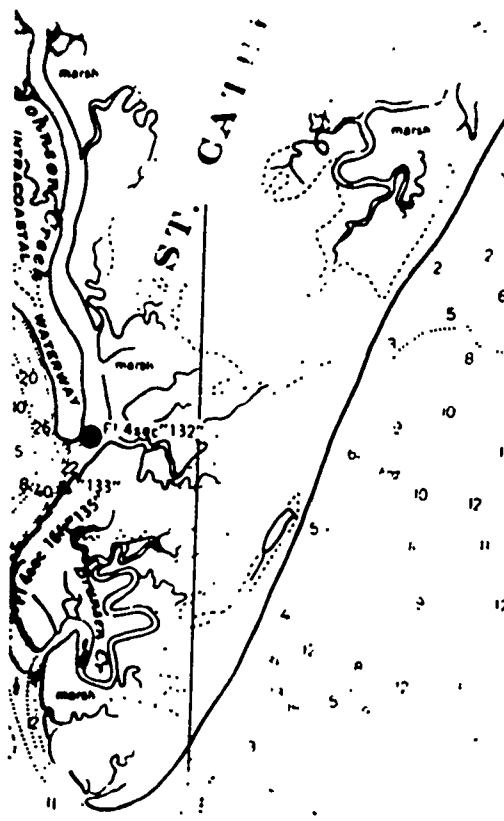


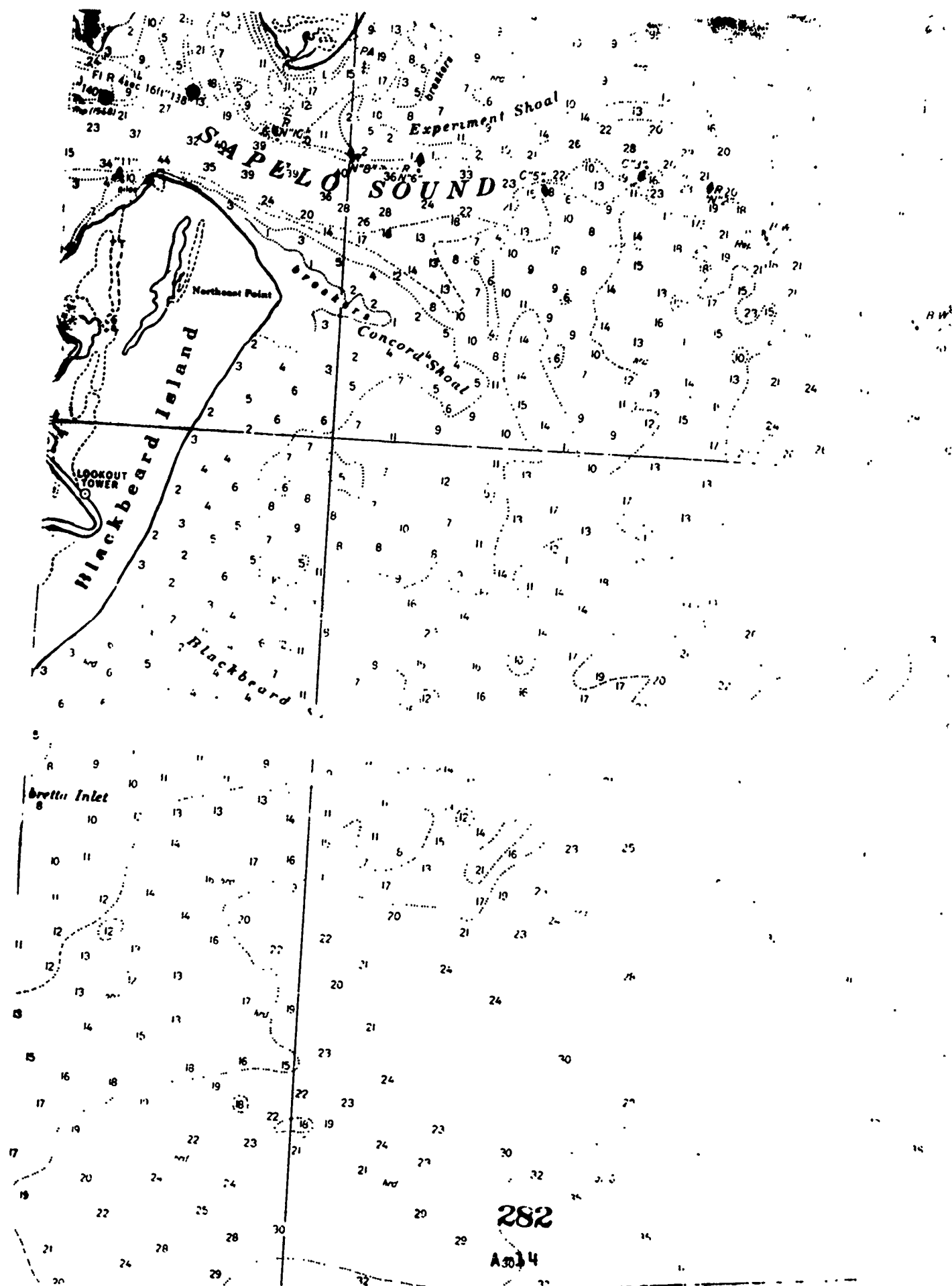


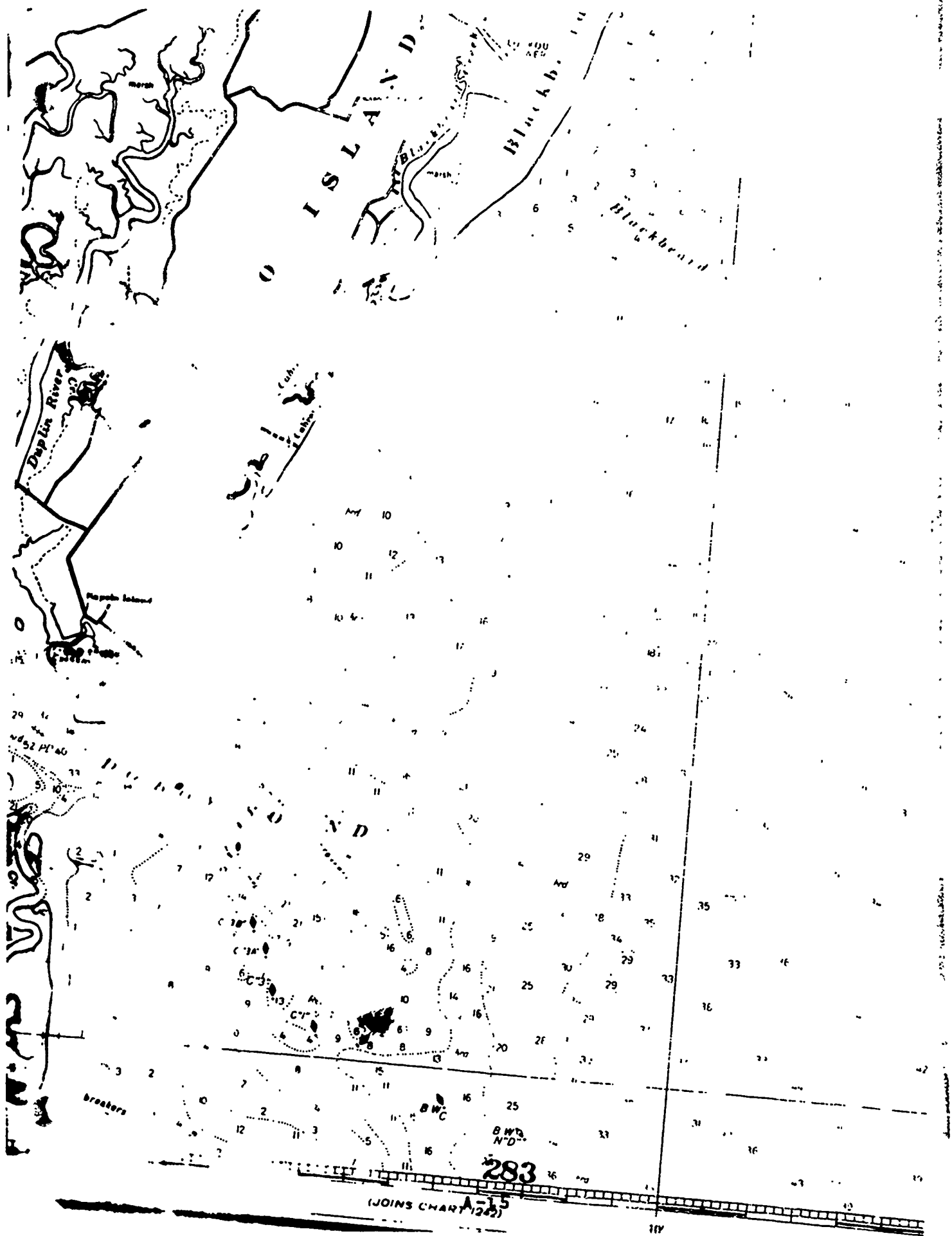
279

A-11











Major M. Kinnor
Agent
St. Simons Island C. Co.
No. 100

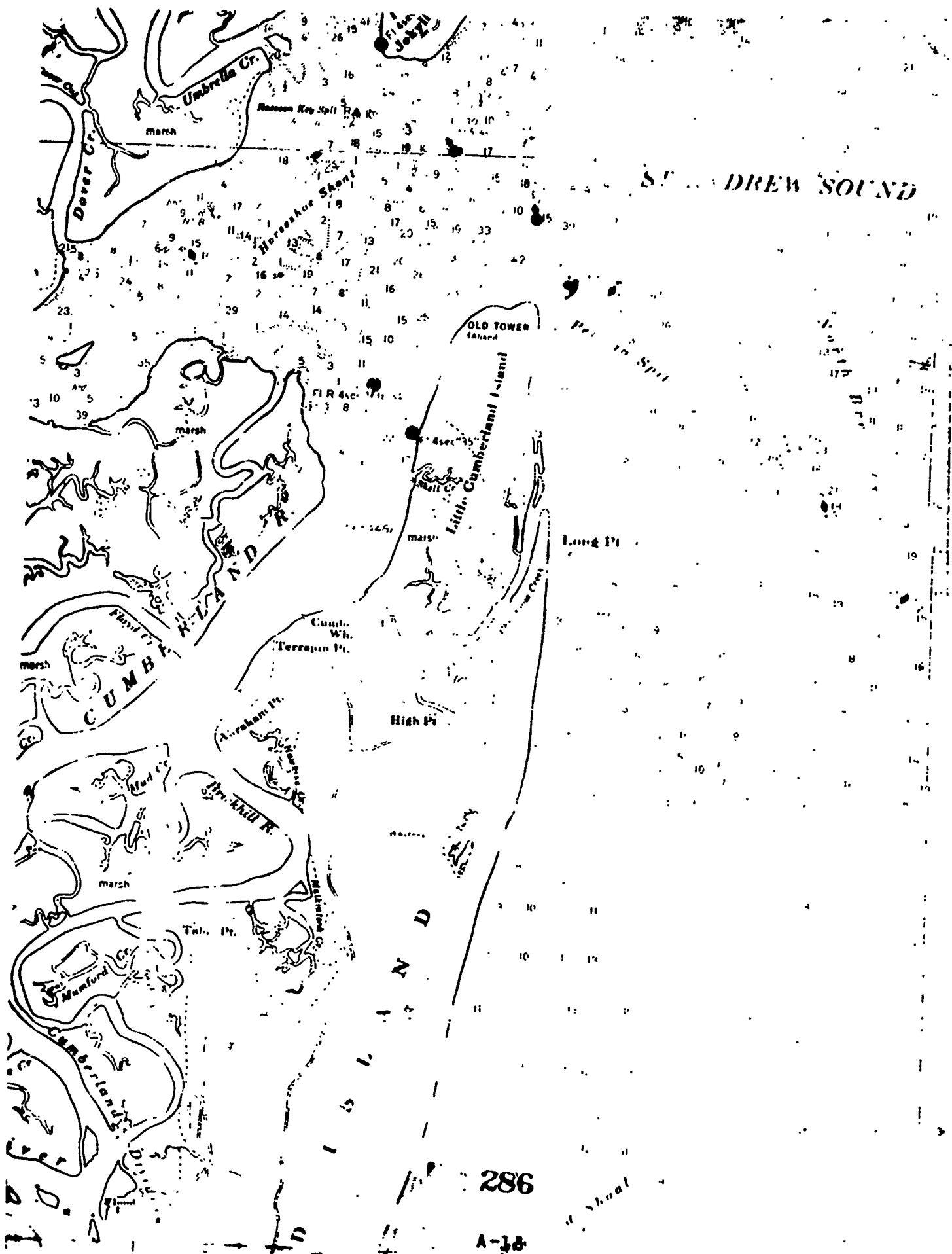
ST. SIMONS SOUND

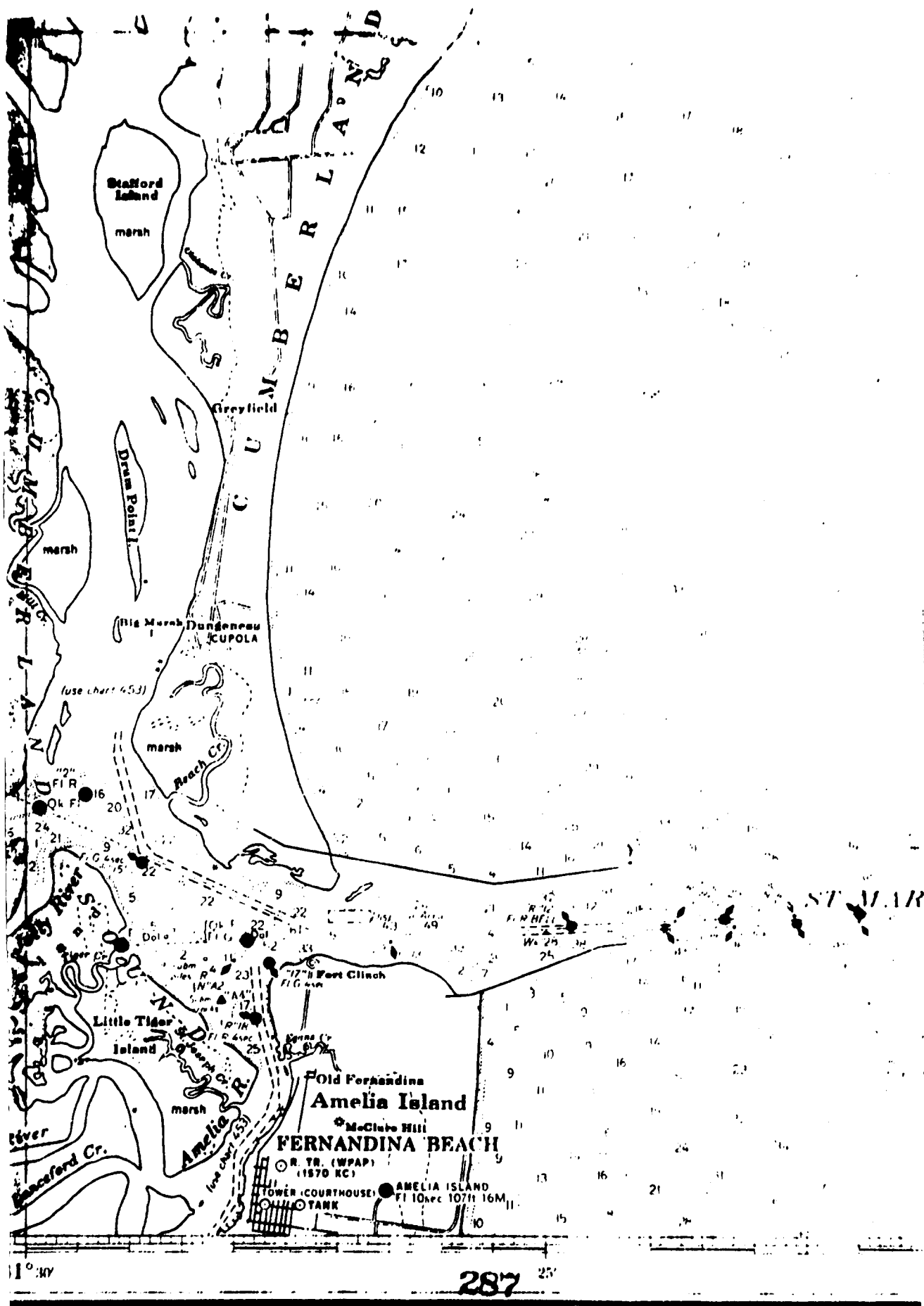


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285

A-17





ATLANTA REGIONAL PLAN

TAB B TO SECTION I 3212 CONTAINMENT - CLEANUP AND DISPOSAL TECHNIQUES SAVANNAH AREA

Methods and materials utilized in carrying out containment, abatement, cleanup, and disposal techniques will be the decision of the On-Scene-Commander. In each pollution incident, consideration will be given to many factors such as time, availability of equipment, type and amount of pollutant, prevailing environmental conditions, and special situations such as proximity of drinking water, marine wildlife, and recreational areas.

1. Containment Techniques:

a. Immediately Available

A reliable method of containment of spills in the Savannah area is not presently available. Partial containment under certain conditions may be accomplished by utilizing log booms, inflated surplus fire hose, or other fabricated barriers.

b. Available after approximately 6 hours notice

Booms and artificial barriers could be made available from another source outside the Savannah Area; however, the effectiveness of containment equipment upon arrival on scene would be reduced greatly due to the time lapse of spillage.

c. Natural Barriers

- {1} The Savannah River may act as a Natural Barrier depending upon the location of a spill. A spill coming under the full effects of tidal conditions under normal circumstances will travel about three {3} net miles toward sea per cycle having traveled seven {7} miles down river during the ebb phase and four {4} miles up river during the flood phase. The amount of time consumed during two {2} complete tidal cycles averages about 25 hours or a little more than one {1} day. It would therefore be expected that the major portion of a spill would travel about six {6} miles per day toward the mouth of the river. This would allow for potential containment and ultimate cleanup and disposal of a spill in some cases before reaching and contaminating the beaches of Hilton Head Is., Tybee Is., and the natural location of most shellfish and other marine wild life in the Savannah River area.

ATLANTA REGIONAL PLAN

- {2} Port Royal Sound and the Beaufort River leading to Port Royal, S. C. may act as a Natural Barrier similar to the Savannah River. St. Simon's Sound also presents a possible natural barrier situation. These areas pose no more than a moderate spill threat as compared to the major spill threat of the Savannah River.
- {3} In offshore areas it would be expected that prevailing wind and surface current conditions would exert the overriding influence upon spillage movements.

2. Abatement Techniques:

a. Immediately Available

Vessel - Transfer of pollutant to undamaged tanks of the vessel; transfer of pollutant property to another vessel, barge, floatable bag or barrels, {A barrel filled nearly full of petroleum will float}; if able to moon, transfer pollutant property to trucks, barrels and or barges. Utilize trucks, tanks or barrels for transfer of pollutant as necessary.

3. Cleanup and Disposal Techniques:

a. Immediately Available

Light Petroleum Product:

Since a vast majority of petroleum traffic transported through Savannah is of the nature of a light product, such as gasoline, the most likely spill in the Savannah River Area would be the spill of a light petroleum product during transfer operations. Elimination of sources of ignition in this instance is paramount. Local Police and Fire Departments, neighboring industries, and waterfront facilities must be warned of any such spill. In some cases it may be more desirable to allow the natural disposal, by evaporation, of this type of product. The use of foam and other chemicals in order to minimize a fire hazard is not to be discouraged. Petroleum Products are not normally transported through Port Royal Sound or St. Simon's Sound.

Heavy Petroleum Product

Vacuum trucks are available for the pick up of heavy oil. Nine {9} suitable barges and one {1} floating crane are available for locating and positioning vacuum trucks.

ATLANTA REGIONAL PLAN

b. Mechanical

Straw in moderate quantities is immediately available in the Savannah area.

Mechanical methods of removal such as skimmers could be made available from another source outside the Savannah Area within approximately six {6} hours. Materials which aid in the collection of floating oils such as sorbents, jellants, and viscosity control additives are considered to be generally acceptable providing that these materials do not in themselves or in combination with the pollutant increase the pollution hazard.

c. Chemicals

Chemicals that emulsify, disperse, solubilize, or precipitate oil will not be authorized except where it is judged that fire or safety hazards dictate the immediate application of such chemicals.

d. Combustion

Burning offers an inexpensive and quick method for removal of several pollutants under certain circumstances. If a vessel leaking a pollutant is unable to be salvaged and ultimately abandoned, attempts to set the oil afire while still contained on the vessel might be considered. However, precautions must be taken to assure that no increased fire hazard to property is produced. In the event property is abandoned and other combatant techniques are not available, burning might be useful if the fuel drifted with the wind and currents at a rate such that combustion had stopped well before reaching a shore area. Techniques to be employed during combustion might include the immersion of a material which could act as a wick in the pollutant; local heating by a secondary flame compensating for heat losses to the water; addition of oxidants; and or foaming of the liquid fuel to increase its specific area. Mixing a lighter petroleum product with a heavier product would greatly enhance the burning of the heavy oil. Selective burning of small sections in sheltered waters should be considered. Burning of chemicals may be extremely dangerous, and all chemical products should be checked with a qualified marine chemist.

CONTROL TECHNIQUES FOR VARIOUS CRITICAL USE AREAS

PRIMARY	• SECONDARY	MECHANICAL CONTAINMENT										•									
		Mechanical Containment	Mechanical Removal	Chemicals Low-Toxicity	Chemicals Non-Toxic	Adsorbents	Absorbents	Sinking Agents	Agitation	Combustion	Reduce Fire Hazard	Mechanical Containment	Mechanical Removal	Chemicals Low-Toxicity	Chemicals Non-Toxic	Adsorbents	Absorbents	Sinking Agents	Agitation	Combustion	Reduce Fire Hazard
POPULATION	ALL	R	R	O	R	R	R	R	R	R	N	R	N	R	N	R	N	R	N	R	R
WATER INTAKES	ALL	R	R	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	O
BEACHES	ALL	R	R	N	R	R	R	R	R	R	R	R	R	R	R	N	O	N	N	O	
SHELLFISH	BOATING	R	R	N	O	R	R	R	R	R	R	R	R	R	R	N	R	N	N	R	
SHELLFISH	FISHING	R	R	N	O	R	R	R	R	R	R	R	R	R	R	N	R	O	O	O	
SHELLFISH	WATERFOWL	R	R	N	N	R	R	R	R	R	R	R	R	R	R	N	R	N	N	O	
WATERFOWL	ALL	R	R	N	R	R	R	R	R	R	R	R	R	R	R	N	R	N	N	O	
WILDLIFE	ALL	R	R	N	R	R	R	R	R	R	R	R	R	R	R	N	R	N	N	O	
BOATING	ALL	R	R	O	R	R	R	R	R	R	R	R	R	R	R	O	R	N	N	R	
OFFSHORE SHIPPING	--	O	R	R	R	R	R	R	R	R	O	O	R	R	R	R	R	R	R	O	
FISHING	--	R	R	N	O	R	R	R	R	R	R	R	R	R	R	N	R	O	O	O	

Code: R - Recommended
 N - Not Recommended
 O - Optional

NOTE: Consult Annex X for any use of chemicals.

