

MARINE SAFETY UNIT MORGAN CITY, LOUISIANA

GEOGRAPHIC RESPONSE PLAN

SITE SPECIFIC RESPONSE SHEETS

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1000 INTRODUCTION

1200 Geographic Boundaries

MORGAN CITY MARINE INSPECTION ZONE AND CAPTAIN OF THE PORT ZONE

The following zone description can be found in Title 33 CFR Part 3.40:

The boundary of the Morgan City Marine Inspection Zone and the COTP Zone starts at 28°50' N. latitude, 88° W. longitude; thence due west to 28°50' N. latitude, 89°27' 06" W. longitude; thence northwesterly to 29°18' N. latitude, 90°00 W. longitude; thence northwesterly along the northern boundaries of Lafourche, Assumption, Iberia, and St. Martin parishes; thence westerly along the westerly boundary of Lafayette Parish; thence northwesterly along the northern boundary of Acadia Parish; to an intersection with 92°23' W. longitude; thence south along 92°23' W. longitude to the sea.

Through an MOU between the CCGD8, and EPA, Region VI; EPA and the USCG have agreed to cooperate in response to oil and HAZMAT spills and releases within this zone. The MOU, which is included in this Plan for reference, states that the USCG, COTP Morgan City, shall provide the FOSC for all spills and releases within the coastal zone, and EPA shall provide the FOSC for all spills and releases within the inland zone. The coastal zone shall be defined as all areas south of the GIWW, including territorial waters, waters of the contiguous zone, and waters of the high seas (exclusive economic zone) to a distance of 200 miles seaward of the shoreline or line of demarcation. COTP Morgan City shall also be the primary response agency for all spills and releases within the Atchafalaya Basin (floodway) north of the GIWW at Morgan City, including Grand Lake, Six Mile Lake, and Berwick Bay, north to Sherburne, LA (the northern border of St. Martin Parish).

1300 Area Committee Members

As per the Clean Water Act, the Area Committee is a spill preparedness and planning body made up of Federal, State, and Local agency representatives.

1310 Purpose

Under the direction of the FOSC for the area, each area committee is responsible for developing an Area Contingency Plan (ACP) that, when implemented in conjunction with the National Contingency Plan (NCP), will be adequate to remove a worst case discharge of oil or release of a hazardous substance. The ACP must also mitigate or prevent a substantial threat of such a discharge from a vessel, offshore facility, or onshore facility operating in or near the geographic area.

Each area committee is also responsible for working with state and local officials to pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersant use, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The area committee is required to work with state and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices.

1320 Organization

The Area Committee will be chaired by the FOSC. The Area Committee presently consists of the main committee and one working group. The working group is established to develop the geographic specific response information for the Area Contingency Plan. The Area Committee shall meet regularly, however, if need be, the FOSC may call a meeting of the Charter Members as situations arise.

1330 Charter Members

The following agencies make up the charter membership:

- Louisiana Oil Spill Coordinator (LOSCO)
- Louisiana Office of Emergency Preparedness (LAOEP)
- Louisiana State Police, Environmental Safety Section
- Louisiana Department of Environmental Quality (LADEQ)
- Louisiana Department of Wildlife and Fisheries
- NOAA Scientific Support Coordinator (SSC)
- U. S. Fish and Wildlife
- Environmental Protection Agency
- Marine Safety Unit Morgan City

The following agencies and organizations are members of the workgroup:

- LADEQ
- NOAA SSC
- LOSCO
- U. S. Fish and Wildlife
- Louisiana Fish and Wildlife
- United States Environmental Services, L.L.C.
- Marine Spill Response Corporation
- ASCO Environmental Services
- Clean Gulf Associates
- Chevron/Texaco
- Garner Environmental Services

Shell

Exxon/Mobil

Oil Mop, LLC

O'Brien's Oil Pollution Service, Inc

ES&H

Airborne Support Inc.

MMS

Louisiana State Police

LOOP

NRC

USCG D8 DRAT

USES

AMPOL

CENAC Towing

Lafourche Parish OEP

Terrebonne Parish OEP

Saint Mary Parish OEP

2000 COMMAND

2320 Joint Information Center (JIC)

During a major oil spill where media activity is expected to last several days, the lead Information Officer (IO) should establish a Joint Information Center (JIC) to coordinate the Public Affairs activities of participating agencies and parties. The role of the JIC is to:

- a. Provide multiple phone lines for incoming calls, staffed by knowledgeable individuals;
- b. Ensure State and Federal government Public Affairs Officers (PAOs) are available to the media;
- c. Develop and produce joint news releases under the Unified Command, which must be approved by the State, Federal, and RP's Incident Commanders, and provide copies to the Unified Command and each Section of the ICS.
- d. Schedule, organize, and facilitate news conferences;

It is recommended that the JIC be in the same building as the Command Center, but in a room separate from other sections. PAOs need to be close to the UC and other sections for effective communication flow, but not so close as to disturb response operations.

Equipment needs for the JIC vary, dependent on the size and impact of the incident, and media and public interest levels.

If possible, a separate "Press Room" should be established for reporters' use, at spills that attracts a great deal of media interest. This room may be used by reporters covering the story, and would ideally be equipped with several phone lines and electrical outlets, and a couple of desks or tables and chairs. There should be a way to display maps, status boards, and other visual aids that could be used on-camera, and a table near the door for the late news releases, fact sheets, and advisories. If there is room for seating and podium with PA system, the pressroom is a good site for all formal news conferences. This allows TV news crews to setup cameras in advance, and reporters to do stand-ups and call-ins from an easy, central location.