ATLANTA REGIONAL PLAN

TAB C TO APPENDIX IV

3213 Inventories and Commitments

1. Military

- a. U. S. Coast Guard
 - {1} 84 Personnel
 - {2} Five 40' UTB, Two 30' UTB
 - {3} Two Drums Polycomplex
 - {4} Nine Portable Pumps
- b. U. S. Navy - COMFAIRKWEST
 - {1} Two Helicopters available as needed
- c. U. S. Navy - Maintenance
 - {1} Three bulldozers
 - {2} Twenty dump trucks
 - {3} Two front loaders
 - {4} Twelve cranes
 - {5} Carbonized sand for small area
 - {6} Drew oil and grease emulsifying agent two drums
 - {7} Personnel - approximately 1,000
Immediately and an additional 500 could be obtained
- d. U. S. Navy - Surface Operations
 - {1} Sludge Barge - 378,000 gal capacity
 - {2} Donut Barge - 2500 gal capacity
 - {3} YFN Deck Cargo Barge - Deck space for 15 to 20 vehicles
 - {4} Carbonized sand - 3500 lbs.
 - {5} Four yard tugs with fire fighting equipment
 - {6} Four portable pumps used to transfer oil from Donut Barge to sludge barge.
 - {7} Medusa - type skimmer

2. Civilian

- {1} City of Key West
 - {a} 1 Dump truck
 - {b} 1 Front loader
 - {c} 1 crane - 35 ft. boom
 - {d} 1 Grader
 - {e} Small amount of sand
 - {f} 30 - 40 Fire Department personnel
 - {g} Firefighting equipment
- {2} Toppino and Sons, Inc.
 - {a} 5 Bulldozers
 - {b} 4 Dump trucks
 - {c} 4 Draglines
 - {d} 6 Front loaders
 - {e} Several tons of sifted sand
 - {f} Personnel to run equipment
- {3} Captain Kidd's Sani-Service

ATLANTA REGIONAL PLAN

- {a} 1 1,500 gallon pump truck
- {b} 1 300 gallon pump truck
- {4} Capp's Trailer Supply 305-296-2069
 - {a} 1 500 gallon tank and pump on a trailer
- {5} Monroe County Mosquito Control District
 - {a} 1 Spray Plane - 145 gallon payload
 - {b} 1 Spray Plane - 180 gallon payload
 - {c} 1 Spray Plane - 1000 gallon payload
 - {d} 1 pump truck - 5,000 gallon capacity
- {6} Alexander Marine Salvage Co. 305-294-9187
 - {a} 1 45 ft. Tug with some firefighting capabilities
 - {b} 3 portable salvage pumps - 2 inch capacity - water only
 - {c} 2 portable salvage pumps - 4 inch capacity - water only
- {7} Smith and Son's Upholstery 305-294-2115
 - {a} 3 sheets of foam - 72 X 24 X 4 inches
 - {b} 50 lbs of scrap foam

b. Marathon

- {1} State Road Department 305-743-6516
 - {a} 1 small bulldozer
 - {b} 1 small front loader
 - {c} 5 dump trucks
 - {d} Prisoners from state prison
- {2} Gaines Construction Company
 - {a} 3 bulldozers
 - {b} 2 Graders
 - {c} 2 barges with draglines {3ft. draft}
- {3} Marathon Fire Department
 - {a} Firefighting equipment
 - {b} 35 personnel

c. Islamorada

- {1} Approximately 15 privately owned dump trucks
- {2} 50 - 60 volunteers from various clubs in area; Elks, Rotary, Junior C of C., etc.
- {3} Quick Clean Septic Tank Service
Largo, Florida 305-852-8416
 - {a} 1 2,000 gallon Pump truck

3. Key West Port Committee for Spillage Control Inc.

- a. Equipment {ordered, not presently in Key West}
 - {1} Acme tunnel-type skimmer
 - {2} 1,000 ft. of boom
- b. Area covered
 - {1} Key West and surrounding waters
 - {2} Upper keys if required
- c. Time for response
 - {1} On Scene in Key West Harbor within one hour.
 - {2} Loaded for deployment elsewhere in Key in approximately one hour. Add approximately 1 hour for each 40 miles distance between Key West and scene.

TAB D OF SECTION I

3214 Strike Forces

To be developed

ATLANTA REGIONAL PLAN

TAB E TO SECTION I
3215 POTENTIAL POLLUTION SOURCES

<u>Possible Source</u>	<u>Position</u>	<u>Pollution Potential</u>
Beaufort, S. C.		
Marine Corps Air Station Fuel Docks	32.27.10N 80.42W	Major
Savannah, Georgia		
American Cynamid Plant	32.05.05N 81.01.35W	Major
Standard Oil Co. & Pure Oil Co.	32.04.35N 81.02.26W	Major
Pure Oil Co. Lube Canning Plant	32.04.48N 81.03.10W	Major
Gulf Oil Corp.	32.05.05N 81.05.47W	Major
Colonial Oil	32.05.44N 81.06.23W	Major
American Oil	32.06.36N 81.07.14W	Major
Southland Oil Co.	32.07.09N 81.08W	Major
Savannah Terminals		
Texas Gulf Sulphur Co. Molten Sulphur Storage & Southern States Phosphite & Fertilizer Plant	32.04.49N 81.03.51W	Moderate
Savannah Electric & Power Co.	32.04.50N 81.05W	Minor
Savannah Electric & Power Co.	32.04.57N 81.05.30W	Minor
Savannah Machine & Foundary Co.	32.05.52N 81.06.30W	Moderate
VC Chemical Mobil Chemical Co.	32.06N 81.06.50W	Minor
Union Camp Corp.	32.06.18N 81.07.08W	Moderate
National Gypsum	32.06.15N 81.07.35W	Moderate
Rubernoid Co. Div of Gen Aniline & Film	32.07N 81.07.48W	Minor
Chevron Asphalt	32.08.30N 81.08.28W	Major
American Sugar Refinery of Savannah	32.08.58N 81.08.30W	Major

ATLANTA REGIONAL PLAN

<u>Savannah Terminals</u> <u>Possible Source</u>	<u>Position</u>	<u>Polluti</u> <u>Potentia</u>
Atlantic Greosote Co.	32.09N 81.08.34W	Moderate
Savannah Electric & Power Co.	32.09.05N 81.08.49W	Minor
Georgia Pacific	32.09.32N 81.09.19W	Minor
Continental Can Co.	32.10N 81.10W	Moderate

Possible Sources of Pollution Brunswick, Georgia Area

Brunswick Pulp & Paper	31.11.13N 81.31.27W	Major
Hercules Power	31.09.57N 81.28.19W	Moderate
Allied Chemical Co.	31.10.34N 81.31.09W	Major
Solvey Co.	31.10.18N 81.31.10W	Minor
Dixie O'Brien Paint Co.	31.10.15N 81.28.19W	Minor
Escambia Pole Treating Co.	31.13.20N 81.33.11W	Minor
Bestwell Co.	31.07.39N 81.29.14W	Minor
Brunswick City Sewerage Disposal	31.09.14N 81.30.35W	Minor
Georgia Power Plant	31.12.44N 81.33W	Minor

TAB F OF SECTION I

321b Scientific Advisory Groups

321b.1 List of interested institutions in Savannah area.

- a. Armstrong State College
Dr. Henry Ashmore President - 354-9715
- b. USDA, Stored Products Insects Research and Development
Laboratory
Dr. Robert Davis, Director - 233-7984

321b.2 Scientific Advisory Group

- a. Dr. Robert Davis {Ecologist} 233-7984
- b. Dr. L. B. Davenport, Jr. {Biology} 354-9715
- c. Dr. Alex D. Beltz {Biology} 354-9715
- d. Dr. F. G. Crider {Physical Chemist} 354-9715
- e. Dr. John G. Brewer {Analytical Chemist} 354-9715
- f. Dr. Henry E. Harris {Organic Chemist} 354-9715
- g. Dr. Paul E. Robbins {Organic Chemist} 354-9715
- h. Dr. Credic Stratton {Inorganic Chemist} 354-9715
- i. Dr. Sarvam Bhatia {Economist} 354-9715
- j. Mr. Max T. Johns {Economist} 354-9715
- k. Dr. Orange W. Hall {Business Administration} 354-9715

TAB G OF SECTION I

3117 Communications, Local Alert, and Notification

3117.1 General Procedure

a. Normally communications for alerting and notification will be carried out by telephone. The following agency is to be advised of any pollution incident, and consulted in the handling of pollution questions:

{1} Federal Water Quality Administration
Suite 300
1421 Peachtree Street N. E.
Atlanta, Georgia 30334
Mr. John C. White, Director
Office Telephone 404-526-5880
24 Hour emergency number - 404-526-5062

b. For pollution incidents in the State of Georgia contact the following agency:

{1} Georgia Water Quality Control Board
47 Trinity Avenue S. W.
Atlanta, Georgia 30334
Mr. Rock S. Howard, Executive Secretary
Office Telephone - 404-688-4033 ext 406

c. For pollution incidents in the State of South Carolina follow procedures contained in Section I of Appendix III.

d. For pollution incidents in the Savannah, Georgia area contact the following agencies and committees:

{1} Savannah River Oil Control Coordination Committee{0CCC}

Mr. John M. Considine
Office Telephone - 912-233-1506
Home Telephone - 912-355-1257

{2} Chatham County Department of Health
P. O. Box 6648
Savannah, Georgia 31405
Mr. Charles W. Lindsey
Office Telephone - 912-354-2420 ext 56, 57

{3} City of Savannah Water Pollution
Mr. Earl G. Dobbins - 912-233-9321

{4} Savannah Fire Department {Where Fire Hazard Exists}
912-232-5121

e. For pollution incidents in the Brunswick, Georgia area
contact the following agencies and committees:

{1} Georgia Fish and Game Commi . . .
Box 1097
Brunswick, Georgia 31522
Mr. David H. Gould
Office Telephone - 912-265-1552
Home Telephone - 912-265-5566

{2} Brunswick Fire Department {Where Fire Hazard Exists}
912-265-1212

TAB H TO SECTION I

3218 ^{EPA}~~FWQA~~/ CG BOUNDARY DELINEATION

1. The extent of Coast Guard boundaries within the COTP Savannah area of responsibility remains the same as the general boundaries set forth in Annex IV, paragraph 1408.1-3.

APPENDIX III TO ANNEX XX

3300 South Carolina

3300.1 This appendix applies to the coastal areas of the State of South Carolina northeast of Bay Point, Edisto Island and the eastern shore of the South Edisto River. The RRC for the area is:

Seventh Coast Guard District Office
51 S. W. First Avenue
Miami, Florida 33130

3300.2 The OSC is COTP Charleston, whose area of responsibility is set forth in paragraph 1407.1-2 of Annex IV, and TAB H of each section.

3300.3 State Legislation and Policies Concerning Oil

a. Present legislation in South Carolina prohibits the discharge of any oil product from any vessel entering or within any harbor in the State.

b. Oil spills shall be reported at the state level to one of the following:

- (1) South Carolina Pollution Control Authority
Telephone: 803-758-2915
- (2) R. K. Tinsley
Telephone: 803-772-7190
- (3) W. B. Crum
Telephone: 803-256-0833
- (4) N. M. Hurley
Telephone: 803-285-2658

c. The State can provide personnel for oil spill response depending on the situation, but has no equipment designed for oil spill control. Earth moving equipment, straw, etc. can be obtained.

d. Oil dispersants are felt to be generally unsatisfactory, but their use occasionally justifiable as a lesser evil.

3300.4 Industrial Committee for Liquid Spillage Control

a. Is an organization of petroleum carriers located in Charleston.

b. Has access to barges, booms, pumps and dispersants.

c. Is chaired by Mr. Wray Dryer, office number 803-744-6256, home number 803-783-6772.

3301 Listing of Sections

3310 COTP Charleston

Section No.
I

3302 Listing of TAB's

3311	Critical Water Use Areas	TAB A
3312	Containment, Cleanup and Disposal Techniques	TAB B
3313	Inventories and Commitments	TAB C
3314	Strike Force	TAB D
3315	Potential Pollution Sources	TAB E
3316	Scientific Advisory Group	TAB F
3317	Comms., Local Alert and Notification	TAB G
3318	EPA/CG Boundaries	TAB H

APPENDIX III TO ANNEX XX

Section I

3310 COTP CHARLESTON

3310.1 Areas of Responsibility

a. For law enforcement purposes the Charleston Captain of the Port area comprises all navigable waters of the United States and contiguous land areas within the following boundaries: From the eastern bank of the South Edisto River to the North-South Carolina border, approximately thirty miles inland and thirty miles seaward from the coastline.

b. For contingency purposes the Charleston Captain of the Port office will act as On Scene Commander (OSC) for cases within the following boundaries: From the eastern bank of the South Edisto River to the eastern bank of Little River, from the coastline seaward approximately thirty miles, and inland to and including the Atlantic Intracoastal Waterway, except further inland on the following rivers - Ashley River to Highway 7 bridge at East Marsh Island, Cooper River to Snow Point, Wando River to Highway 41 swing bridge at Cainhoy, Sampit River to overhead power cable approximately one mile west of U. S. 17 bridge at Georgetown, and Pee Dee River to U. S. 17 bridge at Georgetown.

c. Refer to Annex IV, paragraphs 1407 and 1408.

3310.2 Guidelines

a. Upon notification of an oil spill obtain the following information:

- (1) Name and telephone number of reporting source.
- (2) Exact location of spill.
- (3) Estimate of the amount and type of pollutant.
- (4) Source of pollutant.
- (5) Action being taken on scene to control pollution.

b. Dispatch a Coast Guard investigating team. Compute tides and current for the area of the spill for use in future planning and action.

c. Obtain the following information from the investigating team at the scene of the spill:

(1) Any information indicated in paragraph (a.), if not already known.

(2) Area covered by slick.

(3) On scene wind and current.

d. Classify spill and report to RCC in accordance with Annex G to CCGDSEVEN OPLAN NO. 1-(YR).

e. Take action as indicated by the situation. Consider recalling additional personnel to assist in containing and controlling the spill.

f. Ascertain product hazards and methods for combatting the spilled product.

g. If the spill presents a possible fire hazard secure all welding operations in the area of the spill. Consider restriction of vessel movement in the spill area. Contact the following immediately:

(1) In Charleston:

(a) Charleston Pilots Association (722-6695)

(b) Commandant, Sixth Naval District (743-3651)

(c) White Stack Towing Company (722-6556)

(d) Marine Contracting and Towing Company (723-7442)

(e) The following radio and television stations:

WBER Radio (722-0290)

WCSC Radio (722-7611)

WNCG Radio (554-7154)

WOKE Radio (723-1643)

WPAL Radio (766-5584)

WQSN Radio (722-2652)

WTMA Radio (556-5660)

WCIV Television (884-8513)
WCSC Television (723-8371)
WUSN Television (884-4141)
WITV Television (884-9290)

(2) In Georgetown:

(a) Georgetown Pilots (546-5977) or (546-5978)

(b) Marine Industries Inc. (546-4616)

(c) Radio Stations as listed:

WGTN (546-4162
WINH (546-5141)

h. Request RCC issue a Notice to Mariners , Broadcast, and have Marine Operator broadcast a Port Advisory Bulletin until Notice to Mariners is broadcasted.

i. Contact the responsible party, if known, and determine his intentions. Monitor continually. Take control of the incident if responsible party unable to cope with situation.

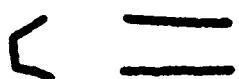
j. Issue legal letter of notification to responsible party.

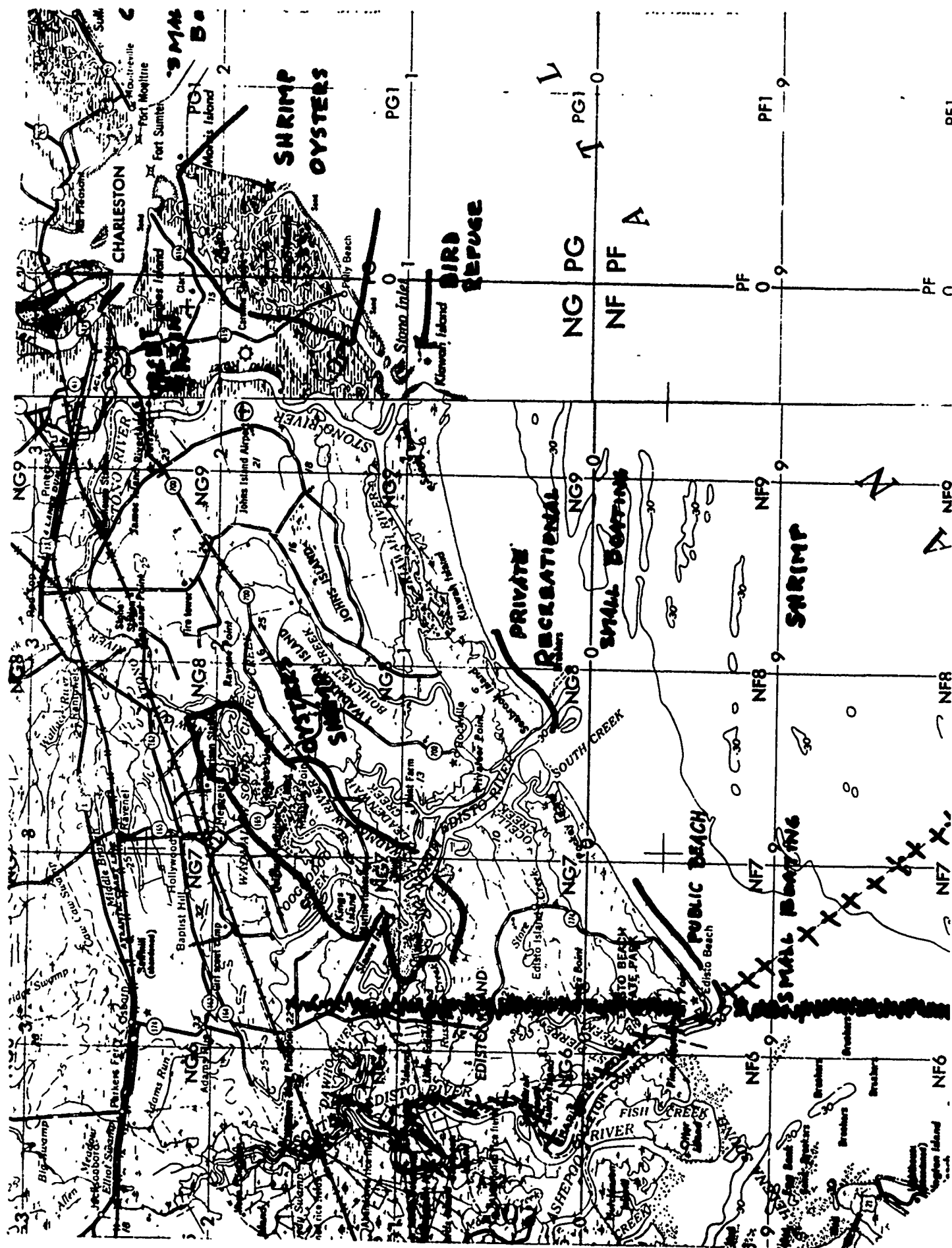
TAB "A" TO SECTION I

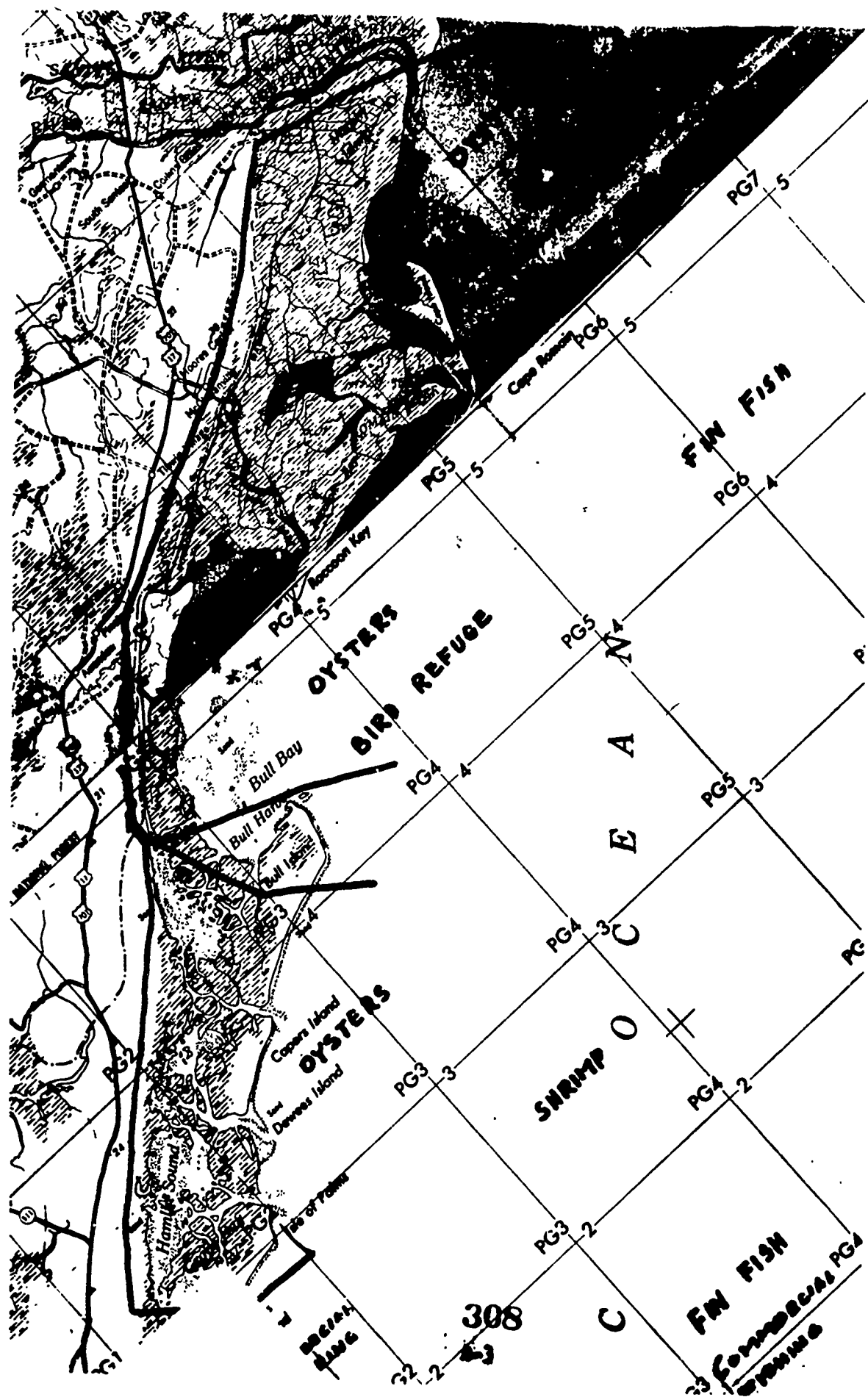
3311 CRITICAL WATER USE AREAS

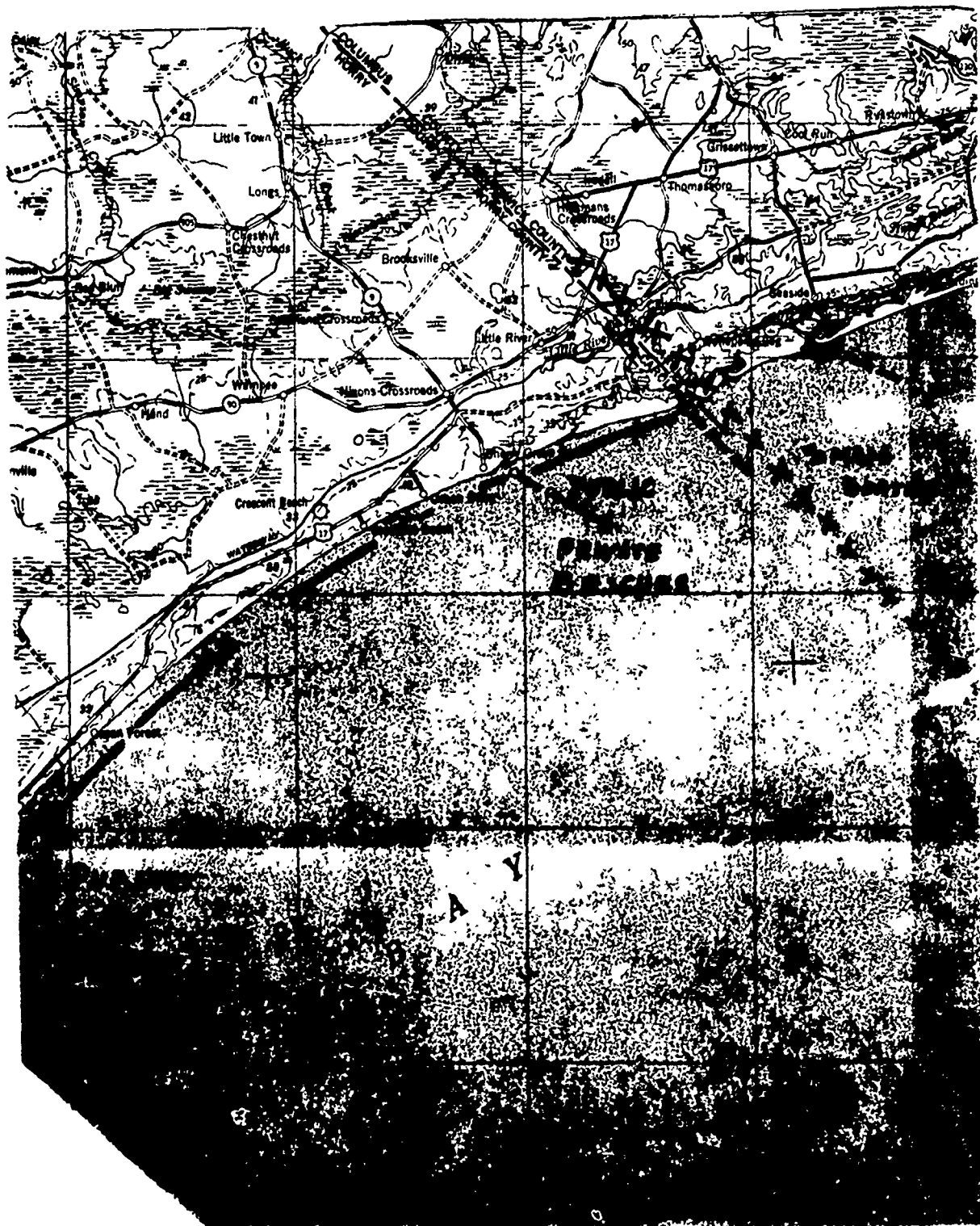
3311.1 The critical water use areas are set forth on the enclosed charts. The following key should be used;

MAP KEY

INTRACOASTAL WATERWAY	— . — . — .
SWAMP & SEAGRASS	
BOUNDARIES	
FORTS	
WHITE SAND	
YACHT BASIN	
COTP LIMITS	XXXXXXXXXX







A-5

310

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TAB "B" to Section 1

3312 CONTAINMENT, CLEAN-UP AND DISPOSAL TECHNIQUES

3312.1 Containment Techniques

a. In the event of a spill the greatest effort should be made to stop further pollution at the source; second, it should be contained; and thirdly, it should be removed. The method itself will depend on such factors as the type of pollutant, its age, the state of the sea and the location of the water. If at sea or in an open bay area it should be treated immediately so as to prevent pollutants from reaching the shoreline. The Port of Charleston is particularly vulnerable due to the relatively large tidal range with attendant fast currents. The average speed of the current is such that booms and containment devices are not ideally suited for the main body of the port, or any of the three rivers in Charleston, the Edisto River, or Winyah Bay.

b. In the case of oil spills, the heavy spills should be vacuumed or dispersed (see Annex X); lighter oil spills are best contained until evaporation takes place. (Extreme care should be used in mechanical retrieving for fear of ignition.) In a confined area or space it would be well to spread a layer of liquid foam over the pollutant to reduce the possibility of fire or explosion, even though it slows down the evaporation process. A major spill of a dye from Verona Chemical would cause a much greater problem inasmuch as it would diffuse itself in the water and not just float upon it. No large area could be spared from damage in the event of a major spill; as no one is yet fully equipped to combat it effectively; however, much material has been developed over the years showing different means of dealing with pollutants (especially oil). Several of these are:

Primer on Oil Spill Cleanup - American Petroleum Institute
Firefighting Manual for Tank Vessels (CG-239)
Manual for Safe Handling of Inflammable & Combustible
Liquids (CG-174)

Chemical Data Guide for Bulk Shipment by Water (CG-388)
Character and Control of Sea Pollution by Oil, American
Petroleum Institute

(1) Booms - Floating booms are effective when strung around piers or ships, or better yet - across an inlet. Floating booms are not totally successful in open bays or seas where either the tide or chop causes the water to flow under or spill over it. Water spray booms attached to tugs or Coast Guard small boats are very effective when they are permitted to spray dispersants. To further prevent the spread of a spill, helicopter prop wash and tugboat propeller wash is very effective.

(2) Barriers - whether natural or artificial are far and away more successful in preventing the spread of a pollutant. If at all possible direct the offender to an area that offers some sort of containment.

(3) Air Booms - A compressor which feeds air to an underwater pipe fitted with a series of holes is effective for controlling an oil spill. The bubbles agitate the water and form a barrier to contain the oil.

3312.2 CLEAN-UP AND DISPOSAL TECHNIQUES

a. Mechanical removal suction hoses from barges, septic tank cleaners or floating skimmers have all proven successful in picking up oil to varying degrees. The particular condition of the water has the greatest effect on the use of the above. Sometimes containment and waiting for better conditions is wise before attempting removal.

b. Physical absorption is very inexpensive. The use of straw, liquid foam, plastic styrene broken up into smaller pieces along with certain cements and phosphates can go a long way to absorbing spills but the cleanup is still required after that. When on a beach it is well to plow it under

and let natural decomposition take place.

c. Combustion - It is possible to burn off oil using a wicking agent, such as the Dow Corning "Sea Beads," however the advantages are countered by the disadvantages of high cost, fire hazard, and air pollution.

d. Chemicals

(1) Chemical Dispersion - Chemical dispersion has proven very successful. However, the toxicity has caused the FWQA to publish instructions on the use of dispersants. It should be brought out that although dispersants are very successful, they should be used only as prescribed by the FWQA in Annex X.

(2) Biological Degredation - Recently the prospect of developing a strain of bacteria which will destroy oil has become more promising. Such a product may be marketed in the near future.

CONTROL TECHNIQUES FOR VARIOUS CRITICAL USE AREAS

PRIMARY	SECONDARY	Mechanical Containment	Mechanical Removal	Chemicals Low-Toxicity	Chemicals Non-Toxic	Adsorbents	Absorbents	Sinking Agents	Agitation	Combustion	Reduce Fire Hazard
POPULATION	ALL	R	R	O	R	R	R	N	R	N	R
WATER INTAKES	ALL	R	R	N	N	N	N	N	N	O	O
BEACHES	ALL	R	R	N	R	R	R	N	O	N	O
SHELLFISH	BOATING	R	R	N	O	R	R	N	R	N	R
SHELLFISH	FISHING	R	R	N	O	R	R	N	R	O	O
SHELLFISH	WATERFOWL	R	R	N	N	R	R	N	R	N	O
WATERFOWL	ALL	R	R	N	R	R	R	N	R	N	O
WILDLIFE	ALL	R	R	N	R	R	R	N	R	N	O
BOATING	ALL	R	R	O	R	R	R	O	R	N	R
OFFSHORE SHIPPING	--	O	R	R	O	O	R	R	R	R	O
FISHING	--	R	R	N	O	R	R	N	R	O	O

Code: R - Recommended
N - Not Recommended
O - Optional

NOTE: Consult Annex X for any use of chemicals.

TAB "C" to Section 1

3313 INVENTORIES AND COMMITMENTS

3313.1 Resources available for combatting oil spills afloat

a. Containment Equipment

(1) Boom

1. ea. 500-ft Slick bar-boom	Naval Station
4. ea. 250-ft Slick bar-boom	Naval Shipyard
1. ea. 300-ft boom (ordered)	Shell Oil Company

(2) Chemical Herders

Shell Herder (ordered)	Shell Oil Company
Monolayer-Forming Agent	Naval Supply Center
(Sorbitan Monooleate)	
FSN: 9G-6810-159-4991	
Solvent for Monolayer	Naval Supply Center
(2 Ethyl Butanol)	
FSN: 9G-6810-159-5013	

b. Dispersants and Applicators

COREXIT #7664	Coast Guard Base
	All towing agencies
	All oil terminals

c. Absorbent Materials

(1) Straw

Cross Seed Company
116 Spring Street
Charleston, S. C. 29403
Mr. Wech: 722-8861

* Mr. Ben Oswald
Route 1
Allendale, S. C. 29810
Telephone: 584-2060

Mr. John Walpole
Sunny Point Farm
Wadmalaw Island, SC 29487
Telephone: 559-1407

Mr. H. J. Black Sr.,
Barnsville, S. C.,
Telephone: 254-3028

TAB "C" to Section 1 (cont'd)

Mr. H. J. Black Jr.,
Charleston, S. C.
Telephone: 766-9636

* Mr. Oswald is president of the State Cattlemen's Association. He feels that he could probably provide between 1000-1500 tons of straw if needed; however, this quantity will vary from time of year and weather conditions. He references the South Carolina State Marketing Bulletin for other sources.

(2) Wood Pulp	WESTVACO Telephone: 744-8231
(3) Porous Mats, (Polyurethane) 4'x6'x $\frac{1}{2}$ " FSN: 9G-9330-158-2353	Naval Supply Center

d. Skimmers

(1) 12' Catamaran "Oil and Debris Recovery Unit" equipped with 150 CFM Centrifugal pump	NAVSHIPYD
(2) Air eduction oil recovery vacuum system including vacuum cleaner head, mobile 600 CFM, 100 PSI air compressor, motor driven rated @ 25 CFM and one 1000-gallon portable Dempster-Dumpster oil containment tank.	NAVSHIPYD
(3) YSR-32 Sludge recovery barge, oil fired with companion YOS 16 salvage pumps. Discharges directly into on-board tanks, 90,000 gallon capacity.	NAVSHIPYD
(4) A18 Rail tank car "Wheeler" (Sludge Recovery Equipment) capacity - 4000 gal., w/4 companion tank rail sludge cars - 10,000 gallon capacity each.	NAVSHIPYD
(5) Truck mounted VAC-ALL sewage system vacuum cleaner. Can be mounted on YC type barge and used as a skimmer.	NAVSHIPYD
(6) "MOP-CAT" commercial manufactured skimmer.	NAVSHIPYD
(7) Skimmer ordered (type unknown)	Shell Oil Company

e. Boats, Barges, Pumps, Aircraft

- (1) Coast Guard Small Boats.

TAB "C" to Section 1 (cont'd)

(2) List of Equipment - Naval Station & Naval Shipyard

- (a) Self-propelled salvage vessels - none; however, the following could be used for salvage support operations in sheltered waters:

Small Boats

2 ea. 12' Jon boats w/outboard motors	NAVSHIPYD
1 ea. 18' Sound boat w/outboard motor	NAVSHIPYD
1 ea. 30' motor boat	NAVSHIPYD
1 ea. 40' motor boat	NAVSHIPYD
5 ea. 45' utility boat	NAVSTA
1 ea. 50' utility boat	NAVSTA
1 ea. LCM3 workboat	NAVSTA

Tug Boats

6 ea. YTM 101'x25'x12'	NAVSTA
1 ea. YTM 102'x24'x10'	NAVSTA
2 ea. YTB 109'x21'x14'	NAVSTA

(b) Floating salvage equipment

1 ea. YO122 capacity 6570 BBL	NAVSTA
1 ea. YO 224 capacity 6570 BBL	NAVSTA
1 ea. YO 225 capacity 6570 BBL	NAVSTA
1 ea. YOS 10 capacity 1420 BBL	NAVSTA
1 ea. YOS 16 capacity 3115 BBL	NAVSHIPYD
1 ea. YSR 32 capacity 2160 BBL	NAVSHIPYD
1 ea. YSR 45 capacity 2380 BBL	NAVSHIPYD
1 ea. YON 98 capacity 7250 BBL	NAVSUPCEN
1 ea. YON 269 capacity 4000 BBL	NAVSUPCEN

- (c) Diving Equipment - 5 deep sea diving outfits, complete. NAVSHIPYD

- (d) Underwater salvage equipment - Navy salvage equipment can be provided by Charleston Naval Shipyard Salvage Officer including skilled salvage manpower to assist OSC if the major spill is the result of a ship's grounding, sinking, or from collision.

- (e) Divers - 7 divers, civilian, experienced to a depth of 150 feet.
4 divers, civilian, experienced to a depth of 100 feet.

TAB "C" to Section 1 (cont'd)

(3) List of equipment - Marine Contracting & Towing Company

(a) Self-propelled salvage vessels - Seven (7) Tugs.

"WABAN"	625 HP Diesel, 91'x20'x10.4' draft Gr Tonnage 163, net tonnage 111.
"SAMUEL A. GUILDS" (out of commission)	1800 HP Diesel, 90'x19'x9.4' draft Gr Tonnage 149, net tonnage 74.
"HINTON"	350 HP Diesel, 86'x19'x9.4' draft Gr Tonnage 90, net tonnage 45.
"WILLIAMS" (out of commission)	450 HP Steam Oil Burner, 80.7'x19'x9.6' draft Gr Tonnage 100, net tonnage 50.
"MARS"	350 HP Diesel, 57.8'x15'x8.6' draft.
"PROGRESS"	135 HP Diesel, 49.7'x13.6'x5'.
"ADMIRAL DEWEY"	750 HP Diesel, 95.7'x21'x12' draft Gr Tonnage 152, net tonnage 103.

(b) Floating salvage equipment	-	None.
(c) Diving equipment	-	None.
(d) Underwater salvage equipment	-	None.
(e) Divers employed	-	None.

(4) List of equipment - Merritt Dredging Company

(a) Self-propelled salvage vessels - Four (4) Tugs.

"FRAY"	150 HP Catt Diesel engine 36'x6' steel.
"MARY A"	90 HP G.M. 4-71 Diesel 30' long 4' draft.
"M-4"	170 HP G.M. 6-71 Diesel 34' long 4' draft - steel.
"M-5"	170 HP G.M. 6-71 Diesel 34' long 4' draft - steel.

(b) Floating salvage equipment - Seven (7) Barges.

Steel Oil Barge #5	22'x70'x6' - 34,000 gal cap.

TAB "C" to Section 1 (cont'd)

Steel Deck Barge #7 26'x80'x9' - 25,000 gal water compt.
Steel Deck Barge #8 26'x45'x9'
Steel Deck Barge #9 24'x80'x7' - 25,000 gal water compt.
Derrick Barges Nos. 11 & 12 29'x55'x4½' Boom Capt. 15 ton Gasoline
2 drum hoist.
Steel Oil Barge #13 25'x85'x7' - 90,000 gal. cp.

(c) Diving equipment - None.

(d) Underwater salvage equipment - None.

(e) Divers employed - None.

(5) List of equipment - Salmons Dredging Company

(a) Self-propelled salvage vessels - One (1) Tug

"BAKER" 200 HP, 14' beam, 65' long, 7' draft
Atlas diesel engine.

(b) Floating salvage equipment - Five (5) Barges

"LITTLE BOSS" Derrick Barge - steel hull 170'x34'x10' Main
Whirley Crane 50-ton cap. Brownhoise, boom 85'
long. Deck gear - 2 three-drum 10x12 Lidgerwood
hoists; one 10x12 reversible stern anchor hoist,
capacity single line pull 100,000 lbs; one 4"
high pressure wrecking and jetting pump, size
15x10x16, Blake Knowles; one #1 Vulcan pile driv-
ing hammer; one #2 Vulcan pile driving hammer.
Also, the following gasoline driven pumps: Two
3" pumps. One gasoline driven air compressor,
105 CFM.

"BOB" Derrick Barge - steel barge 128'x32'x8' Main
Whirley Crane Brownhoist 40-ton capacity, length
of boom 72', deck gear - two Mundy 3-drum hoist-
ing engines 7x10; stern anchor hoist 2-drum
7x9 Lidgerwood. Pile Driving equipment com-
plete including #1 and #2 Vulcan pile driving
hammers with open bases and McDermid bases.
Also one 6" centrifugal sand and water
pump.

"SUGAR" Derrick Barge - steel barge 30x80x5, 55' boom,
30-ton capacity on boom. Main deck hoist
Clyde steam 3-drum 10x12.

TAB "C" to Section 1 (cont'd)

Two (2) Steel Barges

30' x 90'

(c) Diving equipment - Six complete outfits including air.

(d) Underwater salvage equipment - Beach gear: 6000 ft of 1-5/8" beach gear including Fells anchors, carpenter stoppers, block and falls, slings, 2" chain.

(e) Divers employed - Two (2) divers
Four (4) tenders

(6) List of equipment - White Stack Towing Corporation

(a) Self-propelled salvage vessels - Six (6).

"TUNKER"

(Not available at present, in conversion to Diesel) 124x25x11 draft. Gross tonnage 349.

"FORT JOHNSON"

Diesel 1150HP, 98x22x12 draft. Gross tonnage 149.

"FORT WINYAH"

500 HP G.M. Diesel 8-268A
57x17x7'2".

"FORT SUMTER"

1150 HP G.M. Diesel 12-567.
98x24x11.5 draft. Gross tonnage 149.

"FORT MOULTRIE"

1150 HP G.M. Diesel 12-567.
103x20x10 draft. Gross tonnage 149.

"FORT EDISTO"

500 HP G.M. Diesel 8-268A.
60x17.6x7.5 draft.

(b) Floating salvage equipment - One (1) steel oil barge
135'x40'x10', 6800 bbl.
capacity w/diesel pump, 2000/hr.

(c) Diving equipment - None.

(d) Underwater salvage equipment - Two 250 GPM submersible pumps (230 v-DC)
Two 250 GPM submersible pumps (115 v-DC)

(e) Divers employed - None.

TAB "C" to Section 1 (cont'd)

- (7) CG Helicopters - CGAS Savannah
- (8) CG AUX Facilities - CG AUX DIVISION XII
(incl. (1) aircraft)
- (9) State Agencies (small open boats) S. C. Wildlife Resources
Dept., Division of Boating,
tel: 723-7925.

f. Oily Waste Receptacles

- (1) At ports from non-tank ships - None.
- (2) At oil loading terminals from tankers:

Hess Oil - Mobile tank trucks for emergency use only - no storage.
Shell Oil - Two 12,000 gallon stationary tanks for emergency use.
User must pay cost of labor.

- (3) At repair ports for ships entering for repairs:

ACME Boat Yard - stationary tanks for vessels under contract only.
Deytens (Wando) - three 10,000 gallon stationary tanks built in 1967 available on a cost-plus labor basis.

g. Disposal Facilities - (Separate Tanks)

- (1) Gulf Oil O. H. Jenkins, Plant Supt.,
(if tanks available) tel: 722-3858
- (2) Hess Oil B. G. Gardner, Plant Supt.,
tel: 554-1581
- (3) Humble Oil J. R. Mooneyhan, Plant Supt.,
tel: 723-8354
- (4) Texaco Oil W. O. Hardin, Plant Supt.,
(if tank available) tel: 744-4291

TAB "C" to Section 1 (cont'd)

3313.2 Personnel (Potential)

a. Salmons Dredging Company -- telephone 722-3813

This company will supply men and equipment to cleanup small spills using straw or any other absorbent available. They have no boom or skimmer at present. They are willing to go anywhere in the state to cleanup a spill.

b. Armed Forces and Reserve Components

- (1) U. S. Air Force
 - Charleston AFB 747-4111
 - Myrtle Beach AFB AUTOVON 748-1110
- (2) U. S. Army
 - Charleston Army Depot 747-5241
 - Corps of Engineers 577-4171
 - Army Advisor USAR 723-5982
- (3) U. S. Navy
 - CO, Charleston Naval Station 743-6039
 - Commandant 6ND 743-3772
 - Naval Reserve 743-4601
- (4) U. S. Marine Corps
 - Marine Barracks 743-6460
 - Marine Corps Reserve 743-2702
- (5) U. S. Coast Guard
 - GRUCOM Charleston 723-4861
 - CGC PAPAW
 - CGC AZALEA
 - ORTUPS 07-82457
 - ORTUMS 07-88471

c. Federal Agencies

- (1) Fish and Wildlife Service 744-5486
- (2) Bureau of Commercial Fisheries 577-4171
- (3) Bureau of Sport Fisheries & Wildlife (Mobile Operator) YJ6-3473

d. S. C. National Guard

- (1) Adjutant General, Columbia
 - AUTOVON 630-1401
- (2) Army Advisor 577-4171

TAB "C" to Section 1 (cont'd)

e. State Agencies

(1) Pollution Control Authority	883-3877
(2) SC State Ports Authority	723-8651

f. County Agencies

Civil Defense Center	723-9471

g. City Agencies

Mayor's Office	723-7223

3313.3 Port Action Plans

a. The Industry Committee for Liquid Spillage Control is vitally interested in the oil pollution program and will aid in cleaning up a spill. Their present contingency plan is based entirely on dispersants. However, they are investigating the different types of pollution containment and cleanup equipment and are planning to be purchasing booms and skimmers in the near future.

3314 STRIKE FORCES

STRIKE FORCE

While no guidelines have yet been set up for the establishment of strike forces, the following is envisioned as the COTP Charleston strike force:

1. The Coast Guard Base Charleston COTP staff including one officer and three enlisted men;
2. One representative of the U. S. Army Corps of Engineers, Charleston District staff;
3. One representative of the South Carolina Water Pollution Control Authority;
4. One representative of the FWQA Bears Bluff Laboratory staff.

These individuals will be transported to the scene via Coast Guard boat or helicopter depending on the location of the spill.

TAB "E" to Section 1

3315 POTENTIAL POLLUTION SOURCES

Chemical, Fuel and Industrial

AGRICO CHEMICAL COMPANY, King Street, Charleston, Ashley River
AIRCO ALLOYS & CARBIDE CO., Pittsburgh Ave., Charleston, Shipyard Creek
ALLIED CHEMICAL COMPANY, 36 John Street, Charleston, Cooper River
AVCO-LYCOMING, Leeds Avenue, Charleston, Ashley River
BRITISH PETROLEUM, North Charleston, Cooper River
CITY CUMP, Fishburne Street, Charleston, Ashley River
CITY SEWAGE & WATER RUNOFF SYSTEM, North Charleston, Cooper River
DOW CHEMICAL, North Charleston, Cooper River
ETIWAN FERTILIZER COMPANY, Charleston, Shipyard Creek
GEORGETOWN STEEL, Georgetown, S. C., Sampit River
GULF OIL CORPORATION, 1882 Milford St., Charleston, Shipyard Creek
HESS OIL COMPANY, North Charleston, Cooper River
HUMBLE OIL COMPANY, Greenleaf Street, Charleston, Cooper River
INFINGER TRANSPORTATION COMPANY, 2811 Carner Avenue, Charleston, Cooper River
INTERNATIONAL PAPER COMPANY, Georgetown, S. C., Sampit River
KOPPERS CHEMICAL COMPANY, King Street Extension, Charleston, Ashley River
MOBILE CHEMICAL COMPANY, INDUSTRIAL CHEMICALS DIVISION, King Street
Extension, Ashley River
NORTH CHARLESTON GRAIN ELEVATOR, North Charleston, Cooper River
PHILLIPS PETROLEUM COMPANY, North Charleston, Cooper River
SHELL OIL CORPORATION, North Charleston, Cooper River
S. C. ELECTRIC & GAS COMPANY, Meeting Street, Charleston, Ashley River
S. C. ELECTRIC & GAS COMPANY, Bushy Park Power Plant, Cooper River

TAB "E" to Section 1 (cont'd)

TEXACO, INC., North Charleston, Cooper River

VERONA CORPORATION, Bushy Park, Cooper River

WEST VIRGINIA PAPER COMPANY (WESTVACO), Virginia Ave., No. Charleston,
Cooper River

PIERS

COLUMBUS STREET, Charleston, Cooper River

UNION PIER, Charleston, Cooper River

UNITED FRUIT PIER, Charleston, Cooper River

S. C. STATE PORTS AUTHORITY'S GEORGETOWN PIER, Georgetown, Sampit River

BOATYARDS, MARINAS, MARINE CONTRACTORS

ACME BOAT YARD, Cainhoy, Mt. Pleasant, S. C., Wando River

CHARLESTON MARINA, Lockwood Boulevard, Charleston, Ashley River

DETYENS SHIPYARDS INC., 106 Concord Street, Charleston, Cooper River

GEORGETOWN MARINA, Georgetown, S. C., Sampit River

MARINE CONTRACTING & TOWING COMPANY, 50 Immigration St., Charleston,
Cooper River

MARINE INDUSTRIES INC., Georgetown, S. C., Sampit River

MERRITT DREDGING CO., 500 Albermarle Road, Charleston, Ashley River

MT. PLEASANT BOAT BUILDERS, Mt. Pleasant, S. C., Shem Creek

NBC BARGE LINES, Ft. of Montague Ave., North Charleston, Cooper River

SALMONS DREDGING COMPANY, Cherry Hill Lane, North Charleston, Shipyard Creek

SANDBLASTERS INC., 4141 Azalea, Johns Island, S. C., Intracoastal Waterway (ICW)

TOWNCREEK BOATYARD, Foot of Charlotte St., Charleston, Cooper River

WHITE STACK TOWING COMPANY, Ft. of Laurens St., Charleston, Cooper River

TAB "E" to Section 1 (cont'd)

MILITARY FACILITIES

CHARLESTON ARMY DEPOT, North Charleston, Cooper River

U. S. COAST GUARD BASE AND SHIPS, 196 Tradd St., Charleston, Ashley River

U. S. NAVAL STATION, Naval Base, Charleston, Cooper River

U. S. NAVAL WEAPONS STATION, Charleston, Cooper River

U. S. NAVAL SHIPYARD, Charleston, Cooper River

ANY OTHER SHIPS LAYING AT ANCHOR OR STANDING THROUGH THE HARBOR

3116 SCIENTIFIC ADVISORY GROUPS

Dr. N. A. Chamberlain
(Oceanography)
Marine Biology Laboratory
College of Charleston
Fort Johnson Road
Charleston, S. C. 29407 (795-3716)

Dr. B. Baggett
(Biochemistry)
Director, Biochemistry Department
Medical University of South Carolina
80 Barre Street
Charleston, S. C. 29403 (792-4321)

Dr. John Verburg (Marine Ecology)
Dr. E. F. Thompson (Fresh Water Ecology)
Dr. John Dean (Thermal Pollution)
Biology Department
University of South Carolina
Columbia, S. C. 29208 (777-0411)

Robert Tindal
Pollution Control Engineer
Charleston County Health Department
Lockwood Drive
Charleston, S. C. 29403 (723-9251)

Dr. Richard Wade
(Marine Science)
Chief, Bears Bluff Field Research
Federal Water Quality Administration
Wadmalaw Island, S. C. 29487 (559-0371)

TAB "G" to Section 1

3117 COMMUNICATIONS, LOCAL ALERT AND NOTIFICATION

3117.1 In the event of an oil spill the following people should be notified when needed:

- a. FWQA 559-0371
- b. Fire Departments
 - (1) Charleston 722-5511
 - (2) Folly Beach 588-2433
 - (3) Isle of Palms 886-6155
 - (4) Mount Pleasant 884-4155
 - (5) Sullivans Island 883-3411
- c. Charleston Pilots Association 722-6695
- d. South Carolina Wildlife Resources
Department 723-7925
- e. South Carolina Pollution Control
Authority 883-3877

TAB II TO SECTION I

^{EPA}
3318 ~~FWQA~~/ CG BOUNDARY DELINEATION

1. The extent of Coast Guard boundaries within the COTP Charleston area of responsibility is set forth below:

a. Seacoast inland to and including the Atlantic Intracoastal Waterway.

b. Those navigable waters extending inland from the ICW to the extent of present deep draft shipping:

- (1) Pee Dee River-U.S. 17 bridge at Georgetown
- (2) Sampit River- overhead power cable approx.
1 mile west of U.S. 17 bridge
at Georgetown
- (3) Wando River- Route 41 swing bridge at Cainhoy
- (4) Cooper River- line drawn from Snow Point
NE to opposite bank
- (5) Ashley River- Route 7 bridge at East Marsh
Island

APPENDIX IV TO ANNEX XX

3400 North Carolina

3400.1 This appendix applies to the coastal areas of the State of North Carolina. The RRC for the area is:

Fifth Coast Guard District Office
Norfolk, Virginia

3400.2 OSC's are designated in Appendix I to Annex II and their areas of responsibility are set forth in paragraph 1407 of Annex IV.