2330 Media Contacts

This should be utilized as a media contact list to identify points of contact, phone numbers and fax numbers for wire services, television, radio and newspapers.

Government Resources:

CCGD8 (dpa) is ready to assist an OSC by providing Public Affairs Specialists for media liaison and photo documentation. This office should be contacted early as the primary resource for public affairs assistance. A CG PIAT is also available to OSCs when additional personnel or expertise are required to accommodate the media. PIAT is a specialized, self contained, public affairs resource, which is available through the NRC, or the NSFCC. All public affairs resources will work directly for the OSC. In the event a JIC is established, the RP should be encouraged to provide a spokesman to the JIC to facilitate "one stop shopping" for the media. **NEWS MEDIA CONTACT LIST - Refer to Section 9200**

3000 OPERATIONS

3200 Recovery and Protection

3210 Protection

3210.1 Strategy Checklist

1. Evaluate level of response needed for incident (ref RP's VRP or FRP)

- a. Most probable discharge
- b. Maximum most probable discharge
- c. Worst case discharge

2. Evaluate if special circumstances exist requiring special action.

- a. Fire/explosion
- b. Vessel grounding
- c. Lightering operations
- d. Salvage operations

3. Implement support infrastructure.

Determine response structure that will be used, and from there determine level of support needed to fill positions in the structure. Forward needs to Resource Unit Leader.

4. Mobilization of personnel

Determine personnel needed for response, and identify source of personnel. Ensure personnel are properly trained, and health and safety issues are addressed.

- a. Special Teams

- b. Reserve augmentation
- c. District Response Group (DRG) support
- d. Spills of National Significance (SONS) augmentation
- 5. Mobilization of equipment
- a. Type of equipment needed
- b. Quantity
- c. Location - staging area
- d. Support needed
 - (1) Boats for hauling and positioning boom
 - (2) Aircraft support for transporting equipment
- e. Additional requirements
- f. Contact list
- g. Forward equipment needs to Resource Unit Leader
- 6. Logistics
- a. Logistics needed to support personnel
 - (1) Food
 - (2) Lodging
 - (3) Additional clothing
 - (4) Transportation
- b. Logistics needed to support response
 - (1) Adequate communications
 - (2) Command post - Establish command post in location to support response. Command post must be adequate in size to support the anticipated number of personnel.

- (3) Air support (overflights)
 - (a) Coast Guard and Auxiliary
 - (b) Other agencies
 - (c) Private sources
- 7. Local impacts
 - a. Impact on water intakes
 - (1) Drinking water
 - (2) Industrial
 - b. Transportation of fresh water supply
- 8. Funding issues
 - a. On Scene Coordinator (OSC) access to the fund
 - b. State access to the fund
 - c. Vendors - Basic Ordering Agreement (BOA) policy
- 9. Volunteers
- 10. Fish, wildlife and habitat protection and mitigation of damage
- 11. Ensure coordination with natural resource damage assessment personnel

 3320 Salvage/Source Control

 3320.1 Salvage Survey

Vessels Name: _____ Official Number: _____

Vessel Type: _____ Flag: _____

Owner/Operator: _____ Ph. _____ Builder: _____

Class Society: _____ Year: _____

L _____ B _____ D _____

Brief description of casualty:

a. Date/Time of casualty: _____

b. Extent of damage: _____

c. Hazardous Cargo Spill? _____

d. Structural details (double bottom): _____

e. Number of Tanks/Holds (tank soundings): _____

f. Drafts (strandings) before Fwd: ____ Aft: ____

g. Drafts (strandings) after Fwd: ____ Aft: ____

h. Tides at time of casualty: _____

i. Type of bottom (mud, sand): _____

j. Condition of vessel's propulsion: _____

Aim/Intent of salvage operation: _____

- If vessel is foreign flag, then USCG will need plans such as Lines Plan, General Arrangement, Tank Tables, T&S Booklet, etc... for detailed calculations.

 3500 Staging Areas

 3510 Pre-Identified Staging Areas

Houma: a centralized location to many deployment points with many resources, including: 1) hospitals, 2) commercial vehicle rentals, 3) air support (Houma airport), 4) food and lodging, and 5) equipment maintenance. Due to the impact across the G.O.M., it would be necessary to deploy equipment from more than one area with deployment coordinated from a central location. Houma would be the most centralized coordination point. Deployment of equipment would take place from Port Fourchon, Cocodrie, and Morgan City. Equipment would be accounted for both at the deployment areas and at the central coordination point. All equipment would be checked in at the central point and the deployment points would keep a board noting what equipment was deployed and what was on standby.

Port Fourchon: Since the worst-case scenario would likely involve the LOOP platform, this would be the main deployment site. LOOP has spill equipment pre-staged in Port Fourchon and it has many waterside docks from which equipment could be transferred from trucks to barges or OSVs for transport. There are many open lots for equipment staging. However, these are all non-paved and rain could make these very muddy. Each company deploying equipment should be assigned it's own area to prevent mixing of equipment and making accountability easier. Possible sites for a mobile command point would include the local Fire Department or a mobile command post. One concern in Port Fourchon would be the Leeville Bridge. When the bridge is lifted for water traffic, it sometimes becomes stuck in the open position, making vehicle traffic impossible. Limited highway access would also require the assistance of LASP and Lafourche Parish Sheriff's Office for traffic control. Feeding a large group may pose some difficulty.

Cocodrie: Equipment could be deployed from Cocodrie via the Houma Navigation Canal. Equipment could be trucked into Cocodrie by highway also. A mobile command post would be necessary due to limited resources.

Morgan City: MSU Morgan City could provide a site for a command post. It's hearing room has the capabilities of providing both radio and telephone communication. Many dock sites are available for equipment deployment and staging. Commercial food and lodging are available. Commercial equipment maintenance and repair is also available.

 3510.1 Pre-Identified Boat Ramps

Acadia Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Bayou Plaquemine	Hwy 90 3 mi south of I-10		DOTD	2	Petrofley	Two Ramps
Mermentau River	Hwy 90 in Mermentau		Parish	2	Concrete	Two Ramps
Bayou Queue De Tortue	Hwy 13, 9 mi S of Crowley		DOTD	2	Shell	Two Ramps
Bayou Blanc	Crowley City Park		City	1	Limestone	Poor

Assumption Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Lake Verret	LA Hwy 1016-1	Belle River	WL&F	1	Concrete	
Bayou LaFourche	LA Hwy 398, 9 mi NW of Thibodaux	Thibodaux	DOTD	2	Concrete	
Little Grand Bayou	End of Hwy 402	Pierre Part	Parish	2	Shell	
Lake Verrett	End of Hwy 402 at Attakapas Landing		Parish	2	Concrete	
Belle River	LA Hwy 1016-2		Parish	2	Concrete	
Himalaya Canal	LA Hwy 1012		Parish	1	Shell	
Alligator Bayou	LA Hwy 398	Parish		1	Shell	
Bayou Corne	LA Hwy 69	Pierre Part	Parish	1	Shell	

Iberia Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Lake Fausse Pt	Lake Fausse Pt. State Park	State Parks		1	Concrete	New park, open 1985
Spanish Lake	Off Hwy 82, 4 mi NW o New Iberia	New Iberia	Lake Comm	2	Concrete	Good
Avery Canal	End of Hwy 329 Avery Island		Parish	1	Concrete	Good
Lake Fausse Pt.	4 mi. SE of Loreauville (Marshall Ramp)	Loreauville	Parish	2	Concrete	Good
Lake Dautrieve	End of Hwy 345		Parish	1	Wood	Poor
Jeanerette Canal	3 mi NE of Jeanerette		Parish	2	Wood	Fair

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Lake Fausse Pt	Atchafalaya Basin Levee (Sandy Cove)		Parish	2	Concrete	Fair
Lake Fausse Pt.	Atchafalaya Basin Levee (Ruiz Landing)		Parish	2	Concrete	Good
Patout Bayou	Hwy 83, N of Weeks Island		Parish	2	Concrete	Good
Delahoussaye Canal	3 mi SW of Jeanerette (Broussard Ramp)	Jeanerette	Parish	2	Wood	Fair
Loreauville	5 mi SE of Loreauville (Bourgeois Boat)	Loreauville	Parish	2	Concrete	Good
Delcambre	Off Hwy 14, S of Delcambre		Parish	1	Concrete	Good
Nelson Canal	Iberia Off Hwy 674, 1 mi S of New Iberia Delahoussaye Ramp	New Iberia	Parish	1	Wood	Poor
Commercial Canal	Port Of Iberia Hwy 90		Parish	2	Concrete	Good
Little Lake Long	Iberia Atchafalaya Basin Levee south end of Litte Lake Long	New Iberia	Parish	1	Concrete	Good
Bayou Teche	New Iberia City Park	City of New Iberia	City	2	Concrete	Good
Bayou Teche	Jeanerette Park	City Of Jeanerette	City	2	Concrete	Good

Lafayette Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Vermilion River	Beaver's Park in Lafayette	Lafayette	City	2	Concrete	Good
Vermilion River	Henry Heyman Park in Lafayette	Lafayette	City	2	Concrete	Good

Lafourche Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Bayou Cut-Off	Raceland (Butch Hill Ramp)	Raceland	Parish	2	shell	good
Pass Fourchon	Hwy 3090, 7 mi W of Grand Isle	Fourchon	Parish	6	concrete	good
Bayou Lafourche	Golden Meadow (Golden Meadow Launch)	Golden Meadow	Parish	2	concrete	good
Theriot Canal	Hwy 308, 3 mi W of Raceland	Raceland	Parish	3	shell	good
Bayou Lafourche	Raceland (Amerada Launch)	Gheens	Parish	1	shell	Unknown
Company Canal	Hwy 654, near Gheens		Parish	1	shell	Bad drop off
Grand Bayou	Choctaw (Percle's Choctaw Camp Launch)		Parish	1	shell	unknown
Grand Bayou	Choctaw Road (District 5 Launch)	Choctaw	Parish	1	shell	Good
Intracoastal Waterway	Across from VFW in Larose	Larose	Parish	1	shell	Open/Bad shape
Bayou Blue	Hwy 24 4 mi SW of Larose (Texas-Gulf Launch)	Bourg-Larose	Parish	2	shell	Closed
Scully Canal	4 mi SE of Larose Hwy 308 (Clovelly Farms Launch) OSE	Larose	Parish	1	Shell	Bad Road/ Good Launch
Breton Canal	East 73 rd Street	Galliano	Parish	1	Concrete/ Shell	Shut Down
Company Canal	Bayou side Park	Lockport	Parish	3	Concrete/ Shell	Good
Bayou Lafourche	Bayou side Park	Thibodaux	City	1	Concrete	Bad Drop