3400.3 Report oil spills at the state level to:

Mr. D. L. Coburn
Chief, Water Quality Division
North Carolina Office of Water & Air Resources
Telephone: 919-829-3003 (office)
919-787-6092 (home)

3401 Listing of Sections

		Section No.
3410	Coast Guard Group, Cape Hatteras	I
3420	Coast Guard Group, Fort Macon	II
3430	COTP Wilmington	III

3402 Listing of TAB's for each Section

3411	Critical Water Use Areas	TAB A
3412	Containment, Cleanup & Disposal Techniques	TAB B
3413	Inventories and Commitments	TAB C
3414	Strike Force	TAB D
3415	Potential Pollution Sources	TAB E
3416	Scientific Advisory Group	TAB F
3417	Comms, Local Alert & Notification	TAB G

SECTION I OF APPENDIX IV

3410 Group Cape Hatteras

3410.1 Area of Responsibility

The Group Cape Hatteras area comprises all navigable waters of the United States and contiguous zone within the boundaries set forth in Annex IV, 1408.1-12 and Appendix II to Annex IV.

3410.2 Guidelines

a. Upon notification of an oil spill obtain the following information:

- (1) Name and telephone number of reporting source.
- (2) Exact location of spill.
- (3) Estimate of the amount and type of pollutant.
- (4) Source of pollutant.
- (5) Action being taken on scene to control pollution.

b. Dispatch a Coast Guard investigating team. Compute tides and current for the area of the spill for use in future planning and action.

c. Obtain the following information from the investigating team at the scene of the spill.

- (1) Any information indicated in paragraph (a), if not already known.
- (2) Area covered by slick.
- (3) On scene wind and current.

d. Classify spill and report to RCC.

e. Take action as indicated by the situation (refer to TAB C). Contact the local Fire Dept. and notify all other appropriate officials. Consider recalling additional personnel to assist in containing and controlling the spill.

f. Ascertain product hazards and methods for combatting the spilled product.

g. If the spill presents a possible fire hazard, contact the Fire Marshalls, for determination in this matter. If a fire hazard exists, secure all welding operations in the area of the spill

h. Consider regulation of vessel movement in the spill area with the assistance of the pilots association. Utilize safe anchorages and request that RCC issue a NOTICE TO MARINERS, as warranted.

i. Contact the responsible party, if known, and determine what future action he plans to take.

TAB A TO SECTION I

3411 CRITICAL WATER USE AREAS

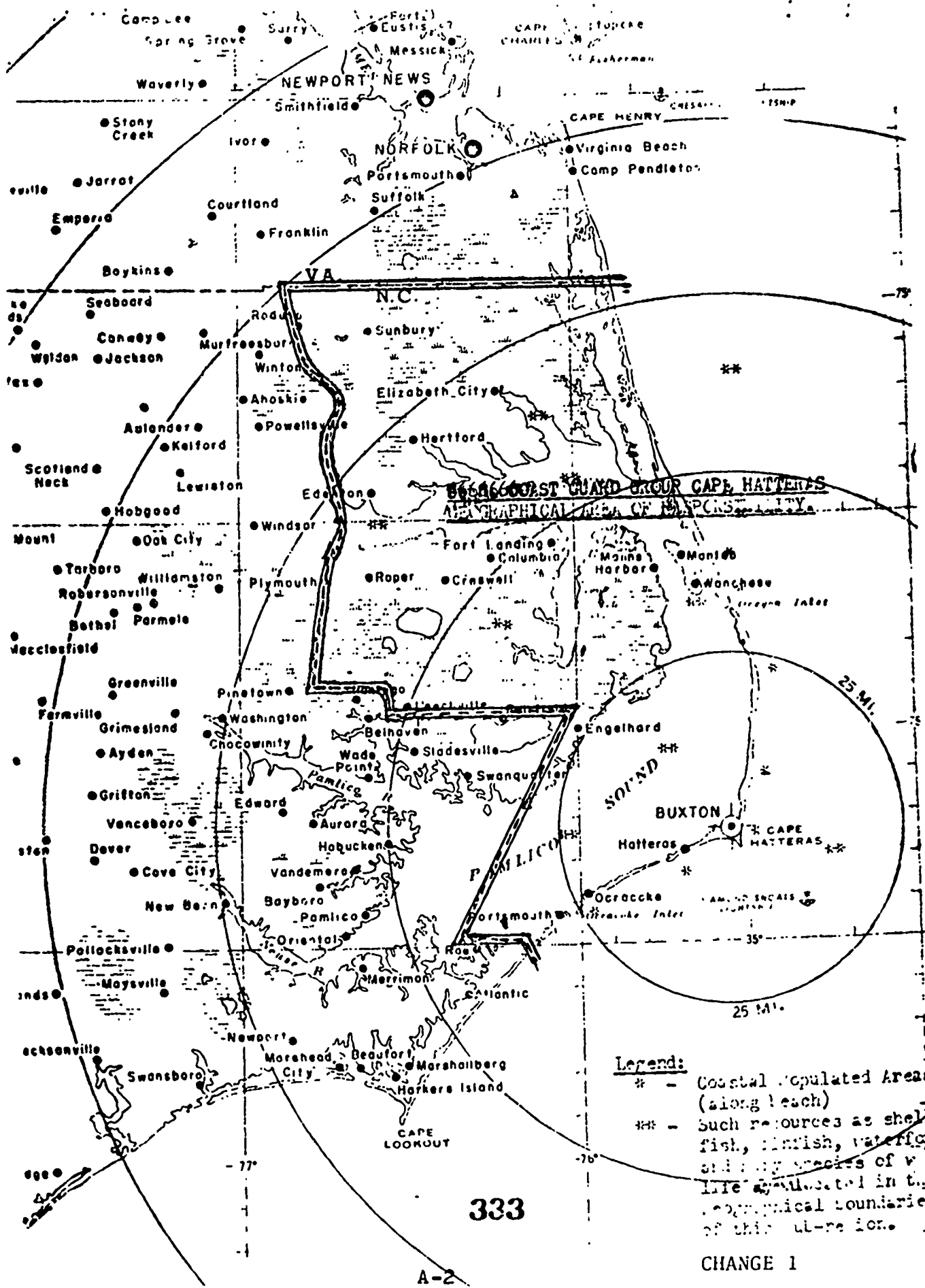
3411.1 RECREATION

This coastal region commonly known as the "Outer Banks of North Carolina" is nationally known and a popular summer resort area. Both the in-shore and off-shore waters are used extensively during the "in-season" months for swimming, sun-bathing, pleasure boating, fishing, skin-diving and most all associated water sports. An off-shore oil spill of major proportions could seriously affect the tourist trade which is essential to the economy of this area. Also possibly affected would be the many various species of wildlife which uses the Pea Island National Refuge (USDI).

3411.2 COMMERCIAL

a. Although the "Outer Banks" is more widely known as a tourist resort area, there are many year-around residents residing in the area who make their living through commercial fishing, both in the in-shore and off-shore areas. Therefore, it stands that any pollution to the waters in this area could adversely affect the fishing industry economy not only in this area, but other areas as well.

(b. The attached chartlet to this tab (A) outlines the geographical area of responsibility of Commander, Group Cape Hatteras.



(TAB B TO SECTION I

3412 CONTAINMENT, CLEANUP AND DISPOSAL TECHNIQUES.

3412.1 CONTAINMENT AND COUNTERMEASURES

a. In the event of an oil spill of major proportions within Group Cape Hatteras area(s) of responsibility, it will be necessary that outside civilian contractual/Federal forces be obtained inasmuch as the equipment and supplies on hand for use in Response Phase(s) II and III are not currently available to cope with such a situation. Future plans calls for various units under this Group to be provided with various materials and equipment to be use in combating the spread of a water pollution incident.

b. However, although Coast Guard Group Cape Hatteras has no immediate capabilities for containment of a major oil spill, actions will be taken to provide for an on-the-scene investigation and surveillance team, and depending on the situation, requests will be made via the chain-of-command for local/outside (both Federal and/or civilian contractual) forces for assistance as deemed appropriate and required.

3412.2 CLEANUP AND DISPOSAL TECHNIQUES

(a. Equipment for various cleanup and disposal techniques is currently available through commercials sources in the Norfolk, Virginia area and will be utilized when such technique method is requested and approved.

b. There is no equipment/material specifically designed for cleanup and disposal in the immediate area of Group Cape Hatteras. However, present plans calls for the usage of straw, hay, shredded foam rubber, etc., which can be obtained through local commercial sources.

c. Therefore, meaningful action on the part of Group Cape Hatteras in the event of an oil spill of major proportions would be to request local/outside (Federal and/or civilian Contractual) forces for assistance during Response Phase III.

3412.3 CONTROL TECHNIQUES FOR VARIOUS CRITICAL WATER USE AREAS.

a. The following table is to be used as a general guideline on various cleanup and disposal techniques.

CONTROL TECHNIQUES FOR VARIOUS CRITICAL USE AREAS

PRIMARY	SECONDARY	Mechanical Containment	Mechanical Removal	Chemicals Low-Toxicity	Chemicals Non-Toxic	Absorbents	Absorbents	Sinking Agents	Agitation	Combustion	Reduce Fire Hazard
POPULATION	ALL	R	R	O	R	R	R	N	R	N	R
WATER INTAKES	ALL	R	R	N	N	N	N	N	N	O	O
BEACHES	ALL	R	R	N	R	R	R	N	O	N	O
SHELLFISH	BOATING	R	R	N	O	R	R	N	R	N	R
SHELLFISH	FISHING	R	R	N	O	R	R	N	R	O	O
SHELLFISH	WATERFOWL	R	R	N	N	R	R	N	R	N	O
WATERFOWL	ALL	R	R	N	R	R	R	N	R	N	O
WILDLIFE	ALL	R	R	N	R	R	R	N	R	N	O
BOATING	ALL	R	R	O	R	R	R	O	R	N	R
OFFSHORE SHIPPING	--	O	R	R	O	O	O	R	R	R	O
FISHING	--	R	R	N	O	R	R	N	R	O	O

Code: R - Recommended
 N - Not Recommended
 O - Optional

NOTE: Consult Annex X for any use of chemicals.

TAB C TO SECTION I

3413 Inventories and Commitments

1. National Park Service

a. Wright Brothers/Fort Raleigh-

<u>Quantity</u>	<u>Type</u>	<u>Size</u>
4	pick-up truck	1/2 ton-2 wheel drive
2	pick-up truck	1/2 ton-4 wheel drive
1	farm tractor	w/ special sand tires

Total personnel available from this district is 12, with one qualified as a light duty equipment operator.

b. Bodie Island-

<u>Quantity</u>	<u>Type</u>	<u>Size</u>
2	stake body truck	1 ton-4 wheel drive
2	pick-up truck	1/2 ton-4 wheel drive
6	pick-up truck	1/2 ton- 2 wheel drive
1	stake body truck	1 1/2 ton-4 wheel drive
1	stake body truck	2 ton-2 wheel drive
1	farm tractor	low center gravity w/ small front bucket
1	tractor/backhoe	small
1	crawler tractor	T-340
1	pull grader	light duty
1	roller vibrator	small
1	stake body truck	1/2 ton-2 wheel drive
1	grass planter	
4	pumps	3", 1 1/2", 1 1/4", 1 1/4"
2	port. generator	3000 watts
1	trailer, equipment	5 ton

Total personnel available from this district is 22, with only one tractor operator.

c. Hatteras Island

<u>Quantity</u>	<u>Type</u>	<u>Size</u>
5	pick-up truck	1/2 ton-2 wheel drive
3	pick-up truck	1/2 ton-4 wheel drive
1	stake body truck	3/4 ton-2 wheel drive
1	stake body dump	1 1/2 ton-4 wheel drive
1	farm tractor	low center gravity w/ small front bucket
1	crawler tractor	T-340
2	portable pumps	1", 1 1/2"
1	grass planter	
1	port. generator	3000 watts
1	equipment trailer	5 ton

Total personnel available from this district is 10, with one Operator General.

d. Ocracoke

<u>Quantity</u>	<u>Type</u>	<u>Size</u>
1	pick-up truck	1/2 ton-2 wheel drive
1	pick-up truck	1/2 ton-4 wheel drive
2	stake body truck	1 ton-4 wheel drive
1	stake body dump	1 1/2 ton-4 wheel drive
1	farm tractor	low center gravity w/ small front bucket
1	crawler tractor	T-340
1	grass planter	
1	equipment trailer	5 ton
1	Jeep	4 wheel drive
	on loan to Village	

Total personnel available from this district is 8.

2. TABs A, B, AND D-G are to be developed.

TAB D TO SECTION I

3414 STRIKE FORCE.

a. All Group Cape Hatteras Units are charged with the responsibility of maintaining a state of alertness towards possible water pollution and have been provided with Group Cape Hatteras Instruction 5922.1 which promulgates instructions for the investigating and reporting of violation(s) of the Oil Pollution and Refuse Acts. The latter instruction also provides guidelines for the investigation of pollution incidents and to improve and standardize the procedures in the enforcement of applicable laws within the geographical area of Group Cape Hatteras.

b. The initial strike force of personnel will consist of an investigating team. The Executive Officer and GROUP ENGINEER have been designated as the Water Pollution Investigating Team from the Cape Hatteras Group Office. An alternate investigating team, the Officer-in-Charge, Oregon Inlet Station and the Senior Engineer assigned to Hatteras Inlet Station have been designated. Each individual so designated has been directed to become familiar with the instructions outlined in Group Cape Hatteras Instruction 5922.1, and those references listed therein.

c. If the spill/pollution is of major proportion(s), and the situation warrants, assistance (personnel and material as applicable) will be requested from Federal and/or Non-Federal Agencies as appropriate.

(

3415 POTENTIAL POLLUTION SOURCES.

3415.1 FACILITIES (COMMERCIAL).

a. All oil-fuel shore (oil companies and marinas) facilities are considered potential sources of pollution by virtue of the commodities they routinely handle.

b. Various oil-fuel barges/tankers which transit both the in-shore (intercoastal waterway) and off-shore waters.

TAB A TO SECTION I

3416 SCIENTIFIC ADVISORY GROUP.

3416.1 The following listed Agencies/Individuals will be notified when the situation warrants:

a. Environmental Protection Agency, Charlottesville, Virginia. Telephone (Day or Night) - 703-296-1290, Mr. Robert KAISER.

b. U. S. Army Corps of Engineers (Wilmington District), Wilmington, North Carolina, Telephone - FTS 919-763-9971, Mr. W. H. SANDERSON, Chief Operations Division.

c. Dare County Waterway Development Commission, Manteo, North Carolina. Telephone - 919-473-2070, Dr. W. W. HARVEY.

d. Applied Sciences Division, U. S. Coast Guard Headquarters, Washington, D. C. Note: Contact may be made at any time through the Headquarters Duty Officer, who will alert the designated responsible individuals.

3416.2 Notification of Advisory Group.

The Advisory Groups listed above will be notified following the reporting procedure outlined in Group Cape Hatteras Instruction 5922.1.

TAB G TO SECTION I

3417 COMMUNICATIONS, LOCAL ALERT AND NOTIFICATION.

3417.1 The following is a guide which will be utilized in reporting and alerting the various agencies/unit(s) when a major water pollution (or other type of pollution) is detected:

a. Report potential or existing water pollution incidents immediately to Commander, Fifth Coast Guard District(oil) during normal working hours (0800-1630). All other hours, notify the Fifth Coast Guard District (Portsmouth, Virginia) Duty Officer (393-9611).

b. Unless otherwise directed, Commander, Coast Guard Group Cape Hatteras will assume OSC and direct forces as required.

c. Designated Investigating Teams will investigate and report conditions, actions taken to contain, remove or disperse, keeping cognizant of local resources and capabilities for the control of same.

d. In addition to Commander, Fifth Coast Guard District, the following Agencies will be notified when the incident warrants or when directed:

(1) Environmental Protection Agency, Charlottesville, Virginia (Telephone 703-296-1290).

(2) U. S. Army Corps of Engineers, Wilmington, North Carolina (Telephone 919-763-9971).

(3) Dare County Waterway Development Commission, Manteo, North Carolina (Telephone 919-473-2070).

(4) North Carolina State Highway Patrol, Elizabeth City, North Carolina (Telephone 919-335-4309).

(5) North Carolina State Highway Commission, Elizabeth City, North Carolina (Telephone 919-335-1508).

(6) Chowan County Sheriff's Office, Edenton, North Carolina (Telephone 919-482-3333).

(7) Dare County Sheriff's Department, Manteo, North Carolina (Telephone 919-473-2024).

(8) Pasquotank County Sheriff's Department, Elizabeth City, North Carolina (Telephone 919-335-4591).

(9) Currituck County Sheriff's Department, Coinjock, North Carolina (Telephone 919-453-8181).

(10) Hyde County Sheriff's Department, Swanquarter, North Carolina (919-926-3171).

(11) Camden County Sheriff's Department, Camden, North Carolina (Telephone 919-335-4073).

(12) Gates County Sheriff's Department, Gatesville, North Carolina (Telephone 919-357-2601).

(13) Perquimans County Sheriff's Department, Hertford, North Carolina (Telephone 919-426-5615).

(14) Washington County Sheriff's Department, Plymouth, North Carolina (919-943-6747).

(15) Water Pollution Advisory Control Board, Manteo, North Carolina (Dr. W. W. HARVEY - Telephone 919-473-2070).

ATLANTA REGIONAL PLAN

SECTION II OF APPENDIX IV

3420 Group Fort Macon

To Be Developed.

343

XX-IV-II-1

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SECTION III OF APPENDIX IV

3430 COTP WILMINGTON

3430.1 Area of Responsibility

The Wilmington, Captain of the Port area comprises all navigable waters of the United States and contiguous zone within the boundaries set forth in Annex IV, 1408.1-1 and Appendix 11 to Annex IV.

3430.2 Guidelines

a. Upon notification of an oil spill obtain the following information:

- (1) Name and telephone number of reporting source.
- (2) Exact location of spill.
- (3) Estimate of amount and type of pollutant.
- (4) Source of pollutant.
- (5) Action being taken on scene to control pollution.

b. Dispatch a Coast Guard investigating team. Compute tides and current for the area of the spill for use in future planning and action.

c. Obtain the following information from the investigating team at the scene of the spill.

- (1) Any information indicated in paragraph a., if not already known.
- (2) Area covered by slick.
- (3) On scene wind and current.

d. Classify spill and report to RCC.

e. Take action as indicated by the situation. Contact local fire departments and all other appropriate officials. Consider recalling additional personnel to assist in containing and controlling the spill.

f. Ascertain product hazards and methods for combating the spilled product.

g. If the spill presents a possible fire hazard, contact fire marshalls for advice. If fire hazard exists, secure all welding in the area of the spill.

h. Consider regulation of vessel movement in the spill area with assistance of pilots association. Utilize safe anchorages and request that RCC issue a NOTICE TO MARINERS, as warranted.

i. Contact the responsible party, if known, and determine what future action he plans to take.

TAB A TO SECTION III

3431 Critical Water Use Areas

This region includes the Cape Fear River and Wilmington Harbor areas. The river is used primarily for pleasure fishing and water transportation. Population centers are Wilmington and Southport. There are no beaches, and hunting and fishing is done for sport only with insignificant activity in this area. Hazards would be from fire and the possibility of an oil slick drifting out the mouth of the river to contaminate the Atlantic Intracoastal Waterway and beaches along the coast. The area of primary concern would be the Wilmington Harbor with respect to possible fire hazard.

3313.2 PERSONNEL (Potential)

a. Armed Forces and Reserve Components

- (1) U. S. Air Force
 - Charleston AFB 747-4111
 - Myrtle Beach AFB AUTOVON 748-1110
- (2) U. S. Army
 - Charleston Army Depot 747-5241
 - Corps of Engineers 577-4171
 - Army Advisor USAR 723-5982
- (3) U. S. Navy
 - CO, Charleston Naval Station 743-6039
 - Commandant 6ND 743-3772
 - Naval Reserve 743-4601
- (4) U. S. Marine Corps
 - Marine Barracks 743-6460
 - Marine Corps Reserve 743-2702
- (5) U. S. Coast Guard
 - GRUCOM Charleston 723-4861
 - CGC PAPA W
 - CGC AZALEA
 - ORTUPS 07-82457
 - ORTUMS 07-88471

b. Federal Agencies

- (1) Fish and Wildlife Service 744-5486
- (2) Bureau of Commercial Fisheries 577-4171
- (3) Bureau of Sport Fisheries & Wildlife (Mobile Operator) YJ6-3473

c. S. C. National Guard

- (1) Adjutant General, Columbia AUTOVON 630-1401
- (2) Army Advisor 577-4171

d. State Agencies

- (1) Pollution Control Authority 883-3877
- (2) SC State Ports Authority 723-8651

e. County Agencies

Civil Defense Center 723-9471

f. City Agencies

Mayor's Office 723-7223

3313.3 Port Action Plans

a. The Industry Committee for Liquid Spillage Control is vitally interested in the oil pollution program and will aid in cleaning up a spill. Their present contingency plan is based entirely on dispersants.

TAB "D" to Section 1

3314 STRIKE FORCES

STRIKE FORCE

While no guidelines have yet been set up for the establishment of strike forces, the following is envisioned as the COTP Charleston strike force:

1. The Coast Guard Base Charleston COTP staff including one officer and three enlisted men;
2. One representative of the U. S. Army Corps of Engineers, Charleston District staff;
3. One representative of the South Carolina Water Pollution Control Authority;
4. One representative of the FWQA Bears Bluff Laboratory staff.

These individuals will be transported to the scene via Coast Guard boat or helicopter depending on the location of the spill.

ATLANTA REGIONAL PLAN

TAB "E" TO SECTION I

3315

POTENTIAL POLLUTION SOURCES

CHEMICAL, FUEL AND INDUSTRIAL

AGRICO CHEMICAL COMPANY, King Street, Charleston, Ashley River
AIRCO ALLOYS & CARBIDE CO., Pittsburgh Avenue, Charleston, Shipyard Creek
ALLIED CHEMICAL COMPANY, 36 John Street, Charleston, Cooper River
AVCO-LYCOMING, Leeds Avenue, Charleston, Ashley River
BRITISH PETROLEUM, North Charleston, Cooper River.
CITY DUMP, Fishburne Street, Charleston, Ashley River
CITY SEWAGE & WATER RUNOFF SYSTEM, North Charleston, Cooper River
DOW CHEMICAL, North Charleston, Cooper River
ETIWAN FERTILIZER COMPANY, Charleston, Shipyard Creek
GEORGETOWN STEEL, Georgetown, S. C.
GULF OIL CORPORATION, 1882 Milford St., Charleston, Shipyard Creek
HESS OIL COMPANY, North Charleston, Cooper River
HUMBLE OIL COMPANY, Greenleaf Street, Charleston, Cooper River
INFINGER TRANSPORTATION COMPANY, 2811 Carner Avenue, Charleston, Cooper River
INTERNATIONAL PAPER COMPANY, Georgetown, S. C.
KOPPERS CHEMICAL COMPANY, King Street Extension, Charleston, Ashley River
MOBILE CHEMICAL COMPANY, INDUSTRIAL CHEMICALS DIVISION, King Street
Extension, Ashley River
NORTH CHARLESTON GRAIN ELEVATOR, North Charleston, Cooper River
PHILLIPS PETROLEUM COMPANY, North Charleston, Cooper River
SHELL OIL CORPORATION, North Charleston, Cooper River
S. C. ELECTRIC & GAS COMPANY, Meeting Street, Charleston, Ashley River
TEXACO, INC., North Charleston, Cooper River
WEST VIRGINIA PAPER COMPANY (WESVACO), Virginia Ave., No. Charleston, Cooper Riv.