St. Martin Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Bayou Teche	Longfellow-Evangeline State Commemorative Area		State Park	2	Cement	Good
Atchafalaya River	Junction of I-10 and Hwy 3177	Butte Larose	State Park	1	Gravel	Poor
Bayou Benoit	Basin side of Bayou Benoit-5 miles E of Choteau Holmes	Choteau Holmes	Police Jury	1	Cement	Poor
Lake Dauterive	Near Benoit Landing on landside of levee going into Lake Deuterive	Choteau Holmes	Police Jury	1	Gravel	Poor
Bayou Portage Guidry	Off Hwy 3039	Guidry	Police Jury	1	Gravel	Fair
Atchafalaya Barrow Pit	Basin side of Levee near Catahoula exit off levee	Catahoula	Police Jury	1	Cement	Good
Catahoula Lake	Within Catahoula city Limits	Catahoula	Police Jury	1	Cement	Good
Catahoula Lake	1 mi N of Catahoula	Catahoula	Police Jury	1	Gravel	Fair
Atchafalaya Barrow Pit	Near Sunshine Bridge 1 mi from Henderson	Henderson	Police Jury	1	Gravel	Fair
Atchafalaya Barrow Pit	In town of Henderson	Henderson	Police Jury	2	Cement	Good
Butte Larose Bay	In Dick Davis Park 1 mi W of Butte Larose	Fausse Point	Police Jury	1	Gravel	Fair
Grand Bayou Lake Fausse Point	Off levee road on Lake Fausse Pt.	Catahoula	Police Jury	1	Shell	Poor
Catahoula Lake	In Boudreaux Park Catahoula		Police Jury	1	Cement	Good

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Bayou Teche	In Cecilia near veteran's home		Police Jury	1	Cement	Fair
Atchafalaya River	Hwy 3177 at Butte Larose		Police Jury	2	Cement	Good
Bayou Teche	Parks Rec Area		Town of Parks	2	Cement	Good
Bayou Teche	St. Martinville City Park		City of St. Martinville	1	Cement	Good
Lake	Martin	4 mi N of Parks off Hwy 31	WL&F	2	Concrete	Good

Terrebonne Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Bayou Black	Gibson		Parish	2	Shell	Good
Houma Nav Canal	Near end of Hwy 311		Parish	2	Shell	Good
Marmande Canal	Theriot – Hwy 3011			2	Shell	Unknown
Bayou Petite Caillou	8 mi N of Cocodrie off Hwy 56		Parish	1	Shell	Unknown
Bayou Petite Callow	2 mi No of Cocodrie off Hwy 56		Parish	2	Concrete	Unknown
Petite Bayou Dularge	End of Hwy 315 Dularge Sporting Good		Parish	2	Concrete	Good
Bayou Barre	1 mi E of hwy 55 near Point-Au-Chene WMA on Pt Barre Rd					
Bayou Terrebonne	1 mi N of Montegut on Hwy 55		Parish	1	Shell	
Houma Canal	Hwy 315 near Intracoastal Waterway		Parish	1	Shell	Open
Canal St. Jean Charles	2 mi S of Pointe-Au-Chene WMA on Isle St Jean Charles Road off Hwy 665		Parish	2	Shell	Unknown

St Mary Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Vermillion Bay	Cypremort Pt State Park		State Park	2	Concrete	Good
Bayou Teche	Baldwin State Park		Parish	1	Concrete	Good
East Cote Blanche Bay	End of Hwy 317 at Burns Pt		Parish	2	Concrete	Fair
Atchafalaya River	Atch. Basin East Levee off Hwy 70, 2 mi N of M.C. (J.C. Russo Ramp)		Parish	4	Concrete	Good
Wax Lake Outlet	Todd Ramp	Calumet	Parish	2	Concrete	Fair
Atchafalaya River	2 mi SE of Berwick near Intracoastal Waterway	Berwick	Parish	4	Concrete	Fair
Bayou Teche	Hwy 182 (Glenwild Ramp)	Bayou Vista	Parish	2	Concrete	Good
Six-Mile Lake	Verdunville		Parish	2	Concrete	Fair
Bayou Beouf	Marcell Landing	Amelia	Parish	2	Concrete	Good
Six-Mile Lake	1 mi N of Patterson (Wilson Ramp)		Parish	2	Concrete	Good
Bayou Beouf	Morgan City		Parish	2	Concrete	Good
Franklin Canal	Willow Street	Franklin	Parish	2	Concrete	Fair
Grand Lake	Myette Pt, 6 mi N of Franklin	Franklin	Parish	2	Concrete	Fair
Vermillion Bay	Hwy 319, 1 mi above Cypremort Pt	Cypremort Pt	Parish	3	Concrete	Good
Lake Palourde	Lake End Park	Morgan City	City	4	Concrete	Good
Bayou Teche	Roseville Landing	Franklin	City	1	Concrete	Good
Bayou Teche	Parc-Sur-La-Teche	Franklin	City	1	Concrete	Good