ATLANTA REGIONAL PLAN

TAB "E" (continued)

PIERS

COLUMBUS STREET, Charleston, Cooper River

UNION PIER, Charleston, Cooper River

UNITED FRUIT PIER, Charleston, Cooper River

S. C. STATE PORTS AUTHORITY'S GEORGETOWN PIER, Georgetown, Sampit River

BOATYARDS, MARINAS, MARINE CONTRACTORS

ACME BOAT YARD, Cainhoy, Mt. Pleasant, S. C., Wando River

CHARLESTON MARINA, Lockwood Boulevard, Charleston, Ashley River

DETYENS SHIPYARDS INC., 106 Concord Street, Charleston, Cooper River

GEORGETOWN MARINA, Georgetown, S. C., Sampit River

MARINE CONTRACTING & TOWING COMPANY, 50 Immigration St., Charleston, Cooper River

MERRIT DREDGING CO., 500 Albermarle Road, Charleston, Ashley River

MT. PLEASANT BOAT BUILDERS, Mt. Pleasant, S. C., Shem Creek

NBC BARGE LINES, Ft. of Montague Ave., North Charleston, Cooper River

SALMONS DREDGING COMPANY, Cherry Hill Lane, North Charleston, Shipyard Creek

SANDBLASTERS, INC., 4141 Azalea, Johns Island, S. C., Intracoastal Waterway (ICW)

TOWNCREEK BOATYARD, Foot of Charlotte St., Charleston, Cooper River

WHITE STACK TOWING COMPANY, Ft. of Laurens St., Charleston, Cooper River

MILITARY FACILITIES

CHARLESTON ARMY DEPOT, North Charleston, Cooper River

U. S. COAST GUARD BASE AND SHIPS, 196 Tradd Street, Charleston, Ashley River

U. S. NAVAL STATION, Naval Base, Charleston, Cooper River

U. S. NAVAL WEAPONS STATION, Charleston, Cooper River

U. S. NAVAL SHIPYARD, Charleston, Cooper River

ANY OTHER SHIPS LAYING AT ANCHOR OR STANDING THROUGH THE HARBOR

3116 SCIENTIFIC ADVISORY GROUPS

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(Oceanography)
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Dr. B. Baggett
(Biochemistry)
Director, Biochemistry Department
Medical University of South Carolina
80 Barre Street
Charleston, S. C. 29403 (792-4321)

Dr. John Verburg (Marine Ecology)
Dr. E. F. Thompson (Fresh Water Ecology)
Dr. John Dean (Thermal Pollution)
Biology Department
University of South Carolina
Columbia, S. C. 29208 (777-0411)

Robert Tindal
Pollution Control Engineer
Charleston County Health Department
Lockwood Drive
Charleston, S. C. 29403 (723-9251)

Dr. Richard Wade
(Marine Science)
Chief, Bears Bluff Field Research
Federal Water Quality Administration
Wadmalaw Island, S. C. 29487 (559-0371)

TAB "G" to Section 1

3117 COMMUNICATIONS, LOCAL ALERT AND NOTIFICATION

3117.1 In the event of an oil spill the following people should be notified when needed:

- a. FWQA 559-0371
- b. Fire Departments
 - (1) Charleston 722-5511
 - (2) Folly Beach 588-2433
 - (3) Isle of Palms 886-6155
 - (4) Mount Pleasant 884-4155
 - (5) Sullivans Island 883-3411
- c. Charleston Pilots Association 722-6695
- d. South Carolina Wildlife Resources
Department 723-7925
- e. South Carolina Pollution Control
Authority 883-3877

TAB H TO SECTION I

^{EPA}
3318 ~~FHA~~/ CG BOUNDARY DELINEATION

1. The extent of Coast Guard boundaries within the COTP Charleston area of responsibility is set forth below:

a. Seacoast inland to and including the Atlantic Intracoastal Waterway.

b. Those navigable waters extending inland from the ICW to the extent of present deep draft shipping:

- (1) Pee Dee River-U.S. 17 bridge at Georgetown
- (2) Sampit River- overhead power cable approx.
1 mile west of U.S. 17 bridge
at Georgetown
- (3) Wando River- Route 41 swing bridge at Cainhoy
- (4) Cooper River- line drawn from Snow Point
NE to opposite bank
- (5) Ashley River- Route 7 bridge at East Marsh
Island

ATLANTA REGIONAL PLAN

APPENDIX IV TO ANNEX XX

3400 North Carolina

3400.1 This appendix applies to the coastal areas of the State of North Carolina. The RRC for the area is:

5th Coast Guard District Office
Norfolk, Virginia

3400.2 OSCs are designated in Appendix I to Annex II and their areas of responsibility are set forth in paragraph 1408 of Annex IV.

3401 Listing of Sections

	Section No.
3410 Coast Guard Group, Cape Hatteras	I
3420 Coast Guard Group, Fort Mac	II
3430 COTP Wilmington	III

3402 Listing of TABS for each Section

3411 Critical Water Use Areas	TAB A
3412 Containment, Cleanup & Disposal Tech.	TAB B
3413 Inventories and Commitments	TAB C
3414 Strike Force	TAB D
3415 Potential Pollution Sources	TAB E
3416 Scientific Advisory Group	TAB F
3417 Comms, Local Alert & Notification	TAB G

SECTION I OF APPENDIX IV

3110 Group Cape Hatteras

3410.1 Area of Responsibility

The Group Cape Hatteras area comprises all navigable waters of the United States and contiguous zone within the boundaries set forth in Annex IV, 1408.1-12 and Appendix II to Annex IV.

3410.2 Guidelines

a. Upon notification of an oil spill obtain the following information:

- (1) Name and telephone number of reporting source.
- (2) Exact location of spill.
- (3) Estimate of the amount and type of pollutant.
- (4) Source of pollutant.
- (5) Action being taken on scene to control pollution.

b. Dispatch a Coast Guard investigating team. Compute tides and current for the area of the spill for use in future planning and action.

c. Obtain the following information from the investigating team at the scene of the spill.

- (1) Any information indicated in paragraph (a), if not already known.
- (2) Area covered by slick.
- (3) On scene wind and current.

d. Classify spill and report to RCC.

e. Take action as indicated by the situation (refer to TAB C). Contact the local Fire Dept. and notify all other appropriate officials. Consider recalling additional personnel to assist in containing and controlling the spill.

f. Ascertain product hazards and methods for combatting the spilled product.

g. If the spill presents a possible fire hazard, contact the Fire Marshalls, for determination in this matter. If a fire hazard exists, secure all welding operations in the area of the spill

h. Consider regulation of vessel movement in the spill area with the assistance of the pilots association. Utilize safe anchorages and request that RCC issue a NOTICE TO MARINERS, as warranted.

i. Contact the responsible party, if known, and determine what future action he plans to take.

TAB C TO SECTION I

3413 Inventories and Commitments

1. National Park Service

a. Wright Brothers/Fort Raleigh-

<u>Quantity</u>	<u>Type</u>	<u>Size</u>
4	pick-up truck	1/2 ton-2 wheel drive
2	pick-up truck	1/2 ton-4 wheel drive
1	farm tractor	w/ special sand tires

Total personnel available from this district is 12, with one qualified as a light duty equipment operator.

b. Bodie Island-

<u>Quantity</u>	<u>Type</u>	<u>Size</u>
2	stake body truck	1 ton-4 wheel drive
2	pick-up truck	1/2 ton-4 wheel drive
6	pick-up truck	1/2 ton- 2 wheel drive
1	stake body truck	1 1/2 ton-4 wheel drive
1	stake body truck	2 ton-2 wheel drive
1	farm tractor	low center gravity w/ small front bucket
1	tractor/backhoe	small
1	crawler tractor	T-340
1	pull grader	light duty
1	roller vibrator	small
1	stake body truck	1/2 ton-2 wheel drive
1	grass planter	
4	pumps	3", 1 1/2", 1 1/4", 1 1/4"
2	port. generator	3000 watts
1	trailer, equipment	5 ton

Total personnel available from this district is 22, with only one tractor operator.

c. Hatteras Island

<u>Quantity</u>	<u>Type</u>	<u>Size</u>
5	pick-up truck	1/2 ton-2 wheel drive
3	pick-up truck	1/2 ton-4 wheel drive
1	stake body truck	3/4 ton-2 wheel drive
1	stake body dump	1 1/2 ton-4 wheel drive
1	farm tractor	low center gravity w/ small front bucket
1	crawler tractor	T-340
2	portable pumps	1", 1 1/2"
1	grass planter	
1	port. generator	3000 watts
1	equipment trailer	5 ton

Total personnel available from this district is 10, with one Operator General.

d. Ocracoke

<u>Quantity</u>	<u>Type</u>	<u>Size</u>
1	pick-up truck	1/2 ton-2 wheel drive
1	pick-up truck	1/2 ton-4 wheel drive
2	stake body truck	1 ton-4 wheel drive
1	stake body dump	1 1/2 ton-4 wheel drive
1	farm tractor	low center gravity w/ small front bucket
1	crawler tractor	T-340
1	grass planter	
1	equipment trailer	5 ton
1	Jeep	4 wheel drive
	on loan to Village	

Total personnel available from this district is 8.

2. TABs A, B, AND D-G are to be developed.

ATLANTA REGIONAL PLAN

SECTION II OF APPENDIX IV

3420 Group Fort Macon

To Be Developed.

SECTION III OF APPENDIX IV

3430 COTP WILMINGTON

3430.1 Area of Responsibility

The Wilmington, Captain of the Port area comprises all navigable waters of the United States and contiguous zone within the boundaries set forth in Annex IV, 1408.1-1 and Appendix 11 to Annex IV.

3430.2 Guidelines

a. Upon notification of an oil spill obtain the following information:

- (1) Name and telephone number of reporting source.
- (2) Exact location of spill.
- (3) Estimate of amount and type of pollutant.
- (4) Source of pollutant.
- (5) Action being taken on scene to control pollution.

b. Dispatch a Coast Guard investigating team. Compute tides and current for the area of the spill for use in future planning and action.

c. Obtain the following information from the investigating team at the scene of the spill.

- (1) Any information indicated in paragraph a., if not already known.
- (2) Area covered by slick.
- (3) On scene wind and current.

d. Classify spill and report to RCC.

e. Take action as indicated by the situation. Contact local fire departments and all other appropriate officials. Consider recalling additional personnel to assist in containing and controlling the spill.

f. Ascertain product hazards and methods for combating the spilled product.

g. If the spill presents a possible fire hazard, contact fire marshalls for advice. If fire hazard exists, secure all welding in the area of the spill.

h. Consider regulation of vessel movement in the spill area with assistance of pilots association. Utilize safe anchorages and request that RCC issue a NOTICE TO MARINERS, as warranted.

i. Contact the responsible party, if known, and determine what future action he plans to take.

TAB A TO SECTION III

3431 Critical Water Use Areas

This region includes the Cape Fear River and Wilmington Harbor areas. The river is used primarily for pleasure fishing and water transportation. Population centers are Wilmington and Southport. There are no beaches, and hunting and fishing is done for sport only with insignificant activity in this area. Hazards would be from fire and the possibility of an oil slick drifting out the mouth of the river to contaminate the Atlantic Intracoastal Waterway and beaches along the coast. The area of primary concern would be the Wilmington Harbor with respect to possible fire hazard.

TAB B TO SECTION III

3432 Containment, Cleanup and Disposal Techniques

1. Containment of a spill would be accomplished by a floating boom controlled by the Wilmington Fire Boat and local tugs, as needed.
2. Cleanup would be accomplished by using a chemical dispersant and suction pumps. (Refer to Annex X of this plan concerning the use of any chemicals.)
3. Disposal would be the responsibility of the company responsible for the spill.

The boom and chemical dispersant system seem appropriate for this area. The current in the Cape Fear River is strong, being subject to the ebb and flow of the tide, and a spill would probably spread rapidly up or down the river. Containment would be the most satisfactory solution. Persons with boats and tugs should be included in the plan to spread dispersant.

(Annex X to this plan should be consulted prior to the use of any chemicals.)

TAB C TO SECTION III

3433 Inventories and Commitments

1. Fire Department- maintains 1500' boom on fire boat, 1000' boom on fire dock; store a supply of chemical dispersant and skimming equipment as necessary.
2. Police and Highway Patrol- provide communications network including fire department and U.S. Coast Guard.
3. Petroleum and Chemical Companies- purchase spray equipment and store chemical dispersant at own facilities.
4. Intra Industry Committee to Deal with Liquid Cargo Spills in Wilmington Harbor (IIC)- insure spills are prevented and, if a spill should occur, to affect a communications alert, reduce fire and safety hazard, contain spill by floating boom, remove oil from the waterway, chemically treat spill to break down properties. They should maintain a local plan of operation and improve it accordingly. This is all done on a contributing voluntary basis.

TAB D TO SECTION III

9434 Strike Force

Coast Guard units in the area could be activated on short notice to provide whatever assistance is necessary.

TAB E TO SECTION III

3435 Potential Pollution Sources

1. All oil terminals
2. Tankers
3. Industry

TAB F TO SECTION III

9436 Scientific Advisory Group

To be developed

TAB G TO SECTION III

3437 Communications, Local Alert and Notification

1. Notification of OSC- U.S. Coast Guard Day: 763-9971, Ext. 435
Night: 791-0501
2. Wilmington Fire Dept- 762-4466
3. Wilmington Police Dept- 762-9641
4. N.C. State Highway Patrol- 791-5311
5. Oil Companies*

American Oil Co-	763-2483
Gulf Oil Co-	762-8201
Humble Oil Co-	763-0144
Mobile Oil Co-	762-7155
Phillips Petrol-	763-6435
Pure Oil Co-	762-58261
Shell Oil Co-	762-1826
Sun Oil Co-	762-2489
Texaco, Inc-	762-6573

APPENDIX V TO ANNEX XX

3500 Alabama

3500.1 This appendix applies to the coastal areas of the State of Alabama. The RRC for the area is:

Eighth Coast Guard District Office
New Orleans, Louisiana

3500.2 The OSC is COTP Mobile, Alabama, whose area of responsibility is set forth in paragraph 1407.1-9 of Annex IV.

3500.3 Report oil spills at the state level to:

Mr. J. L. Crockett, Jr.
Telephone: 205-269-7626 (office)
205-264-3500 (home)

3501 Listing of Sections

		Section No.
3510	COTP Mobile	I

3502 Listing of TAB's for each Section

3511	Critical Water Use Areas	TAB A
3512	Containment, Cleanup & Disposal Techniques	TAB B
3513	Inventories and Commitments	TAB C
3514	Strike Force	TAB D
3515	Potential Pollution Sources	TAB E
3516	Interested Agencies	TAB F
3517	EPA/CG Boundary Delineation	TAB G

ATLANTA REGIONAL PLAN

SECTION I OF APPENDIX V

3510 Captain of the Port Mobile

1. Area of Responsibility

The Mobile Captain of the Port area comprises all navigable waters and contiguous land areas within the following boundaries:

Beginning at a point 31°N , $88^{\circ}10'\text{W}$; thence due east along latitude 31°N to the east bank of the Flint River; thence downstream along the east bank of the Flint River and the east bank of the Jim Woodruff Reservoir to the intersection of the south shore of the Jim Woodruff Reservoir with longitude $84^{\circ}45'\text{W}$; thence due south along longitude $84^{\circ}45'\text{W}$ to a point $30^{\circ}15'\text{N}$, $84^{\circ}45'\text{W}$; thence due east along latitude $30^{\circ}15'\text{N}$, to a point $30^{\circ}15'\text{N}$, $83^{\circ}50'\text{W}$; thence due south along longitude $83^{\circ}50'\text{W}$ to the Florida coast thence 199°T to a point $29^{\circ}20'\text{N}$, $84^{\circ}05'\text{W}$; thence due west along latitude $29^{\circ}20'\text{N}$ to a point $29^{\circ}20'\text{N}$, $88^{\circ}10'\text{W}$; thence due north along longitude $88^{\circ}10'\text{W}$ to the point of origin.

This area of responsibility will extend seaward to include the contiguous zone and any area on the high seas where a major spill or pollution incident poses a threat.

ATLANTA REGIONAL PLAN

TAB A TO SECTION I

3511 CRITICAL WATER USE AREAS

1. Mobile Bay

Primary - Shell Fish, Fishing Industry, and
Waterfowl
Secondary - Recreational Boating, Beaches

2. Dauphin Island

Primary - Fishing Industry, Fin Fish
Secondary - Beaches, Recreational Boating

3. Ft. Morgan to Alabama Pt.

Primary - Fishing Industry
Secondary - Beaches, Recreational Boating

4. Bayou St. John to Pensacola Bay Entrance

Primary - Fishing Industry
Secondary - Beaches

5. Pensacola Bay

Primary - Fin Fish, Shell Fish
Secondary - Industry, Residential, Barge Traffic

6. Pensacola Bay

Primary - Bathing Beaches
Secondary - Fin Fish

7. Choctawatchee Bay to St. Andrews Bay

Primary - Fishing Industry
Secondary - Beaches

8. St. Andrews Bay

Primary - Fishing Industry, Fin Fish
Secondary - Recreational Boating

9. St. Andrews Bay to St. Marks

Primary - Fin Fish, Shell Fish, Fishing Industry
Secondary - Beaches, Recreational Boating

ATLANTA REGIONAL PLAN

TAB B TO SECTION I

5512 CONTAINMENT, CLEAN-UP AND DISPOSAL TECHNIQUES

1. When dealing with a major oil spill first efforts should be pursued to stop further pollution at the source by pumping the pollutant from the ruptured barge or vessel into a tank barge. Efforts should be further initiated to contain the spilled pollutant by mechanical means such as oil boom. Light oils may be contained until evaporated. Heavy Oils must be physically retriaved. Removal of the pollution is achieved by skimmers, vacuum equipment, chemical dispersion, physical absorption, or physical sinking.
2. Mechanical containment Mechanical booms have been used successfully in calm protected waters, but have been less effective in light chops or strong currents. A new spill can be contained to one area with the use of fire hoses, boat screw wash or helicopter rotor wash until booms can be put in position.
3. Mechanical removal Septic tank cleaning trucks with vacuum type pumps operation from barges towed by tugs are the most successful devices presently available in this area for the mechanical removal of oil from the waters of bays and rivers. This type of equipment is not effective under open ocean conditions. Where oil is leaking from a ruptured tank on a barge or tanker the spill can be minimized by pumping the oil from the ruptured tank into a tank barge.
4. Chemical dispersion Chemical dispersion is the most widely used means of dispersing an oil slick. Chemicals should not be used to emulsify, disperse, solubilize, or precipitate oil whenever the protection or preservation of (a) fresh water supply sources, (b) major shellfish or fin fish harvesting grounds or passage areas, or (c) beaches is a prime concern. Chemicals should be used only under the immediate supervision of the Federal Water Quality Control Administration except where it is judged that fire or safety hazards require the immediate application of such chemicals. Federal agencies will not use dispersants unless directed by the Department of the Interior to do so.

ATLANTA REGIONAL PLAN

5. Physical absorption Absorption materials such as straw and foam chunks which are easily distributed, can be used with minimum damage to the ecology. The major limitation is that once the materials are spread on the oil slick they must be collected by mechanical means. These materials may be spread on beaches and removed with earth moving equipment.

ATLANTA REGIONAL PLAN

TAB C. TO SECTION I

3513 INVENTORIES AND COMMITMENTS

1. Manpower

MOBILE

a. Mobile Fire Department (3-a)*- Firefighting

Contact: Chief Edwards
Phone: 205-438-7300

b. Mobile Police Department (3-b) - Traffic Control

Contact: Lt. George Winstanley
Phone: 205-438-7211

c. Sheriffs Flotilla (3-c) - a maximum of 6 boats and 12 men during the day and 12 boats with approximately 20 men at night

Contact: Capt. Richard J. Burgess
Phone: 205-661-4415

d. City of Mobile Public Works Dept. (3-d) - manned trucks and earth moving equipment

Contact: Mr. Mathew - Director
Phone: 205-438-7341

e. State of Alabama Highway Dept. (2-a) - men for transporting, loading and unloading straw and sawdust

Contact: Mr. W. G. Glass - Division Engineer
Phone: 205-471-3441

f. Coast Guard Aviation Support Training Center, Mobile (1-g) - helicopters and fixed wing aircraft in an emergency

Contact: Commander, Coast Guard District Eight (osr)
Phone: 504-527-5229
504-527-5225

* Number in parenthesis is a cross reference to address list

ATLANTA REGIONAL PLAN

PENSACOLA

- a. Pensacola Municipal Fire Dept. (3-e) - firefighting
Contact: Chief Christian
Phone: 904-432-6021
- b. Pensacola Police Dept. (3-f) - traffic control
Contact: Chief of Police-Mr Caldwell
Phone: 904-432-1211
- c. Pensacola Sheriff's Dept. (3-g) - traffic control
Contact: Capt W.E. Ambrose
Phone: 904-433-8371
- d. Pensacola Dept. of Public Works (3-h) - men and equipment for the transportation of saw and sawdust
Contact: Mr Weed
Phone: 904-623-3335
- e. Florida Dept. of Natural Resources Marine Patrol (3-i) - can supply 8-10 men and 5 boats for water traffic control.
Contact: LT L.E. Zangas
Phone: 904-438-4903
- f. Florida Highway Patrol (3-j) - can supply 3-5 men and cars immediately and up to 20 men for emergency traffic control.
Contact: Col. Reed Clifton
Phone: 904-433-5661

PANAMA CITY

- a. Panama City Fire Dept. (3-k) - firefighting
Contact: Chief Jackson
Phone: 904-785-7071
- b. Panama City Police Dept. (3-l) - traffic control
Contact: Police Chief
Phone: 904-785-4862
- c. Panama City Sheriff's Dept. (3-m) - traffic control
Contact: Mr Easterling
Phone: 904-785-7071
- d. Florida Dept. of Natural Resources Marine Patrol (3-n) - can supply 8 men and 5 boats for water traffic control.
Contact: LT G.E. McCall
Phone: 904-763-3080 (office), 904-785-3785 (home)
- e. Panama City Beach Volunteer Fire Dept. (3-o) - can supply firefighting equipment.
Contact: Mr J.O. Stroud
Phone: 904-234-2121

ATLANTA REGIONAL PLAN

- f. Lynn Haven Fire Dept. (3-p) - firefighting
Contact: Mr V. Webb- Fire Chief
Phone: 904-265-2161
- g. Navy Mine Defense Lab Fire Dept. (3-q) - firefighting
Contact: Duty Fire Chief
Phone: 904-234-2281
- h. Florida Highway Patrol (3-r) - traffic control
Contact: Capt K.D. Sconiers
Phone: 904-785-6196

PORT ST. JOE

- a. Port St. Joe Volunteer Fire Dept. (3-s) - firefighting and manned trucks for transportation of straw and sawdust.
Contact: Mr Tom Caldwell
Phone: 904-227-2711 (business)
904-227-3521 (home)

2. OIL ROOMS

MOBILE

- a. 1700 feet of Nierad Polyethylene Boom
Standard Oil Co. (5-A-a) - Pascagoula
Contact: Mr Talbot
Phone: 601-762-8833
- b. 40 feet of Polyethylene Boom
Alabama Refinery Co. (5-A-b) - Theodore
Contact: Mr Donald Hall
Phone: 205-661-4660 (business)
205-342-1725 (home)
- c. 200 feet of Slickbar Oil Boom
American Oil Co. (5-A-0)
Contact: Mr R.W. Wolf
Phone: 205-432-3613

3. DUMP TRUCKS

MOBILE

- a. In emergency can supply 7 or 8 immediately with upper limit of 12, which are capable of carrying 15 cu ft of straw or sawdust.
City of Mobile Public Works (3-d)
Contact: Mr Matthew
Phone: 205-438-7341

ATLANTA REGIONAL PLAN

PENSACOLA

- a. 15 dump trucks and 2 front end loaders
with 200 men

City of Pensacola Public Works (3-h)
Contact: Mr. Weed
Phone : 904-623-3835

- b. 4 dump trucks

Harris Septic Tank Service (5-B-a)
Contact: Mr. Morgan
Phone: 904-433-5461

PANAMA CITY

- a. Seven 5-10 ton dump trucks, 5 flat bed
trucks and 60 men

State of Florida Highway Department (2-e)
Contact: Mr. W. L. McKinnon
Phone: 904-785-7458

4. Straw and Sawdust

MOBILE

- a. An unlimited amount of straw and sawdust.
Straw is stockpiled at Municipal Park,
and there are sawdust piles at 2 former
lumber mills in Citronelle.

State of Alabama Highway Dept. (2-a)
Contact: Mr. W. R. Glass
Phone : 205-471-3441

PENSACOLA

- a. 100 bales of hay

Barrington Feed & Garden Supply (5-B-b)
Contact : Mr. D. A. Barrington
Phone : 904-432-7649

- b. 100 bales of hay

Barnes Feed and Seed Store (5-B-c)
Contact: Mr. Jack Hawkins
Phone: 904-476-2831

ATLANTA REGIONAL PLAN

PANAMA CITY

- a. 2000 lbs. of peanut hay

Bay Country Farm and Garden Supply
Service (5-C-a)
Contact: Manager
Phone: 904-787-8191

5. Firefighting Personnel and Equipment

MOBILE

- a. 9 trucks with 1 truck equipped with 100 gallons high expansive foam concentrate, other 8 trucks have 10 gallons of regular foam concentrate, total of about 200 gallons in stock to back up trucks (150 gallons of high expansive and 50 gallons regular concentrate)

Mobile Fire Department (3-a)
Contact: Chief Edwards
Phone: 205-438-7300

- b. Fireboat - Lurleen - has capacity of delivering 600,000 gallons of foam-water mixture. Six men on crew can be alerted immediately.

Harbormaster (4-a)
Contact: Captain Peter Shea
Phone: 205-438-2481

PENSACOLA

- a. 8 1 1/2 inch handline pick-up units for use with protein foam and conventional triple combination pumpers. One (1) Jet X high expansion foam unit is soon to arrive.

City of Pensacola Fire Dept. (3-e)
Contact: Chief Cushing
Phone: 904-432-6021

- b. 3 foam equipped fire trucks with an available backup of 50,000 gallons of foam (6% expandable solution)

Eglin AFB Fire Dept. (1-f)
Contact: Fire Chief
Phone: 904-882-2377

ATLANTA REGIONAL PLAN

- c. (1) Structural Branch:
 - 4 1½ inch hand-line pick-up units
 - 4 2½ inch hand-line pick-up units
 - 1 foam truck (500 gpm capacity)
 - 4 triple combination pumpers (750 gpm capacity)
- (2) Saufley Field:
 - 1 6000 gallon foam truck
 - 5 MB5 units
 - 1 TAU unit
- (3) Crash/Rescue Branch:
 - 1 MB1 Protein foam/light water unit (1000 gallon capacity)
 - 4 MB5 Protein foam/light water units (400 gallon capacity)
 - 2 twinned agent units (48½ gallons light water)
- (4) Ellyson Field:
 - 8 MB5 units
 - 2 TAU units
 - 1 500 gpm foam truck

Pensacola NAS Fire Dept. (1-e)
Contact: Officer of the Day
Phone: 904-452-2353

PANAMA CITY

- a. Fire trucks with water and foam
 - Panama City Fire Department
 - Contact: Chief Jackson
 - Phone: 904-788-4862

PORT ST. JOE

- a. 15 gallons of foam on hand and a back-up of 100 gallons from Tyndall AFB

6. Pumping Barges

MOBILE

- a. 4 barges, each with 15,000 barrel capacity.

ATLANTA REGIONAL PLAN

Can pump oil at the rate of 2000 barrels per hour these barges normally make runs from Mobile to Tuscaloosa.

Simms Bros. Towing Co. (5-A-c)
Contact: Mr. Simms
Phone: 205-432-3940

- b. 2 barges each with 8500 barrel capacity. They are moored at Texaco Co. at the foot of Virginia Street and are used to fuel ships for Texaco. They can pump about 1000 barrels per hour.

Colle Towing Co. (5-A-d)
Contact: Captain Colle
Phone: 205-432-8174

- c. 5 barges available, can pump oil up to a viscosity of Bunker C, for heavier oils barges have heater coils to make oil pumpable. One barge has a capacity of 5000 barrels and 4 others range from 300 - 800 barrels.

Alabama Drydock & Shipbuilding Co.
(5-A-e)
Contact: Mr. Earl Cobb
Phone: 205-432-8821

PENSACOLA

- a. 4 barges with capacities ranging from 10,000 to 26,000 barrels. Normally make runs from Corpus Christi and St. Marks.

Brown Marine Service (5-B-d)
Contact: Mr. Brown
Phone: 904-456-5761

7. PUMPING TRUCKS

MOBILE

- a. 1 pump truck

A-1 Septic Tank Co. (5-A-f)
Contact: Mr. W. M. Hall
Phone: 205-344-4345

ATLANTA REGIONAL PLAN

- b. 2 vacuum trucks, 1 truck has 1800 gallon capacity, the other has 1300 gal. capacity

AAA Septic Tank Co. (5-A-g)
Contact: Mr. Cox
Phone: 205-661-2351

- c. 2 trucks with 1250 and 1500 gal. capacity

Mobile Central Service (5-A-h)
Contact: Manager
Phone: 205-342-1833

- d. 4 vacuum pump trucks

ABC Septic Tank Co. (5-A-i)
Contact: Mr. Summer
Phone: 205-457-8437

- e. 1 vacuum pump truck

Wimmer Septic Tank Co. (5-A-j)
Contact: Mr. M. S. Wimmer
Phone: 205-432-0249

- f. 6 trucks available, each having pumping equipment and a 10,000 gal. capacity for oil up to and including Bunker C

Fleet Transport Co. (5-A-k)
Contact: Mr. Burgess
Phone: 205-433-3931

PENSACOLA

- a. One 2 ton truck with 1800 gal. capacity

A & K Septic Tank Service (5-B-e)
Contact: Mr. Baggett
Phone: 904-456-8134

- b. 4 pump trucks

Harris Septic Tank Co. (5-B-f)
Contact: Mr. Morgan
Phone: 904-433-5461

ATLANTA REGIONAL PLAN

- c. 1 dump truck and 1 suction tank truck
with 2500 gallon capacity

Warrington Plumbing Co. (5-B-g)
Contact: Mr. L. Rothe
Phone: 904-433-3167

- d. 2 trucks with 1100 gallon capacity

Anko Septic Tank Service (5-B-h)
Contact: Mr. Crooks
Phone: 904-455-5392

- e. 3 trucks with capacities of 2000 and 1200
and 1500 gallons

AAA Septic Tank Co. (5-B-i)
Contact: Manager
Phone: 904-456-1467

PANAMA CITY

- a. 2 trucks with 1000 and 800 gallon capacities

Carter Septic Tank Co. (5-C-b)
Contact: Mr. Carter
Phone: 904-763-7519

- b. 1 truck with a 1000 gallon capacity

Nichols Septic Tank Co. (5-C-c)
Contact: Mr. Nichols
Phone: 904-784-7062

- c. 1 truck with a 1600 gallon capacity

Hall Septic Tank Service (5-C-d)
Contact: Mr. Hall
Phone: 904-785-7062

8. CHEMICALS

MOBILE

- a. Unlimited amounts of Gamasol, an oil dispersant,
immediately for use in helping to disperse spills.

ATLANTA REGIONAL PLAN

Gamlen Chemical Co.
Contact: Mr. Daley
Phone: 205-661-4221

- b. Unlimited amounts of oil slick dispersants and various emulsifying agents.

I. V. Company, Inc. (5-A-m)
Contact: Mr. Ray Vrazei - President
Phone: 205-438-9947

- c. Unlimited amounts, in bulk or drums, of oil dispersants and oil emulsifying agents.

Cesco Inc. (5-A-n)
Contact: Mr. Jack Reed
Phone: 205-344-2550

PENSACOLA

- a. 800 drums of an oil emulsifier

Textile Chemical Co. (5-B-j)
Contact: Mr. M. B. Hill
Phone: 904-456-6823

PANAMA CITY

- a. 10-55 gallon drums of a surface active agent and a large quantity of foam.

Arizona Chemical Co. (5-C-e)
Contact: Mr. Warrell
Phone: 904-785-8521

PORT ST. JOE

- a. 5-10 barrels of Jamesol

Port St. Joe Port Authority (4-d)
Contact: Mr. Tom Caldeaway
Phone: 904-227-2711 - Business
904-227-3521 - Home

ATLANTA REGIONAL PLAN

B. ADDRESS LIST

1. FEDERAL GOVERNMENTAL AGENCIES

a. U. S. Coast Guard - Captain of the Port
P. O. Box 1788
Mobile, Alabama
Contact: Officer of the Day
Phone: 205-438-3506

b. Commander, Eighth Coast Guard District
Office of Law Enforcement
U. S. Customs House
New Orleans 16, Louisiana
Phone: 504-527-6237

c. U. S. Army Corps of Engineers
District Office
2301 Airport Blvd.
Mobile Alabama
Contact: Mr. Stevens
Phone: 205-473-0311 - Business
205-473-7362 - Home

d. Federal Water Quality Administration
Regional Office
Atlanta, Georgia
Contact: Mr. John R. Thoman - Director
Phone: 404-526-5727

e. Pensacola Naval Air Station
Pensacola, Florida
Contact: Officer of the Day
Phone: 904-452-2353

f. Eglin Air Force Base
Fire Department
Fort Walton, Florida
Contact: Chief Schmidt
Phone: 904-883-2377

g. U. S. Coast Guard Aviation Support Training Center
Mobile, Alabama
Contact: Officer of the Day
Phone: 205-344-2240

ATLANTA REGIONAL PLAN

2. STATE GOVERNMENTAL AGENCIES

ALABAMA

a. State of Alabama Highway Department
Division Office
1701 Beltline Highway
Mobile, Alabama
Contact: Mr. W. G. Glass - Division Engineer
Phone: 205-264-1431

b. Alabama Petroleum Council
660 Adams Avenue
Suite 188
Montgomery, Alabama
Contact: Mr. James W. Hart, Jr.
Phone: 205-264-1431

FLORIDA

c. Florida Petroleum Council
111 N. Gadsden Street
Tallahassee, Florida
Contact: Mr. Chris L. Jensen
Phone: 904-222-0220

d. State Department of Natural Resources
Larson Building
Tallahassee, Florida
Contact: Mr. Randolph Hodges
Phone: 904-224-7141

e. State of Florida Highway Department
Panama City, Florida
Contact: Mr. W. L. McKinnon
Phone: 904-785-7458

3. LOCAL GOVERNMENTAL AGENCIES

MOBILE

a. Mobile Fire Department
111 S. Royal
Mobile, Alabama
Contact: Chief Edwards
Phone: 205-438-7300

ATLANTA REGIONAL PLAN

b. Mobile Police Department
111 S. Royal
Planning Division
Mobile, Alabama
Contact: Lt. George Winstanley
Phone: 205-438-7211

c. Sheriff's Flotilla
Courthouse
Mobile, Alabama
Contact: Captain Richard J. Burgess
Phone: 205-661-4415

d. City of Mobile Public Works Department
Gayle Street
Mobile, Alabama
Contact: Mr. Matthew - Director
Phone: 205-438-7341

PENSACOLA

e. Pensacola Municipal Fire Department
Pensacola, Florida
Contact: Chief Christian
Phone: 904-432-6021

f. Pensacola Police Department
Pensacola, Florida
Contact: Chief of Police - Mr. Caldwell
Phone: 904-432-1211

g. Pensacola Sheriffs Department
Pensacola, Florida
Contact: Captain W. E. Ambrose
Phone: 904-433-8371

h. Pensacola Department of Public Works
Milton, Florida
Contact: Mr. Weed
Phone: 904-623-3835

i. &j. Same as Pensacola e.&f. on page C2.

PANAMA CITY

k. Panama City Fire Department
Panama City, Florida
Contact: Chief Jackson
Phone: 904-785-4862

ATLANTA REGIONAL PLAN

l. Panama City Police Department
Panama City, Florida
Contact: Police Chief
Phone: 904-785-6161

m. Panama City Sheriff's Department
Panama City, Florida
Contact: Mr. Easterling
Phone: 904-785-7071

n. thru r. Same as Panama City d. thru h. on pages C2 and C3.

PORT ST. JOE

s. Port St. Joe Volunteer Fire Department
Port St. Joe, Florida
Contact: Mr. Tom Caldeway
Phone: 904-227-2711 - Business
904-227-3521 - Home

t. Same as Panama City d. on page C2.

4. PORT AUTHORITIES

MOBILE

a. Harbormaster
Alabama State Docks
Contact: Capt Peter Shea
Phone: 205-438-2481

PENSACOLA

b. Pensacola Port Authority
Pensacola, Florida
Contact: Col Hale
Phone: 904-438-8537

PANAMA CITY

c. Panama City Port Authority
Panama City, Florida
Contact: Mr Holt- Director
Phone: 904-763-8471

ATLANTA REGIONAL PLAN

PORT ST. JOE

d. Port St. Joe Port Authority
Port St. Joe, Florida
Contact: Mr. Tom Caldeway
Phone: 904-227-2711 - Business
904-227-3521

5. PRIVATE AGENCIES

MOBILE

a. Standard Oil Company
Pascagoula, Mississippi
Contact: Mr. Talbot
Phone: 601-762-8833

b. Alabama Refinery Company
Range Line Road
Theodore, Alabama
Contact: Mr. Donald Hall
Phone: 205-661-4660 - Business
205-342-1725 - Home

c. Simms Brothers Towing Company
P. O. Box 1421
Mobile, Alabama
Contact: Mr. Simms
Phone: 205-432-3940

d. Colle Towing Co.
P. O. Box 340
Pascagoula, Mississippi
Contact: Captain Colle
Phone: 205-432-8174

e. Alabama Drydock & Shipbuilding Co.
Pinto Island
Mobile, Alabama
Contact: Mr. Earl Cobb
Phone: 205-432-3931

f. A-1 Septic Tank Co.
Mobile, Alabama
Contact: Mr. W. M. Hall
Phone: 205-344-4345

ATLANTA REGIONAL PLAN

g. AAA Septic Tank Co.
Mobile, Alabama
Contact: Mr. Cox
Phone: 205-661-2351

h. Mobile Central Service
Mobile, Alabama
Contact: Manager
Phone: 205-342-1837

i. ABC Septic Tank Co.
Mobile, Alabama
Contact: Mr. Summer
Phone: 205-457-8437

j. Wimmer Septic Tank Co.
Mobile, Alabama
Contact: Mr. M. S. Wimmer
Phone: 205-432-0249

k. Fleet Transport Co.
Mobile, Alabama
Contact: Mr. Burgess
Phone: 205-433-3931

l. Gamlen Chemical Co.
P. O. Box 9219
Mobile, Alabama
Contact: Mr. Daley
Phone: 205-661-4221

m. I-V Company Inc.
506 St. Francis Street
Mobile, Alabama
Contact: Mr. Ray Vrazel - President
Phone: 205-438-9947

n. Cesco Inc.
Mobile, Alabama
Contact: Mr. Jack Reed
Phone: 205-344-2550

o. American Oil Co.
Blakely Island
Mobile, Alabama
Contact: R. W. Wolf
Phone: 205-432-3613

ATLANTA REGIONAL PLAN

B. PENSACOLA

a. Harris Septic Tank Service
Pensacola, Florida
Contact: Mr. Morgan
Phone: 904-433-5461

b. Barrington Feed and Garden Supply
Pensacola, Florida
Contact: Mr. Barrington
Phone: 904-432-7648

c. Barnes Feed and Seed Store
Pensacola, Florida
Contact: Mr. Jack Hawkins

d. Brown Marine Service
Pensacola, Florida
Contact: Mr. Brown
Phone: 904-456-5761

e. A & K Septic Tank Service
Pensacola, Florida
Contact: Mr. Baggett
Phone: 904-456-8134

f. Harris Septic Tank Co.
Pensacola, Florida
Contact: Mr. Morgan
Phone: 904-433-4561

g. Warrington Plumbing Co.
Pensacola, Florida
Contact: Mr. L. Rothe
Phone: 904-433-3167

h. Anko Septic Tank Service
Pensacola, Florida
Contact: Mr. Crooks
Phone: 904-455-5392

i. AAA Septic Tank Co.
Pensacola, Florida
Contact: Manager
Phone: 904-456-1467

j. Textile Chemical Co.
Pensacola, Florida
Contact: Mr. M. B. Hall
Phone: 904-456-6823

C. PANAMA CITY

a. Bay Country Farm and Garden Supply Service
Panama City, Florida
Contact: Manager
Phone: 904-785-8191

b. Carter Septic Tank Co.
Panama City, Florida
Contact: Mr. Carter
Phone: 904-763-7519

c. Nichols Septic Tank Co.
Panama City, Florida
Contact: Mr. Nichols
Phone: 904-265-2211

d. Hall Septic Tank Service
Panama City, Florida
Contact: Mr. Hall
Phone: 904-785-7062

e. Arizona Chemical Co.
P. O. Box 2417
Panama City, Florida
Contact: Mr. Warrell
Phone: 904-785-8521

ATLANTA REGIONAL PLAN

TAB D TO SECTION I

3514 LOCAL STRIKE FORCES

Captain of the Port Mobile has designated personnel to take the initial on scene command in the event of a substantial spill. The billets are as follows:

1. Port St. Joe, Florida
 - a. Officer in Charge, Coast Guard Loran Station Cape San Blas (BMC) initial OSC.
 - b. SN - LORSTA Cape San Blas - assist OSC
 - c. BM1 - Coast Guard Station Apalachicola - Boat Crew
 - d. EN3 - Coast Guard Station Apalachicola - Boat Crew
 - e. SN - Coast Guard Station Apalachicola - Boat Crew
2. Panama City, Florida
 - a. Officer in Charge, Coast Guard Station Panama City (BMC) initial OSC.
 - b. SN - Station Panama City - assist OSC
 - c. BM1 - Station Panama City - Boat Crew
 - d. FN - Station Panama City - Boat Crew
 - e. SN - Station Panama City - Boat Crew
3. Pensacola, Florida
 - a. Officer in Charge, Coast Guard Station Santa Rosa (BMC) initial OSC
 - b. SN - Station Santa Rosa - assist OSC
 - c. BM1 - Station Santa Rosa - Boat Crew
 - d. FN - Station Santa Rosa - Boat Crew

ATLANTA REGIONAL PLAN

e. SN - Station Santa Rosa - Boat Crew

4. Mobile, Alabama

a. Captain of the Port - OSC

b. Port Security Officer - initial public relations - assist OSC

c. DC2 - Base Mobile - liaison with industry

d. DC3 - Base Mobile - liaison with Harbor-master

e. GM3 - Base Mobile - liaison with public agencies

f. SNGM - Base Mobile - assist Port Security Officer

g. BM2 - Base Mobile - Boat Crew

h. FN - Base Mobile - Boat Crew

i. SN - Base Mobile - Boat Crew

5. Boat crew billets are provided for search and rescue, communications, traffic control, and transportation.

6. Minor to moderate spills - billets under paragraph 4 - b,c,d,e, and f to be deployed to scene with LTJG assuming OSC relieving initial OSC. Moderate to major - the Captain of the Port will assume OSC.

7. In the event of widespread news interest, Coast Guard District Eight staff will assume control over public relations and news releases, relieving the Port Security Officer of the responsibility.

ATLANTA REGIONAL PLAN

TAB E TO SECTION I

3515 POTENTIAL POLLUTION SOURCES

The potential sources of oil spillage into the Alabama and Northwest Florida coastal regions are through barge and ship traffic and petroleum handling facilities. The following oil and hazardous liquid commodities are imported and handled in this region:

1. Mobile

- a. G M & O Dock imports light oils and gasoline by tank barges and tank vessels.
- b. Texaco Fuel Terminal imports gasoline, diesel fuel, and distillate by tank barge and tank vessels.
- c. Pure Oil Service Dock imports gasoline, diesel fuel, and crude oil by tank barge and tank vessels.
- d. Hess Oil Fuel Terminal imports crude oil and gasoline by tank barge and tank vessel.
- e. Gulf Oil Terminal imports gasoline by tank barge.
- f. Triangle Refinery Fuel Terminal imports gasoline, kerosene, diesel fuel, bunker C, and tractor fuel by barge.
- g. Chevron Asphalt Co. imports asphalt and related products by tank barge.
- h. Standard Oil Co. imports gasoline, diesel fuel, and kerosene by tank barge.
- i. Reichold Terminal Dock imports jet fuel and methanol by tank barge.
- j. Courtaulds imports caustic soda by tank barge.
- k. Stauffer Chemical Co. imports sulfur salt, sulfuric acid, caustic soda, and chlorene by tank barge.

ATLANTA REGIONAL PLAN

1. Theodore Terminal imports crude oil, diesel oil, JP-4, and gasoline by tank barge.
 - m. Spur Oil Terminal imports gasoline and diesel fuel by tank barge.
2. Pensacola
 - a. Monsanto Chemical Co. imports anhydrous ammonium and cyclohexane by tank barge.
 - b. Hi - Octane Terminal imports gasoline products by tank barge.
 - c. Southern Terminal & Transport Co. imports caustic soda, methanol, and tall oil by tank barge.
 - d. Standard Oil Co. imports gasoline and other petroleum products by tank barge.
 - e. Phillips Petroleum Co. imports gasoline, diesel fuel and kerosene by tank barge.
 - f. La Gloria Terminal imports gasoline by tank barge.
 - g. Pure Oil Co. imports gasoline by tank barge.
3. Panama City
 - a. La Gloria Terminal imports gasoline, kerosene, and diesel fuel by tank barge.
 - b. American Oil Co. imports gasoline, kerosene, and diesel fuel by tank barge.
 - c. Hi - Octane Fuel Terminal imports light oils, kerosene, diesel fuel and gasoline by tank barge.
 - d. Marathon Oil Co. imports gasoline, kerosene, and diesel fuel by tank barge.
 - e. Standard Oil Co. imports gasoline and related petroleum products by tank barge.

ATLANTA REGIONAL PLAN

- f. Gulf Oil Co. imports gasoline by tank barge.
- g. Shell Oil Co. imports gasoline by tank barge.
- h. Citgo Oil Co. imports gasoline by tank barge.

4. Port St. Joe

- a. Hess Amarada Oil Co. imports gasoline and diesel fuel by tank barge and tank vessel.
- b. Port St. Joe Paper Co. imports diesel fuel by tank barge.

5. St. Marks

- a. Sam. O Purdom Generating Station imports Bunker C by tank barge.
- b. Seminole Asphalt Corp. imports crude oil, #2, and #4 burner oil and gasoline by tank barge.
- c. Tenneco Oil Corp. imports kerosene, gasoline, fuel oil and diesel oil by tank barge.
- d. McKenzie Tank Lines imports caustic, #6 oil, and crude oil by tank barge.

TAB F TO SECTION I

3516 INTERESTED AGENCIES

1. FEDERAL AGENCIES

- a. U.S. Coast Guard - Captain of the Port
P.O. Box 1788
Mobile, Alabama
Contact: Officer of the Day
Phone: 205-438-3506
- b. Federal Water Quality Administration
Regional Office
Atlanta, Georgia
Contact: Mr. John R. Thomain - Director
Phone: 404-526-5727
- c. U.S. Army Corps of Engineers
District Office
2301 Airport Blvd.
Mobile, Alabama
Contact: Mr. Stevens
Phone: 205-473-0311 - Business
205-473-7362 - Home

2. STATE AGENCIES

ALABAMA

- a. Alabama Petroleum Council
660 Adams Ave.
Suite 188
Montgomery, Alabama
Contact: Mr. James W. Hart, Jr.
Phone: 205-264-1431
- b. Alabama Water Improvement Commission
State Office Bldg.
Montgomery, Alabama
Contact: Mr. J.L. Crockett - Director
or Mr. J.M. Bolton - Asst. Director
Phone: 205-269-7626
205-269-7627
205-269-6804
- c. Alabama Oil and Gas Board
University of Alabama
Tuscaloosa, Alabama
Contact: Mr. Gene White - Chief Engineer
Phone: 205-759-5721 - Business
205-758-1092 - Home

- d. State Dept. of Conservation, Seafood Division
P.O. Box 188
Dauphin Island, Alabama
Contact: Mr. William Anderson - Chief of Division
or Mr. J.F. Nelson
Phone: 205-861-2882

FLORIDA

- a. State Dept. of Natural Resources
Tarrson Bldg.
Tallahassee, Florida
Contact: Mr. Randolph Hodges
Phone: 904-224-7141
- b. Florida Petroleum Council
111 N. Gadsen Street
Tallahassee, Florida
Contact: Mr. Hhris L. Jensen
Phone: 904-222-0220
- c. St. Marks National Wildlife Refuge
P.O. Box 68
St. Marks, Florida
Contact: Mr. H.W. Womble - Director
Phone: 904-925-6280

ATLANTA REGIONAL PLAN

TAB G TO SECTION I

3517 EPA/CG Boundary Delineations

1. The extent of Coast Guard boundaries within the COTP Mobile area of responsibility in the states of Alabama and the Florida Panhandle are set forth below:

Alabama:

a. Mississippi state line to Mobile Bay	30° 25' N latitude
b. Mobile Bay	Cochran Bridge
c. Mobile River	St Louis Pt
d. Mobile to Pensacola	Highway 98

Florida Panhandle:

a. Pensacola Escambia Bay	Sullivan's Ditch
b. Pensacola East Bay	Bay Pt
c. Pensacola to Choctawatchee Bay	Highway 98
d. Choctawatchee Bay	to breakwaters of rivers
e. Choctawatchee Bay to Panama City	Intracoastal Waterway
f. Panama City	West Bay 30° 20' N lat
g. Panama City North Bay	Deer Pt
h. Panama City to Apalachicola	Intracoastal Waterway
i. Apalachicola Bay and East Bay	29° 47' N lat
j. Apalachicola Bay to District line	Highway 98
(1) St Marks River	30° 10' N lat

APPENDIX VI TO ANNEX XX

3600 Mississippi

3600.1 This appendix applies to the coastal areas of the State of Mississippi. The RRC for the area is:

Eighth Coast Guard District Office
New Orleans, Louisiana

3600.2 The OSC is COTP New Orleans, whose area of responsibility is set forth in paragraph 1407.1-10 of Annex IV.

3600.3 Report oil spills at the state level to:

Mr. John W. Harper
Telephone: 601-354-6783 (office)
601-373-5679 (home)

3601 Listing of Sections

3611	Critical Water Use Areas	TAB A
3612	Containment, Cleanup & Disposal Techniques	TAB B
3613	Inventories and Commitments	TAB C
3614	Strike Force	TAB D
3615	Potential Pollution Sources	TAB E
3616	Scientific Advisory Group	TAB F
3617	EPA/CG Boundary Delineation	TAB G

ATLANTA REGIONAL PLAN

SECTION I OF APPENDIX VI

3610 Captain of the Port New Orleans

1. Area of Responsibility

The New Orleans Captain of the Port area comprises all navigable waters of the United States and contiguous land areas within the following boundaries: On the east the 88°10'W. longitude; on the south the 28°50'N. latitude; on the west the 92°40'W. longitude; on the north the 31°N. latitude. Within the context of the Atlanta Regional Plan, the area of responsibility of COTP New Orleans includes the navigable waters from the 88°10'W. longitude to the Pearl River; this area extends seaward to include the Contiguous Zone and any area on the high seas where a major spill or pollution incident poses a threat to the environment within this area of responsibility.