Vermillion Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Vermillion River	Hwy 14 By-Pass	Abbeville	DOTD	2	Concrete	Unknown
Mayer Canal	Hwy 685 8 mi SE of Abbeville	Abbeville	DOTD	2	Shell	Fair
Schooner Bayou	Hwy 82, 6 mi S of Forked Island	Forked Island	Parish	2	Shell	Unknown
Intracoastal Waterway	Hwy 333	Intracoastal Waterway	Parish	2	Concrete	Good

4000 PLANNING

4610 Natural/Physical Protection Environmental Sensitivity Maps

In the spring of 1998 a subcommittee comprised of federal natural trustees (USFWS & NOAA), state natural trustees (LOSCO, LDWF, LDNR & LDEQ) along with representatives of Louisiana Parish Office of Emergency Preparedness was convened to develop a response summary graphic map that set priorities for natural resource protection to be used as a tool for first responders responding to oil spills in remote areas of the zone.

These "chartlettes" portray an official consensus identifying high priority areas and resources to direct initial oil spill resources. As marshlands rapidly disappear due to erosion and bird colonies tend to migrate these "chartlettes" are to be used as a guide to bide time for natural resource trustees to arrive on scene to validate information and reallocate resources as deemed necessary.

These chartlettes are targeted for field use during the first 24 hours of a spill. They were designed in a gray scale so that they can be easily faxed yet remain readable. Each chartlette is of the same scale so adjoining chartlettes can be easily fitted next to each other.

SITE SPECIFIC RESPONSE SHEET

4870 Disposal

SEE SECTION 9200 FOR LIST OF DISPOSAL COMPANIES.

4870.1 Removal and Waste Disposal Checklist

A. WASTE DETERMINATION

(Circle One)

- Y N Has the RP determined if the material being recovered is a waste or a reusable product? (40 CFR 262.11)
- Y N Has all recovered waste been containerized and secured such that there is no potential for further leakage while the material is being stored? (40 CFR 262.34)

B. WASTE CHARACTERIZATION

- Y N Has the RP identified each of the discrete waste streams? (40 CFR 262.11 **** (Attach a list of the waste streams)**)
- Y N Has a representative sample of each waste stream been collected? 40 CFR 262.11(A)(c)(1)
- Y N Has the sample been sent to an approved laboratory for the appropriate analysis, i.e., hazardous waste determination?

C. WASTE CLASSIFICATION

Y N Has the RP received an appropriate waste classification and waste code number for the individual waste streams? 40 CFR 262.12(a)

Y N Has the RP received a temporary EPA identification number if they are not already registered with the EPA? 40 CFR 262.12(a)

D. STORAGE

Y N Has the RP obtained preapproval for the temporary storage locations? 40 CFR 262.10 (b)/262.34

E. TRANSPORTATION

Y N Has the RP retained the services of a registered hazardous waste transporter, if the waste is hazardous? 40 CFR 262.12(c)

Y N If the waste is nonhazardous, is the transporter registered?

F. DISPOSAL

Y N Is the waste being taken to an approved waste disposal site? 40 CFR 262.12(c)

Y N Has the RP maintained documentation that the waste/product arrived at the designated facility, i.e., manifest or bill of lading.

G. MANIFEST

Y N Is the waste hazardous or Class I nonhazardous?

Y N If the waste is hazardous or Class I nonhazardous is a manifest being used? 40 CFR 262.20

Y N If the waste is a Class I nonhazardous is a manifest being used? 40 CFR 262.20 **

Y N Is the manifest properly completed? 40 CFR 262.23

- **No responses require further explanation and investigation.**

5000 LOGISTICS

5200 Support

5220 Facilities

5220.1 Command Post

An incident command post will initially be established at MSU Morgan City. The responsible party is invited to combine his command post at these locations to institute a unified command at the earliest opportunity. This will allow the responsible party time to locate and organize an incident command post. The actual location of the spill may determine whether the MSU will take the lead in formulating a response to a spill and where the command post will be located. In addition to an incident command post, field command posts can be established to supervise response efforts. Field command posts should be close to the spill site or work area to monitor and supervise the cleanup.

5220.2 Command Post Establishment Procedures

General - Several basic features must be considered when selecting potential incident command post sites. These considerations include:

Location - The incident command post should be in the general area of the incident. It does not need to be at the incident site and for many reasons should be located away from the incident, including preventing the administrative activities surrounding a spill from interfering with operations. Above ground facilities may enhance radio communications and antenna placement.

Size - The command post must be capable of accommodating the number of people anticipated. For major incidents the number of people can easily reach 200. An estimated need of 50-sq. ft./person results in a requirement for about 10,000 sq. ft. Additional support area for food service, etc. should be considered.

Layout - The command post should be compatible with the NIIMS organization. Individual spaces for the following are desirable:

- Unified Commander Private Rooms
- Unified Command Center
- Planning Section
- Logistics Section
- Operations Section

Finance Section

Public Affairs (should be separated from the above)

Meeting Room (should be separated from the above)

Parking - Parking for the above 200 personnel plus visitors and command vehicles should be present. For planning purposes a minimum of 300 parking spaces should be available.

Electricity - Power demands at command posts are heavy. Computers, cell phones, and radios are becoming standard equipment for responders. Each person in the command post will likely have need for at least one outlet, or a total of 200 outlets. Power strips can decrease the number of building outlets provided the electrical supply is adequate for the load. Estimated power load may exceed 400 amps.

Telephones - Telephones are critical. For planning purposes one phone line for every two people in the command post is used, or 100 lines. Some of these phones should be designated "incoming only".

Air Operations - Air overflights will be a normal part of the incident response daily routine. Helicopter landing areas should be in close proximity to the command post. This will reduce staff and unified commanders' travel time to and from overflights.

Security - A security control station will be needed, along with sufficient security personnel to control access to the command center and associated peripheral equipment/facilities.

Sanitary Facilities - Provisions should be made to accommodate large numbers of people on site around the clock.

5400 Communications

5410 Coast Guard Communications Capabilities

Marine Safety Unit Morgan City has VHF radio communications capabilities.

5410.1 Gulf Strike Team Command Trailer

The Gulf Strike Team has a Communication/Mobile Command Post trailer with various VHF and UHF radio and multiple telephone lines. This resource may be requested by contacting (334) 441-6601.

5410.2 Communication Frequencies

Louisiana Oil Spill Coordinators Office (LOSCO) working frequency:
24 Hour Beeper # 800-538-5388 PIN# 12934, Office # 225-219-5800

Parish OES and local government agency operating frequencies:

Parish OESs and local government agencies such as police, fire, parish sheriffs, and environmental health departments have frequencies and communications systems established within their parishes. It is not the intent of this plan to interfere with or change those established systems. The primary frequency during the initial response is CLEMAR, but is expected to shift at some point to CALCORD as additional organizations join the MAC. Either frequency will be used for coordination among those agencies and between those agencies and the Unified Command.

Intra-agency and Intra-company communications:

It is expected that each government agency and private company involved in the response operation will continue to use its own normal working frequency(s) for internal communication.

Alternate oil spill containment and cleanup frequencies: 47 CFR Part 90.65 designates the four primary VHF-FM frequencies and two primary UHF-FM frequencies listed below for use in oil spill containment and cleanup operations.

1. 150.980Mhz VHF-FM*
2. 154.585Mhz VHF-FM
3. 158.445Mhz VHF-FM
4. 159.480Mhz VHF-FM
5. 454.000Mhz UHF*
6. 459.000Mhz UHF*

* - as noted in Figure 5000-B1, these are the primary operating frequencies used by Marine Spill Response Corporation and Clean Bay COOP, respectively.

<u>High Site</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Control</u>	<u>Height FT</u>
(A)Cameron	29-47.34N	93-18.00W	GRU Galveston	N/A
(B)Freeport	28-58.40N	95-18.42W	GRU Galveston	480
(C)Galveston	29-20.00N	94-47.00W	VTS Hou-Galv	125
(D)Houston	29-44.00N	95-16.00w	VTS Hou-Galv	200
(E)Lake Charles	30-14.00N	93-04.45w	MSU Port Arthur	500
(F)Morgans Point	29-41.00N	94-59.00w	GRU Galveston	170
(G)Pelican Island	29-40.31N	92-30.12w	VTS Hou-Galv	520
(H)Port Bolivar	29.23.45N	95-44.10w	MSU Galveston	540
(I)Port Neches	29-58.45N	93-55.50w	MSU Port Arthur	500
(J)Oyster Creek	29-02.37N	95-20.11W	MSU Galveston	500
(K)Sabine	29-42.49N	93-51.45W	GRU Galveston	415
(L)Port O'Conner	28-25.43	96-28.05W	Sector Corpus Christi	N/A
(M)Robstown	27-39.12N	97-33.55W	Sector Corpus Christi	N/A
(N)Port Mansfield	26-33.12N	97-26.38W	Sector Corpus Christi	N/A

• Figure 1 – USCG VHF-FM High Sites

6000 FINANCE

6200 Finance and Resource Management Field Guide

Refer to the "U. S. Coast Guard Federal On Scene Coordinator's (FOSC) Finance and Resource Management Field Guide" for requirements and policies concerning contracting and financial management of oil and hazardous substance response activities.

<http://www.uscg.mil/hq/npfc/index.htm>

7000 HAZARDOUS MATERIALS

7100 Introduction

This Annex is intended to meet the Federal Water Pollution Control Act (FWPCA) requirement for hazardous substance-release contingency planning. Public Law 101-380, which created the Oil Pollution Act of 1990 (OPA 90), also amended the FWPCA to require contingency planning for releases of hazardous substances. That amendment is found in Title 33, United States Code, Section 1321(j)(1).

While the law requires planning for "hazardous-substance" releases, the developers of this Annex have chosen to use the broader term "hazardous materials" for plan development, as defined in Annex A, Appendix II of the ACP. Essentially, this Annex addresses response to any undesirable non-oil substance leaked into the environment.

This Annex outlines the jurisdictional boundaries of hazardous-materials (hazmat) incident response between federal, state, and local agencies, defines the locally available response assets to address a hazmat incident, and utilizes scenarios to describe likely response activities in hypothetical circumstances.

The HAZMAT section of the COTP Morgan City Area Contingency Plan was developed in accordance with COMMANDANT NOTICE 16471 dated 23 June 1997. This section is considered to be a "stand alone" section of the ACP and has been developed in the NIMMS format.