XY-1V-1-1

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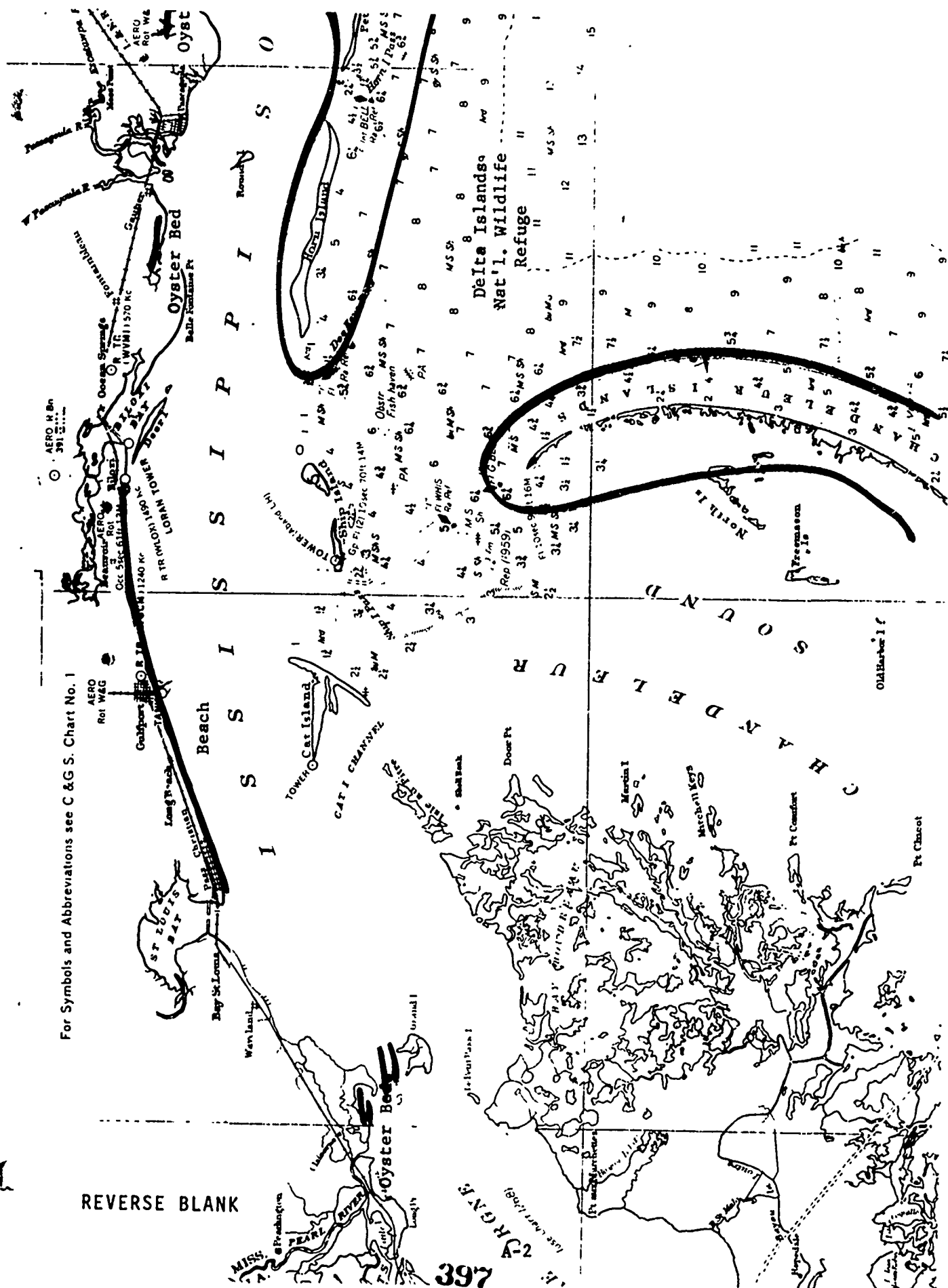
ATLANTA REGIONAL PLAN

TAB A TO SECTION I

3611 Critical Water Use Areas

1. Pearl River to Pass Christian:
Numerous oyster beds, especially in the areas of Heron Bay, Grand Island Pass, Bayou Caddy and St. Louis Bay.
2. Pass Christian to Biloxi:
Twenty-six miles of man made beach for recreation.
3. Biloxi to state line:
Oyster beds: Graveline Bayou, Bangs Bayou.
4. Mississippi Sound and offshore islands:
Many reefs in Mississippi Sound contain oyster beds. The sand spits in Mississippi Sound are nesting areas for the Tern. Most of Horn Island and Petit Bois Island are part of the Delta-Gulf National Wild Life Refuge.
5. There are no state wildlife refuges along the coast of Mississippi.

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ATLANTA REGIONAL PLAN

TAB B TO SECTION I

3612 Containment Cleanup & Disposal Techniques

1. The major operational consideration in any oil spill situation is that, if possible, the oil spill should be treated offshore to prevent the contamination of the coastline and attendant damage to the coastal ecology and economy. First efforts should be to stop further pollution at the source; second, it should be contained; and third, it should be removed. The combatant method will depend on such factors as the kind of oil, its age, the sea state, and the type of waters (rivers, bays, offshore), etc.

2. Heavy oils are usually best contained and retrieved with vacuum equipment or dispersed with chemicals if the situation will allow their use. Lighter oils may be contained until evaporated. Concentration of lighter oils in enclosed or poorly ventilated areas should be prevented, as should attempts to retrieve the mixture that might result in explosion. A blanket of foam reduces immediate fire hazard, but impedes the natural dissipation of the product. Extreme care must be used in operating any type of equipment in cleaning up lighter oils.

3. A large amount of information on oil spills has been developed, but there is still insufficient in-depth technical information on oil spill combatant methods available on which to base a definite technical evaluation. In particular, it is pointed out that no port or section of coast in the world is capable at this time of combating a major oil spill without extensive damage to the economy and ecology. This area is no exception. Summary information on the operational effectiveness of the several means of combating oil spills follows:

a. Mechanical Containment. Mechanical booms are commercially available and have been successfully demonstrated in protected waters and around oil tanker and barge loading docks. They are less effective in light chops or strong currents even in protected waters. Their effectiveness in the Mississippi River and offshore will be determined by local conditions. Air curtains may have an application in some areas. On a new spill in a confined area it may also be possible to hold back the spread of the spill with fire hoses, boat screw wash or even helicopter rotor wash until booms can be put in position.

ATLANTA REGIONAL PLAN

b. Mechanical Removal. Mechanical skimmers are commercially available for limited application in calm water. The rate at which these devices can collect oil is limited by the thickness of the oil on the water surface, the rate at which the oil-water mixture can be separated, the storage capacity of the vessel and the area swept. Skimming devices have demonstrated limited effectiveness under offshore conditions. Where a tanker or a barge is aground or has suffered a collision, it is often advisable to transfer the product to another compartment or vessel.

c. Chemical Dispersion. Chemical dispersion has been used extensively as a combatant method in some areas. However the toxicity of chemical dispersants has led the Federal Water Quality Administration to establish the following policy on the use of chemicals to treat floating oils:

Chemicals should not be used to emulsify, disperse, solubilize or precipitate oil whenever the protection or preservation of (a) fresh water supply sources, (b) major shellfish or fin fish nurseries, harvesting grounds or passage areas, or (c) beaches is a prime concern.

Such chemicals should only be used in those surface water areas and under those circumstances where preservation and protection of water related natural resources is judged not to be the highest priority or where a choice as to resource preservation may make the use of such materials a necessary alternative.

Examples of areas and circumstances where the use of such chemicals might be acceptable are:

1. Where fire or safety hazards are present by the spill of a petroleum product.
2. Where large numbers of waterfowl may perish because of the proximity of floating oil.
3. Under certain conditions, as a 'polishing' or final cleanup of light slicks or oil following mechanical removal of floating oils.

Chemicals that emulsify, disperse, solubilize or precipitate oil should be used only under the immediate supervision of the Federal Water Quality Administration except where it is judged that fire or safety hazards require the immediate application of such chemicals.

ATLANTA REGIONAL PLAN

The Air and Water Pollution Control Commission of the State of Mississippi has not adopted any regulations on the use of dispersants as a combatant method. However, before chemicals are used on a spill, the user should consult with the staff of the Commission and request clearance.

d. Physical Absorption. Inexpensive absorption materials such as straw and foam chunks which can be distributed easily, are available for the treatment of an oil spill with minimum damage to the ecology. The major limitation of absorption, however, is that the spent, oil soaked materials must be collected. Equipment now available for the spreading and collecting of these materials on open waters is ineffective. The material may be spread along beaches and removed by earth moving equipment or plowed under. These materials are very difficult to collect at sea as they clog most pumps. They may be used where the biology is of sufficient importance to preclude the use of chemicals.

e. Physical Sinking Methods. Sinking agents were used with some success in the Torrey Canyon incident. Common sinking agents are sand, talc, lime and cement. However, systems for efficiently spreading sinking agents are not available for treating large spills on the open ocean. Little is known about the mechanism of sinking, and the behavior of sunken oil on the ocean floor and its effect on the bottom ecology. Sinking agents cause the oil to precipitate and their use falls within the jurisdiction of the F.W.Q.A. policy statement on the use of chemicals.

f. Combustion. Small scale experiments on relatively calm waters have shown that oxidants and wicking agents can be used to augment the burning of freshly spilled oil, leaving a smaller amount of residue than 1/8 inch which remains after burning the oil without enhancement. However, the feasibility of improving combustion of a large spill on the open ocean has not been demonstrated. Burning would be effective on thick slicks of freshly spilled oil in calm waters if the hazards to ships and shoreline property could be minimized and the resulting air pollution could be tolerated. This method is not recommended at this time.

g. Biological Degradation. Biological seeding of oil slicks with special bacterial cultures is not especially effective for the treatment of an oil spill.

ATLANTA REGIONAL PLAN

TAB C TO SECTION I

3613 Inventories and Commitments

1. The directors of the ports of Biloxi, Gulfport and Pascagoula and the Air and Water Pollution Control Commission of the State of Mississippi have noted that a dearth of pollution combatant equipment is available in Mississippi at this time.

2. The following resources were noted by the F. W. Q. A., Atlanta Region, and the Standard Oil Co. (Ky):

a. Spill boom		
Standard Oil (Ky.)	Approx. 1700'	601-762-8833
b. Vacuum equipment		
Standard Oil (Ky.)	Pascagoula	601-762-8833
Crawford Plumbing Co.	Pascagoula	601-762-1240
Jackson Co. Sanitary Ser.	Pascagoula	601-762-5219
Bond, C. H. Cesspool & Septic Tank	Gulfport	601-863-0103
William Tank Service	Gulfport	601-863-6257
Rushing Hilton Refrigeration Service	Franklinton, La.	504-839-4695
c. Pump Suppliers		
American Rental	Pascagoula	601-762-3656
Colville Water Supply	Pascagoula	601-475-8411
Paine Rental & Supply	Pascagoula	601-762-4274
Bogalusa Rental	Bogalusa, La.	504-735-8887
Marx Wholesale	Bagalusa, La.	704-732-7422
Gates C. Earl Plumbing & Heating	Bagalusa, La.	504-735-5311
d. Absorbents		
Coastal Farm Supply	Gulfport	601-863-0781
Gulfport Feed	Gulfport	601-863-7781
Wayne Farm & Garden Sup.	Gulfport	601-863-1614
Economy Sale Feed & Seed	Pascagoula	601-475-9941
Pascagoula Ice & Freezer	Pascagoula	601-762-2541
Farmers Warehouse	Picayune	601-798-3344

3. In the event of a major spill in Mississippi waters, it may be necessary to request assistance from the operators of offshore oil production off the coast of Louisiana. COTP New Orleans has the necessary contact list.

ATLANTA REGIONAL PLAN

TAB D TO SECTION I

3614 Local Strike Forces

1. Three five man teams have been designated by COTP New Orleans:

1-LTJG/ENS
1-CPO/P01
1-P02/P03
2-SN/FN

2. Present experience is limited to investigation, reporting, surveillance and monitoring oil pollution cases; no personnel are trained in control and removal of oil, at this time.

3. Because part of Mississippi is geographically closer to COTP Mobile than COTP New Orleans, strike force assistance may be requested from that unit.

ATLANTA REGIONAL PLAN

TAB E TO SECTION I

3615 Potential Sources of Pollution

1. Pipelines: a) Cal-Ky Pipelines from Empire, La. to Pascagoula, Mississippi
Oil: 1-20" crude oil line
Gas: 1-12" and 1-16" natural gas line
b) United Gas Pipeline - mi 25.0W. Pearl River
+ mi 22.6 Pascagoula River
c) Gulf Pipeline from Belle Chasse, La. through Lake Borgne to east of the Pearl River then north; 1-20" line for refined products; (Proposed - estimated date of completion 1/1/72)
2. Refineries: a) Standard Oil Co. (Ky), Pascagoula, Miss., on Bayou Casotte: petroleum products transferred to vessels and barges for shipment.
3. Terminal facilities: a) Mississippi Air National G' rd, Bayou Bernard (fuel - terminal)
b) Crosby Chemicals - mi 33.8 E. Pearl River
c) Thiokol Chemical - mi 4.1 Escatawpa River
d) H. K. Porter Co. - Bayou Casotte
e) Coastal Chemical - Bayou Casotte
4. Barge/vessel traffic: collision in the Gulf Intercoastal Waterway is the most likely source of oil pollution in the state waters of Mississippi.

ATLANTA REGIONAL PLAN

TAB F TO SECTION I

3616 Scientific Advisory Group

1. The University of Southern Mississippi at Hattiesburg has expressed an interest in pollution and the biological effect of oil spills on marine life. They will be advised of substantial offshore spills which the Coast Guard plans to investigate by surface craft or aircraft.

2. Contacts: Dr. R. T. van Aller 601-266-7269
Dean of Sciences

Dr. Charles Brent 601-266-7187
Dir. Environmental Sciences
Curriculum

Dr. George Pessoney 601-266-7185
Chm. of Biology Dept.

Dr. J. Bedenbaugh 601-266-7187

ATLANTA REGIONAL PLAN

TAB G TO SECTION I

3617 EPA/CG Boundary Delineations

1. The extent of Coast Guard boundaries within the COTP New Orleans area of responsibility in the State of Mississippi are set forth below:

a. Pascagoula River	to Highway 61 bridge at Escatawpa, Miss.
b. Biloxi River	junction of Tchoutacabouffa River (one mile north of Big Lake)
c. Wolf River	junction of St Louis Bay
d. Jordan River	proposed I-10 bridge
e. Pearl River	I-10 bridge

APPENDIX VII TO ANNEX XX

3700 PANAMA CANAL ZONE

3700.1 This appendix applies to the waters of the Panama Canal Zone. The RRC for the area will normally be in the Zone, and the OSC will be the Panama Canal Company. The Coast Guard will normally only monitor spills in the Zone and will not actively direct operations because the Canal Company is a federal agency in itself. Due to its remoteness from the Continental U. S., the Company has its own pollution control program and is capable of adequate response to oil spills. Assistance from the Atlanta RRT shall, however, be given upon request at any time.

3701 Listing of Sections

	Section No.
3710 Panama Canal Company	I

3702 Listing of TABs

3711 Critical Water Use Areas	TAB A
3712 Containment, Cleanup and Disposal Techniques	TAB B
3713 Inventories and Commitments	TAB C
3714 Strike Force	TAB D
3715 Potential Pollution Sources	TAB E
3716 Scientific Community	TAB F
3717 Surveillance and Notification	TAB G
3718 U.S. Navy Procedures	TAB H

SECTION I OF APPENDIX VII

3710 PANAMA CANAL COMPANY

3710.1 Area of Responsibility

The Panama Canal Company is responsible for oil spill reaction within the Panama Canal Zone area, set forth in Annex IV, paragraph 1408.1-13 and on the charts in Appendix I to Annex IV and TAB A to this section.

3710.2 Standard Procedures for Reporting Oil Spills

1. All employees of the Marine Bureau are responsible for reporting oil spills.
2. Every oil spill, regardless of source or size, shall be reported.
3. The report shall include:
 - a. Time.
 - b. Location.
 - c. Estimated amount.
 - d. Cause, if known.
 - e. Name of person making report.
4. The witness to the oil spill should remain on the scene until the Oil Pollution Control Officer, his assistant or the Assistant Port Captain arrives.
5. The Marine Traffic Control is the oil spill report center. They shall document each report on the attached form. Telephone numbers as follows:

MTC Balboa . . . 2-1261
MTC Cristobal . 3-2196
6. The MTC will immediately notify the Oil Pollution Control Officer or his assistant, the Assistant Port Captain and the Harbor-master.
7. The Harbormaster will ready the oil dispersant equipment, launch and personnel to deploy booms for spills in harbor areas.
8. The Oil Pollution Control Officer or his assistant will proceed to the spill site, evaluate the incident and take the

necessary action. The APC will act in place of the Oil Pollution Control Officer should he be unavailable.

9. The Oil Pollution Control Officer will direct the clean up, enforcement or arrest and follow-up procedures.

10. A final report of the incident will be prepared by the Oil Pollution Control Officer for the Marine Director.

OIL AND/OR HAZARDOUS MATERIAL POLLUTION

INCIDENT REPORT

Date: _____ Time: _____

Location: _____

Ship: (if applicable) _____

Product: _____

Amount: (estimated) _____

Operation: (bunkering, discharging, pumping bilges) _____

Witnesses: (name and IP #) _____

Reported by: Name: _____ I.P. _____

Division: _____ Tel # _____

INCIDENT: (Briefly describe incident) _____

TO BE FILLED OUT BY OPCO

Follow-up Notification:

1.	Name: _____	Time: _____
2.	Name: _____	Time: _____
3.	Name: _____	Time: _____
4.	Name: _____	Time: _____
5.	Name: _____	Time: _____

Alleged Responsibility for Incident: _____

OPCO Evaluation and Action: _____

Estimated Costs: _____

REMARKS: _____

TAB A TO SECTION I

3711 CRITICAL WATER USE AREAS (See figure for geographical locations)

A. Cristobal Harbor and approach channel - (Marine to Estuarine)

Primary - Shipping

Secondary - Recreational boating, fishing and swimming, marina

NOTE: Maximum tidal range 2.1'

B. Balboa Harbor and approach channel - (Marine to Estuarine)

Primary - Shipping

Secondary - Recreational boating, fishing, swimming

NOTE: Maximum tidal range 19.75'

C. Miraflores Lake - (Brackish)

Primary - Shipping

Secondary - Industrial (cooling water intake for Miraflores Generating Station, intake for Miraflores Locks), recreational boating and fishing, marina

D. Gaillard Cut to Gamboa (Fresh Water)

Primary - Shipping, potable water intake

Secondary - Recreational boating, fishing and swimming

(TAB A)

E. Gamboa to Barbacoas Island - (Fresh Water)

Primary - Shipping

Secondary - Recreational boating, fishing, swimming and lakefront campsites

F. Gatun Lake, west of Panama Railroad - (Fresh water)

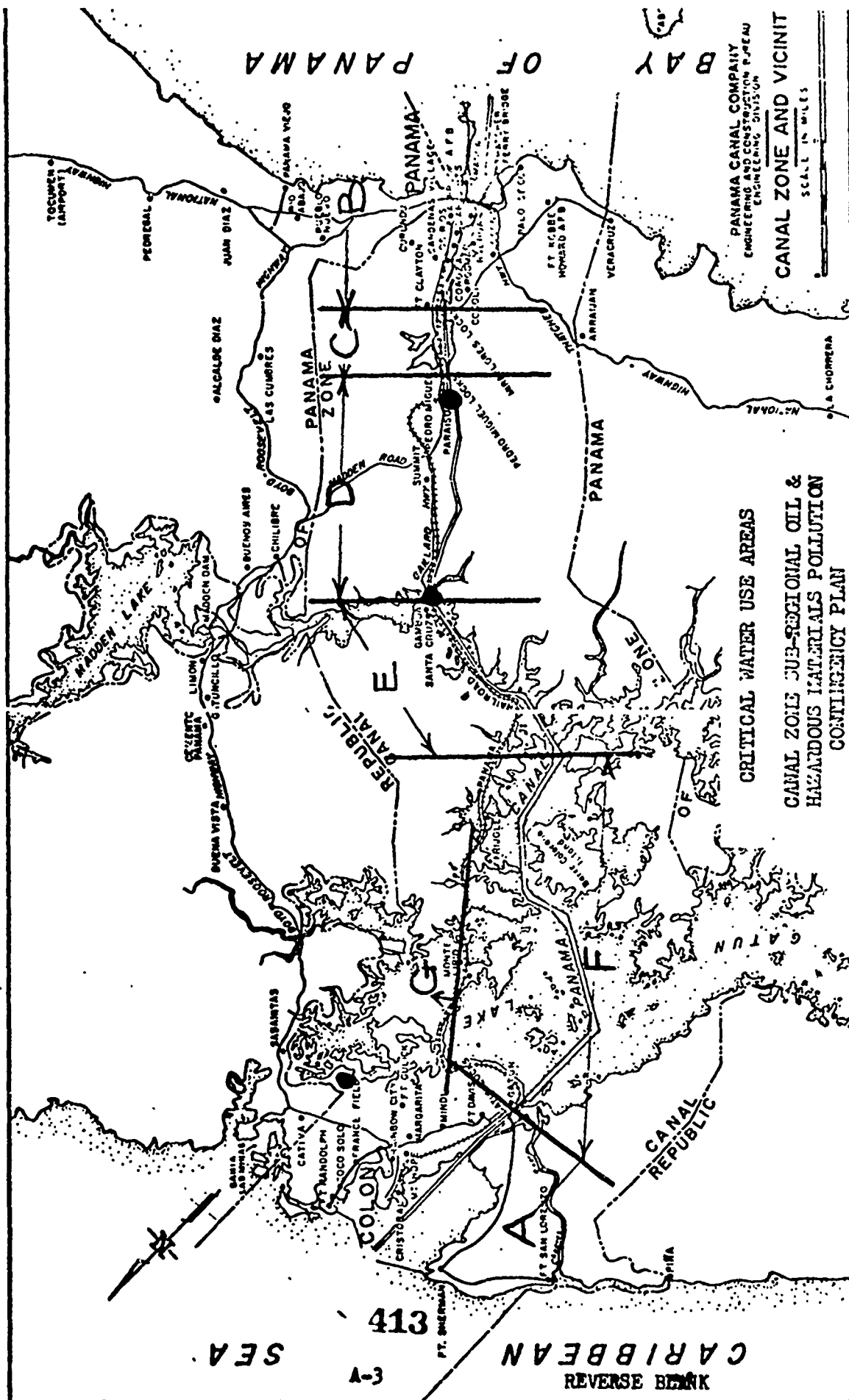
Primary - Shipping

Secondary - Barro Colorado Game and Wildlife Preserve and scientific study station, recreational boating, fishing and swimming, Industrial (water intake for nuclear power station, Gatun Locks, and Gatun Dam Hydropower Station), marina

G. Gatun Lake, east of Panama Railroad - (Fresh Water)

Primary - Potable water intake (Fort Davis)

Secondary - Recreational boating and fishing



TAB B TO SECTION I

3712 CONTAINMENT CLEANUP AND DISPOSAL TECHNIQUES

1. The major operational consideration in an oil spill situation in Canal Zone waters is to prevent the interruption of Canal maritime traffic; additionally, such consideration should be coordinated to protect the safety and welfare of residents of the Canal Zone and the Republic of Panama particularly with regards to potable water intakes and finally to prevent damage to the inland, harbor and coastal ecology and economy. First, efforts should be made to stop pollution at its source; second, it should be contained, and third, it should be removed.

2. It is extremely important that containment measures be executed promptly. Delays allow dispersal of the spill and greatly increase the cost and difficulty in a successful recovery operation. Therefore, prompt notification of a pollution incident, rapid relay of information to the strike force and immediate response is of paramount importance.

3. The primary method of containment of oil spills will be the deployment of floating spill booms designed for this purpose. Secondary containment techniques will be permanently installed air barrier booms and the use of field expedients such as log or timber booms, air pressured fire hoses, etc. Commercial oil spill booms are stored for emergency deployment at three locations in the Canal Zone and additional booms will be located in other locations as funds and experience direct. There are 800 feet of plastic-type

(TAB B)

(Slick-bar) boom in 400-foot sections stored on a trailer located at the Dredging Division, Gamboa; and 800 feet of spill boom ("TT" Boom) located at both Pier 18, Balboa and Dock 6 Cristobal. The Booms can either be deployed from the stored locations for spills in the immediate area or moved overland and deployed at other sites, however, the method chosen should be controlled by speed of containment.