This section is intended to meet the Federal Water Pollution Control Act (FWPCA) requirement for hazardous substance-release contingency planning. Public Law 101-380, which created the Oil Pollution Act of 1990 (OPA 90), also amended the FWPCA to require contingency planning for releases of hazardous substances. That amendment is found in Title 33, United States Code, Section 1321(j)(1).

While the law requires planning for "hazardous-substance" releases, the developers of this section have chosen to use the broader term "hazardous materials" for plan development, as defined in section 1000 of the ACP. Essentially, this section addresses response to any undesirable non-oil substance leaked into the environment.

The Captain of the Port Area Committee held two HAZMAT subcommittee meetings in 1998 to discuss and formulate a HAZMAT section for the ACP. The subcommittee meeting participants were from a six parish area surrounding Morgan City and also included two regional HAZMAT cleanup contractor representatives and Louisiana Office of Emergency Preparedness representatives. The subcommittee agreed that the HAZMAT section of the ACP must be an initial response tool with port specific information that will facilitate a rapid, safe response. The subcommittee, along with MSU representatives, compiled port specific information that is used in this section under the operations, planning logistics, finance ICS sections. To facilitate a quick initial HAZMAT response, the subcommittee revised the MSU's Quick Response Card for HAZMAT releases.

MSU Morgan City generally takes a passive response role because of a lack of chemical response training and adequate response equipment. However, if the release is in navigable waterway, the CO of the MSU is the FOSC for the incident. All incident command system info such as planning material (e.g. water intakes locations), operations, logistics, finance, can be found in the MSU Area Contingency Plan, Section 7000. If other than a waterway release, EPA or LA State Police will be responsible agency.

7400 Incident Command

In executing this portion of the Area Contingency Plan (ACP), the senior emergency responder is designated the Incident Commander until relieved by a more senior responder, or until such time as a unified command structure is established. At a minimum, the unified command structure will consist of the Federal On-Scene Coordinator (FOSC), State On-Scene Coordinator (SOSC), and the Responsible Party On-Scene Coordinator (RP-OSC).

The Responsible Party for a chemical release impacting waterways within the coastal zone will be notified by the Federal On Scene Coordinator (FOSC) by Notice of Federal Interest issued in accordance with 40 Code of Federal Regulations, Part 300. The Responsible Party is expected to provide timely and accurate notification, and cooperate with the FOSC's response effort.

Other agencies, organizations, or parties with interest in the response but not designated to serve in the unified command will be engaged by way of the command staff Liaison Officer.

As soon as practicable, the Incident Commander will establish a command post.

The Captain of the Port, in the role of FOSC, will:

- a. Be prepared to assume the role of Incident Commander if the response is inadequate or nonexistent.
- b. Be prepared to assume the role of Incident Commander following conclusion of firefighting response operations if the incident involves pollution or is classified as a marine disaster.
- c. Work in cooperation with the State On-Scene Coordinator to direct the employment of resources in conjunction with an Incident Action Plan..

Resources

Refer to Section 9200 for a list of Hazardous Material resources.

8000 MARINE FIRE FIGHTING

8100 Introduction

FEDERAL POLICY

The Coast Guard has traditionally provided firefighting equipment and training to protect its vessels and property. Commanding Officers of Coast Guard Units (COTPs, Groups, Cutters, and Stations) are routinely called upon to provide assistance at fires on board vessels and at waterfront facilities. Although the Coast Guard clearly has an interest in fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining the necessary firefighting capabilities within U.S. Ports and harbors. Additionally, a vessel or facility owner/operator is ultimately responsible for the overall safety of vessels/facilities under their control, including ensuring adequate firefighting protection.

The Coast Guard traditionally renders assistance as available, commensurate with each unit's level of training and the adequacy of equipment. The Commandant intends to maintain this traditional "assistance as available" posture without conveying the impression that the Coast Guard is prepared to relieve local fire departments of their responsibilities. Paramount in preparing for vessel or waterfront facility fire is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities.

STATE POLICY

The State of Louisiana has no statewide firefighting policy.

LOCAL POLICY

All fire departments respond to all reports of fire within their jurisdictions, including fires at marine facilities and/or vessels moored alongside those facilities. In addition, mutual aid agreements exist among the local fire departments to assist each other as necessary. Under the authority of the fire department that has jurisdiction, a fire department Incident Commander will assume command and control of all fire department resources utilized to combat the fire.

LOCAL FIRE

Departments have very limited capability to respond to marine fires with floating firefighting resources. The success of fighting waterfront facility fires, fires aboard free-floating vessels and fires aboard docked vessels is contingent upon a coordinated effort by the local Fire Department, the Coast Guard and commercial vessels with fire fighting capability.

COTP RESPONSIBILITY

All Coast Guard firefighting forces and equipment within a COTP's area of responsibility (AOR) shall be under the control of the COTP. The COTP is responsible for the development of the Marine firefighting Annex with input from local response organizations, training of Coast Guard personnel, and coordination of Coast Guard personnel during incident response. The COTP shall act as the liaison between the Coast Guard and other response organizations and the media. Orders from the Incident Commander for Coast Guard responders shall be passed through and evaluated by the COTP. Only those orders that will not create unwarranted risk for Coast Guard personnel and equipment shall be executed. The COTP shall not assume overall control of firefighting efforts when appropriate qualified fire officers are present and able to take control.