Boom deployment guidelines for each of the critical water use areas are provided below:

a. Area A (Cristobal Harbor) -- and Area B (Balboa Harbor):

Booms are to be deployed under the direction of the Oil Pollution Control Officer or his assistant using launches or workboats provided by the Harbor-master. Personnel necessary for deployment will be supplied by the Harbor-master and Terminals Division as required. Minor spills will normally not warrant the deployment of containment booms since they rapidly spread and normally are sufficiently dispersed by tidal action. Moderate and Major spills will be contained using on-site booms first, and booms from other locations as necessary. The contained spill will be moved only insofar as to prevent Canal traffic interruption or to eliminate a potential hazard to property or equipment. Recovery will be accomplished on site by use of floating or shore based systems as the case requires.

(
(TAB B)

b. Area C (Miraflores Lake):

Moderate or Major spills will be contained using the booms transported from Balboa and Cristobal, as required, using launches, workboats and personnel supplied by the Locks Division or Harbormaster, Balboa. Recovery of contained oil will be accomplished from floating or shore based recovery systems as the case requires.

c. Area D and E (Gaillard Cut to Gamboa and Gamboa to Barbacoas Island):

Moderate or Major spills will be contained using either the plastic-type boom or the high barrier ("TT" Boom) booms located at Balboa and Cristobal as is necessary. The plastic-type boom will be water transported to the spill site from Gamboa; the booms located at Balboa and Cristobal will be water transported by tug to the spill site, and deployed from the tug. Tugs for transporting the booms from the harbors will be furnished by the Navigation Division and launches, workboats and personnel will be furnished by the Dredging Division. Primary emphasis should be given to preventing the spill, regardless of size, from entering the potable water intakes at Paraiso and Gamboa (marked in red on figure) by deploying booms as necessary. Because of the limited channel width in these areas, contained oil will most likely need to be moved to the banks in order to prevent Canal traffic interruption. Recovery will be accomplished using a floating recovery system, or shore based recovery systems where land access is available.

(TAB B)

d. Area F (Gatun Lake West) and Area G (Gatun Lake East):

Moderate and Major spills will be contained by using the plastic-type boom, spills large enough to require additional booms will require that booms be water transported by tug from the closest harbor boom ready storage area. The contained oil shall be moved to prevent Canal traffic interruption in the case of Area E. The potable water intake located near Fort Gulick in Area F (marked in red on figure) shall be a prime boom deployment area if the spill is located in that area. Land transported plastic boom shall be used for this purpose. Navy Fuel Division personnel at Gatun Tank Farm can supply the necessary personnel.

3. Recovery of contained oil shall be accomplished using skimmers and vacuum trucks either shore based or floating as the case requires. Minor spills will present little problem in transporting the recovered oil, however, in the case of moderate or major spills suitable high capacity tank trucks or barges will be needed. In those cases where there is no land access to the spill site, hopper dump scows with bottoms sealed by mud or plastic will be supplied by the Dredging Division and if needed, commercial oil barges have been committed for recovery operations. In the event of a major spill additional assistance and fly-in equipment will be furnished by the RRT, as the case requires.

4. In the case of a high volatile spill, containment will be accomplished only if shore facilities are threatened, in all other cases the area will be

(TAB B)

cordoned and the spill allowed to dissipate naturally, i.e., evaporation. The potential fire and explosion hazard which accompanies this type of spill cannot be overemphasized. Great caution must be exercised in keeping matches, cigarettes, internal combustion engines and any source of ignition from the immediate area. The Fire Department should be notified immediately. Telephone 119. The Police Department shall be notified, Telephone 110, to control access to area.

5. In the case of potentially toxic spills the Chemist, Fire and Police Departments shall be immediately notified:

Chemist	Pacific 2-3119/4-711
	Atlantic 3-1827/1744

Fire Dept	119

Police Dept	110

6. No chemical dispersants will be used in any case in Areas C, D, E and F. Chemical dispersants may be used in Areas A and B where such use is in conformance with Section 2000 (Annex X) of the National Oil and Hazardous Materials Pollution Contingency Plan.

7. The use of sorbents (straw, urethane, etc.) for containment/recovery will be used as directed by the Oil Pollution Control Officer.

(TAB B)

8. The use of sinking agents is prohibited in all waters under the jurisdiction of this plan.

9. A listing of containment, recovery and deployment equipment is listed in TAB C.

TAB C TO SECTION I

3713 INVENTORIES AND COMMITMENTS

The following list of equipment, facilities and material to be used in combatting pollution in the Canal Zone is a result of a survey of Federal agencies and private industries operating in or using the Panama Canal Zone. The list will be reviewed and up-dated periodically and revised copies provided all holders of this plan.

(TAB C)

I. PANAMA CANAL COMPANY

A. Dredging Division, Gamboa:

Oil spill boom (Slickbar), 800 feet

Tugs

Launches

Craneboat

Labor

Contact: Workdays Chief: 6-122, 6-126

All hours Field Officer 6-191

B. Cristobal Harbormaster:

Skimmer, electric, portable

Oil tainer, oil water separator, portable

Dispersant, 4 55-gal drums

Spray boom launch w/pump (USS ROBIN)

Launches

Tugs

Labor (limited)

Contact: All hours Harbormaster 3-1686

MTC 3-2196

C. Balboa Harbormaster:

Dispersant, 4 55-gal drums

Dispersant nozzle and portable pump

(TAB C)

C. Balboa Harbormaster (continued)

Tugs

Launches

Labor (limited)

Contact: All hours Harbormaster 2-2444
 MTC 2-1219

D. Terminals Division:

Laborers

Contact: All hours Balboa 2-1518, 1741
 Cristobal 3-1575, 1828

E. Maintenance Division:

Laborers

Air Compressors

Misc equipment (shovels, rakes, wheelbarrows)

Contact: All Hours Balboa 2-2393
 Cristobal 3-2151

F. Motor Transportation Division:

Vehicles (cars, trucks, motorcrane)

Contact: All hours Balboa 2-2175, 1532
 Cristobal 3-2158

(TAB C)

G. Fire Division:

Firefighting equipment

Contact: All hours Balboa 2-2128

Cristobal 3-2126

NOTE: To be notified immediately, on all low flash point product spills

H. Police Division:

Escort service

Traffic control

Barricades

Contact: All hours: Balboa 2-1277

Cristobal 3-2111

I. Industrial Division:

Salvage equipment (pumps, barges, etc.)

II. DEPARTMENT OF DEFENSE

A. Joint Petroleum Officer (USSOUTHCOM J-4)

• Military support

LCM's

Helicopters

Vehicles

Emergency Salvage Support Material

(
(TAB C)

A. Joint Petroleum Officer (continued)

Contact: Weekdays 272-6211, 6187 or 4121

All hours Joint Operations Center 272-4216, 4284

NOTE: DoD assistance should be directed to USSOUTHCOM. Component commands have itemized the following commitments:

1. USAFSO:

Aircraft for surveillance

Aerial photography

Aerial dispersant spray application

2. USARSO:

a. Heavy equipment and vehicles

2- 15-ton motor cranes with operators

1 60-ton lowbed trailer

1 30-ton low bed trailer

2 motor graders with operators

25 dump trucks

70 2-1/2 Ton trucks

b. Harborcraft

5 LCM's

3 J-boats

c. Miscellaneous

Shovels, wheelbarrows, rakes, brooms, etc.

d. Personnel

(
In addition to operators above, 40 laborers and 5

supervisors

424

(TAB C)

3. USNAVSO

3 20,000-bbl ballast tanks for recovered oil disposal

Access - Pier 1, Rodman, Naval Station

1 YC 118 Barge, 250 Ton

2 workboats

III. Commercial

A. Golden Eagle, Panama Inc.

Self-propelled barges

Contact: Mr. Bart Murray - Weekdays: 28-25-1520, 1521

Non duty hours: 28-23-7389

B. Gulf Petroleum, SA

2 8000-gal tank trucks

3 7000-gal tank trucks

Contact: Mr. Michael Dawson - Weekdays 28-25-1771

Non duty hours 28-24-4633

C. ESSO Standard Oil, SA, Ltd.

COREXIT 7664 (50 drums each at Balboa and Cristobal)

Contact: Mr. R. C. Morrison - Weekdays 2-4691

Non-duty hours - 2-2917

D. Refineria Panama, SA

Reclaiming facilities (truck or barge delivery)

Contact: All hours Colon 7-1580, 1581

TAB D TO SECTION I

3714 STRIKE FORCE

At present the Oil Pollution Control Officer located in Balboa and his assistant, located in Cristobal comprise the nucleus strike force. This is to be expanded to include 3 laborers and 1 launch operator at each terminal fully trained in boom deployment, chemical dispersant application, and recovery operations. This nucleus strike force will also be trained in firefighting, small craft operation and the general Canal operation. Additional personnel will be trained and drawn from Harbormaster and Terminals Division work forces.

The Control Officer and his assistant will be provided radio communication with the spill report center, the Marine Traffic Control, and therefore be available to take prompt action, including the direction and coordination of countermeasures, in the event of the pollution incident.

TAB E TO SECTION

3715 POTENTIAL POLLUTION SOURCES

I. Area A - Cristobal Harbor

- Marine bunkering facilities and operations
- Trans-harbor pipelines Pier 16 to Dock 10
- Tankers, barges and ships intransit

II. Area B - Balboa Harbor

- Marine bunkering and storage facilities and operations, Rodman Naval Station and Balboa
- Trans-harbor pipelines, Rodman Naval Station to Dock 4 and 6, Balboa. (Approximately 3,000 bbl line linefill)
- Tankers, Barges and ships in transit

III. Area C - Miraflores Lake

- Tanker off-loading pier, Miraflores Power Station
- Floating generator station, Miraflores
- Tankers, barges and ships in transit

IV. Area D - Gaillard Cut to Gamboa

- Tankers, barges and ships in transit -- relatively narrow channel

V. Area E - Gamboa to Barbacoas Island

- Transcanal pipeline crossing (Buoy 96)

(TAB E)

V. Area E (continued)

- Bunkering of floating equipment
- Tankers, barges and ships in transit

VI. Area F - Gatun Lake West

- Tankers, barges and ships in transit

VII. Area G - Gatun Lake East

- Underwater pipelines (Navy)

TAB F TO SECTION I

3716 SCIENTIFIC COMMUNITY

Smithsonian Tropical Research Institute

Marine Laboratory - Dr. Ira Rubinoff (tel) 2-1840

Dr. Peter Glynn 2-2579

TAB G TO SECTION I

3717 SURVEILLANCE AND NOTIFICATION

A. Policy on Notification

It is the intent that all oil or hazardous materials pollution incidents be reported and positive action be taken against the responsible party. Positive action is a primary deterrent to incidents resulting from negligence and irresponsible actions and therefore punitive action to curtail the frequency of pollution incidents will be strictly enforced. The primary sources of notification of pollution incidents will be provided with a sample standard form which will enhance the content of notification for immediate remedial action as well as later punitive action against the responsible party (ies), the report centers (MTC Balboa and Cristobal) will document the incident on the provided Incident Report Form.

It cannot be overemphasized that all pollution incidents, no matter the source; whether accidental or intentional; shall be promptly reported. The Water Quality Control Act of 1970 requires that the party responsible for the pollution shall notify the appropriate agency. The appropriate notification procedures are presented below.

B. Sources of Notification

1. Notification of oil or hazardous spill incidents can come from many sources, routine harbor or pier patrols, aircraft surveillance, or by incidental observations of Government agencies, private agencies or the general public. Examples of these sources can be summarized as follows:

(TAB G)

a. Routine Harbor or Pier Patrols -- Routine inspections are made of the primary potential pollution incident sites by personnel from the Panama Canal Company Marine Bureau, Navigation Division, Port Captains and Harbor-masters; Terminals Division, Oil Pollution Control Technician; and the Oil Pollution Control Officer and his assistant. Inspections are made by vehicle, launch or on foot at all hours.

b. Aircraft surveillance -- Routine but random surveillance is maintained by USARSO and USAFSO light aircraft, rotary and fixed wing, as well as cooperating private aircraft.

c. Incidental Observations --

1. Government Agencies -- Panama Canal Company personnel assigned to the Terminals Locks, Dredging and Navigation Divisions are present in potential pollution sites during their normal tour of duties. USNAVSO fueling crews are similarly present in potential pollution sites. These on-site operating personnel are a valuable and primary source of pollution incident reports.

2. Private Agencies -- Commercial oil company personnel and shipping company agents are normally present in potential pollution incident sites and provide sources of notification.

(TAB G)

3. General Public -- While generally less apt to report pollution incidents, the general public, with proper training and public relations programs, can effectively provide additional notification capabilities. Local press, radio and TV coverage will encourage such responsible civic cooperation.

C. Method of Notification

A. Step I - Field notification:

Normally field notification will come from a relatively untrained source with regards to oil pollution incidents. These notifications should be directed to one of the following:

1. Marine Traffic Control, Balboa
2. Marine Traffic Control, Cristobal
3. Port Captain, Balboa
4. Port Captain, Cristobal
5. Immediate Supervisor in the case of Terminals Division, Navigation, Dredging and Locks Divisions personnel
6. Navy Operations Center

B. Step 2 - The respective On-Scene Commander shall be notified, after preliminary facts concerning the spill, as listed below are determined:

OSC Balboa - 2-2965 (or contact thru MTC)

OSC Cristobal - 3-1686/3116 (or contact thru MTC)

OSC Navy - 88-2230

(TAB G)

C. Step 3 - Consistent with the classification of pollution incident the RRC shall be notified by the OSC.

D. Contents of Notification

1. Type (oil; diesel; gasoline; etc.; chemical; sulfuric acid; chlorine; butane; etc.)
2. Amount (Generally hard to estimate. In the case of oil, pumping rates, time on line, after incident, and appearance are indicative. In the case of chemicals, cargo manifests, tanks ruptured, etc. are indicative.)
3. Location Preferably first defined by standardized areas, then specified within area by dock or pier designation, buoy number, etc.

TAB H TO SECTION I

3718 COMMANDER U. S. NAVAL FORCES SOUTHERN COMMAND
COMMANDANT FIFTEENTH NAVAL DISTRICT
FPO NEW YORK 09580

USNAVSO/15ND INST 4020.1
N4/006
25 September 1969

USNAVSO/15ND INSTRUCTION 4020.1

From: Commander, U. S. Naval Forces Southern Command/
Commandant, Fifteenth Naval District
To: Distribution List

Subj: Planning for and Employment of Naval Resources in the
Event of Oil Pollution Incidents

Ref: (a) OPNAVINST 3120.27
(b) OPNAVINST 3120.21A
(c) OPNAVINST 4740.2B
(d) SUPSHIP FIFTEEN Salvage Bill ser 763 of 2 Aug 68
(e) PCC MFR MR 26MAR69: RE: Oil Pollution/Spill
Disposal - Canal Zone Waters (NOTAL)

Encl: (1) Resources and Assistance Available to Combat a
Navy-responsible Oil Spill

1. Purpose. This Instruction implements the policy of the Navy Department with regard to its responsibilities in the event of a major oil pollution incident within the FIFTEENTH Naval District.

2. Background. National and international concern at all levels of Government have been generated by recent tanker casualties such as the Torrey Canyon and the Ocean Eagle, and their substantial oil pollution problems caused by ship grounding and structural failure. As a result of the local Witwater incident, the Canal Zone Government and Canal Zone activities/agencies are greatly concerned over continuing non-interrupted canal transit operations, the health and welfare of Canal Zone residents, and possible facility damages and hazards. Reference (a) sets forth the Navy policy and role with respect to major oil pollution incidents. Reference (b) promulgates the Navy policy concerning the prevention of pollution of the sea by oil. Reference (c) establishes Navy

policy with respect to the Navy's participation in ship salvage operations. Reference (d) implements the Ship Salvage aspects of marine disasters which may occur within the FIFTEENTH Naval District and surrounding area. Reference (e) summarizes the proposed action, delineates policy, and lists equipment that would be ordered to support the Panama Canal Company's contingency plan for oil pollution incidents within Canal Zone waters.

3. Special Equipment and Techniques

a. The Supervisor of Shipbuilding, Conversion and Repair, USN, FIFTEENTH Naval District (SUPSHIP FIFTEEN), is tasked with the responsibility for maintaining the Emergency Ship Salvage Material (ESSM) pool for use in salvage operations. The Supervisor maintains the ESSM pool in accordance with references (a) and (c) and other Naval Ships Systems Command implementing Instructions. SUPSHIP 15ND, through the Supervisor of Salvage, can request specialized equipment and related technical expertise, by contract or otherwise, to deal with limited oil pollution problems which occur incident to salvage evolutions.

b. In accordance with reference (a), the U. S. Naval Station, Rodman, compatible with its mission and within its available resources, is tasked with the responsibility to maintain adequate facilities and capabilities for dealing with limited size oil spills and pollution control incident to routine Navy supported berthed ships, and Naval Station and fuel facility operations in the Canal Zone.

c. Enclosure (1) summarizes the minimum oil spillage control capability requirements considered essential for initial containment and clean-up of minor oil spillages.

4. Public Information. Any significant spill of oil, or other hazardous material, inevitably generates a number of urgent requests for information from the news media. It is important, even crucial in Navy situations, that this information be provided promptly. It is equally essential that this information be fully coordinated with the agencies concerned and be as complete and accurate as possible. Follow-up information should be provided for all interested media as it becomes available. (See paragraphs 6.a and 6.c).

5 Policy. The COMUSNAVSO/COMFIFTEEN policy, as related to operations involving oil spills and consequent pollution control, is in accordance with reference (a). It is applied in part as follows:

a. FIFTEENTH Naval District activities and Navy supported berthed ships will acknowledge full responsibility for oil spills and pollution emanating from their respective installations, ships, and craft.

b. The limited resources of the U. S. Naval Station, Rodman, and the ESSM pool shall be available for utilization in containing a Navy generated oil spillage within the Canal Zone waters. These resources shall be also available to other agencies within the Canal Zone, and to the Republic of Panama, when requested through diplomatic channels.

c. The Navy maintains no special expertise as related to the non-salvage aspects of the oil pollution control. Assistance required by COMUSNAVSO/COMFIFTEEN will be requested via the Commander in Chief, United States Southern Command from the Canal Zone Government, Panama Canal Company, other local resources, and CONUS Federal agencies on an as-required basis.

d. In the case of a natural disaster or international incident, the requirement and policy of references (a) and (c) shall be followed.

e. For any non-Navy spillage, Government-managed, pollution control operation, COMUSNAVSO/COMFIFTEEN, through SUPSHIP 15ND, will, in accordance with standing instructions, respond to a request and assist in salvage operations with the locally available Emergency Ship Salvage Material pool equipment.

f. The Supervisor of Salvage, in accordance with standard procedures for any salvage operations, will fund those elements of the oil pollution control operation which relate to salvage.

g. The activity or operational unit responsible for the oil spillage will, from its operating funds, provide for any reimbursement needed for those elements of the oil pollution control operation which do not relate to salvage.

6. Action. Addressees are directed to comply with standing Instructions and policies on oil pollution control operations and support the Navy's preventive program with regard to oil pollution. To insure effective and orderly control of a serious oil spillage, the following procedures will be followed:

a. Significant oil spillage will be reported immediately to the COMUSNAVSO/COMFIFTEEN Operations Control Center Watch Officer. This officer will notify the Chief of Staff, the Material Officer (SUPSHIP 15ND), and the District Civil Engineer. The OPCON Center will act as the coordinator for receiving information/requirements during an oil control operation.

b. The COMUSNAVSO/COMFIFTEEN Material Officer (SUPSHIP 15ND) shall be responsible for the overall coordination and reporting of the Navy participation in any oil spillage clean-up operation. In addition, in the event of a Navy generated oil spill, he will arrange with other federal agencies for assistance as necessary. The Chief of Staff shall be kept informed of all progress during this operation.

c. The COMUSNAVSO/COMFIFTEEN Public Affairs Officer will coordinate and clear all Navy public information inputs.

d. The District Civil Engineer will coordinate matters concerning public works, facilities and transportation/construction equipment.

e. The Commanding Officer, U. S. Naval Station, Rodman is responsible for developing an operating policy for combating limited volume and localized oil spills, incident to normal operations, at Rodman facilities, including the Trans-Isthmian Pipeline System.

f. The SUPSHIP FIFTEEN/Material Officer is responsible to keep informed on the current developments in oil pollution control.

M. E. HALLER
Chief of Staff

U. S. NAVAL STATION
RODMAN, CANAL ZONE

NAVSTAINST 4020.1
SF620:js
15 January 1970

NAVAL STATION RODMAN INSTRUCTION 4020.1

From: Commanding Officer, U. S. Naval Station, Rodman, Canal Zone
To: Distribution List

Subj: Procedures for Combatting Oil Pollution

Ref: (a) USNAVS0/15ND INST 4020.1 of 25 Sep 69

1. Purpose. This instruction implements procedures to be followed in combatting oil spills and providing pollution control as directed by reference (a).

2. Background. Naval Station Rodman, compatible with its mission and within its available resources, is tasked with the responsibility to maintain adequate facilities and capabilities for dealing with limited oil spills and pollution control incident to routine Naval Station fuel facility operations in the Canal Zone.

3. Information

a. The Navy in the Canal Zone has little oil spill fighting capability at the present time; therefore, it will rely heavily upon the Panama Canal Company for the necessary apparatus while Naval Station Rodman supplies the manpower. The Panama Canal Company has available now a skiff for use in oil pollution operations and tanks for collection of oil. They have on order or are developing the following:

- (1) 800 feet of spill boom.
- (2) Two pumps with eductors for applying liquid chemical used in oil disposal.
- (3) A gravity skimmer of 6,000 to 10,000 gallon capacity.

This equipment will be available for Navy use in the event of an oil spill.

b. ESSO Standard Oil, S. A. has available a commercial chemical dispersant called CORREXIT. They stock 50 drums on each side of the isthmus for emergency use in case of spills. While the Canal Zone Government prohibits use of chemical dispersants in fresh water, it is allowable in the harbor areas at either end of the canal. CORREXIT can be obtained by contacting either Mr. Herbert Guardia or Mr. Morrison who will make arrangements for emergency breakout and delivery to the site. They are

NAVSTAINST 4020.1
SF620:js
15 January 1970

located in the Balboa office, telephone 2-1315, but can be reached through any of the following numbers:

Pacific Terminal

Office (normal working hours)..... 2-1315
Oil Plant (24 hours)..... 2-1741

Atlantic Terminal

Oil Plant Office (normal working hours)..... 3-1263
Oil Plant (24 hours)..... 3-1741

4. Action.

a. Significant Navy-responsible spills can occur in four areas inside the Canal Zone; the Pacific Terminal, Trans-Isthmian pipeline canal crossing at Gamboa, Cristobal piers and the Gatun Lake crossing. Because the circumstances under which a spill may occur can vary widely, only a general plan can be made for cleaning a spill. Primary reliance will be placed upon responsible people at the site. However, the following is a general outline of requirements placed on Naval Station Rodman personnel and equipment at various locations.

(1) Pacific Terminal, Rodman or Balboa piers.

(a) Operations personnel provide workboat as required.

(b) Fuel Division personnel provide manpower.

(2) Pipeline crossing at Gamboa.

(a) Fuel Terminals Supervisor call Floating Plant Dispatcher in the Gamboa Field Office, requesting Dredging Division personnel to secure valves on both sides of the Canal. The numbers to call are any of the following: 6-191, 6-823, 6-181, 6-810

(b) Fuel division personnel provide manpower as required.

(3) Cristobal piers. Fuel Division personnel provide manpower as required.

(4) Gatun Lake Crossing.

(a) Fuel division personnel locate source of leak and make repair.

NAVSTAINST 4020.1
SF620:js
15 January 1970

(b) Fuel division personnel provide manpower for cleanup operations as required.

(c) Fuel division personnel construct dams across streams where necessary to minimize the amount of fuel reaching navigable water.

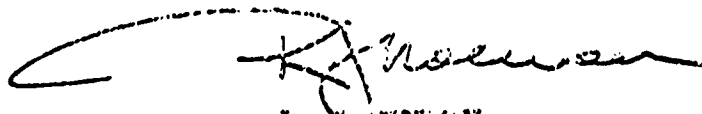
b. When a Navy-responsible oil spill occurs, bunkering or fuel transfer operations should be secured immediately if in progress.

c. The following people will be immediately notified:

	<u>Office</u>	<u>Home</u>
Fuel Foreman	3914	3544
Fuel Officer	3912	3780
Supply & Fiscal Officer	3801	3731
Operations Officer	3610	3504
Executive Officer	3247	3662
Commanding Officer	3376	3661

d. The Fuel Officer will notify the COMUSNAVSO/COMFIFTEEN Operations Control Center Watch Officer, giving details as to location of spill, estimated quantity, type of fuel and amount of outside assistance needed, if any.

e. The general procedure to be followed in combatting the spill will be (1) to contain the fuel, using a spill boom if appropriate, or otherwise isolating the oil from ship traffic and pier areas, (2) to remove or disperse the oil by mechanical means or chemical dispersants as judged most suitable in each particular circumstance.


R. S. NORMAN