The COTP shall assign a Marine Firefighting Coordinator (MFC). The MFC will be responsible for the development and coordination of the planning, training, and response objectives for MSU personnel. The MFC shall be knowledgeable of local firefighting organization capabilities and response management systems.

Non-Federal Responsibility: The relationship between local fire fighters and the master of a vessel is critical for the successful extinguishment of a vessel fire. The presence of the Fire Department in no way relieves the master of command of his vessel, or transfers the responsibility for overall safety of the vessel. However, it must be recognized that the Fire Department normally has more expertise in firefighting. In addition, the Fire Department has the responsibility for the safety of its fire fighters and equipment, and to the community to contain and extinguish any fires.

The success of the operation is contingent on one person being in overall charge of the firefighting effort. In the case of shipboard fires in Port, that person shall be the Fire Department Incident Commander (IC). The master of a vessel plays a very important role in lending his expertise, assistance and knowledge to the Incident Commander, which will greatly enhance a successful operation.

The presence of local fire fighters does not relieve the Vessel Master of command of, or transfer the master's responsibility for overall safety on, the vessel. However, the master should not normally countermand any orders given by the local fire fighters in the performance of firefighting activities on board the vessel, unless the action taken or planned clearly endangers the safety of the vessel or crew.

Any disagreements between the vessel master and the fire department will be resolved with input from the Captain of the Port. The master, officers and crew of the vessel should assist in the firefighting operation. The master should be the liaison between the Incident Commander and the ship's crew. He shall furnish the Incident Commander, if possible, with any and all information requested. He should provide the Fire Department with members of his crew to serve as guides. The master shall control the actions of his crew. In the absence of the master, the senior deck officer present will act for the master.

8200 Command

All local fire departments conduct response operations under the standard firefighting Incident Command System (ICS) which is under the direction of an Incident Commander (IC). Coast Guard responders familiar with the National Interagency Incident Management System (NIIMS) should assimilate into this ICS structure with little or no difficulty.

ICS Organization:

Command. Incident Commander (IC), in certain cases, command may be expanded into a unified command which would include representation from the FOSC, State, and Responsible Party.

Operations. The operations section will supervise the actual control of the fire.

Logistics. The logistics section will maintain the staging area, develop an equipment pool, and facilitate equipment resupply. Responding agencies and resources will be responsible for their own administrative and logistical support until such time as a Logistics Section is established. The Incident Commander will appoint the Logistics Section Chief.

Planning. The planning section will collect, evaluate, and disseminate information about the Incident.

Finance. The finance section is responsible for managing and tracking all incident costs.

8300 Operations

Pre-designation of Responsibilities for various scenarios:

- 1) Initial response operations will be the responsibility of the owner/operator of the vessel or facility. Owners and operators of vessels or facilities must develop their own contingency

plans to respond to shipboard fires. Facility owners and operators must take additional steps to limit the spread of fire from their facility to any vessels docked nearby.

- 2) Local firefighting organizations (municipal, volunteer, and contractor) must be prepared to respond within the limits of their training and capabilities. If firefighting resources are not trained or capable of handling a shipboard fire, they will take appropriate measures to prevent the fire from spreading to nearby exposures.
- 3) The Coast Guard will provide assistance as appropriate. This may include the establishment of safety zones, rerouting or restricting vessel traffic, assistance with search and rescue or medical evacuation, or activation of pollution response operations. In coordination with the Incident Commander, the Morgan City Captain of the Port will direct the employment of Coast Guard resources (small boats, helicopters, etc.). The Morgan City Captain of the Port will be prepared to assume the role of On-Scene Coordinator (Incident Commander) upon conclusion of firefighting operations as appropriate.
- 4) Other affected organizations, particularly pollution response or salvage organizations, will respond as directed by the Incident Commander.
- 5) The designated Incident Commander will direct employment of responding resources. Firefighting resources will be employed based on:
 1. Location and extent of fire
 2. Class and extent of cargo involved
 3. Possibility of explosion
 4. Possibility of sinking/capsizing
 5. Hazard to crew or other resources present at location
 6. Weather forecast
 7. Maneuverability of vessel
 8. Effects on bridges which must be transited
 9. Alternatives if the vessel is not allowed entry or movement

Task Organization:

The Master of the vessel will:

10. Implement the initial response based upon the vessel's fire control plan.
11. Ensure proper communications, both internal and external.
12. Ensure that proper notifications are made to the appropriate fire department or contractor and the Coast Guard, if necessary, notify the facility to which the vessel is docked, the port authority, and any nearby vessels.
13. Control the operation and use of all shipboard fixed firefighting systems.
14. Coordinate the efforts of shipboard fire teams in responding to the fire.
15. Decide if it is necessary to abandon ship. If the crew is ordered to abandon ship, the master will ensure that the proper procedures are carried out.

The Supervisor of a waterfront facility will:

1. Implement the initial response based upon the facility fire plan.
2. Ensure proper communications, both internal and external.
3. Ensure that proper notifications are made to the appropriate fire department or contractor and the Coast Guard. If necessary, notify adjacent facilities, the port authority, and any nearby vessels.
4. Control the operation and use of all facility fixed firefighting systems.
5. Coordinate the efforts of facility fire teams in responding to the fire.

The Incident Commander will:

1. Direct the firefighting operations of all responding agencies.
2. Operational response will be based on the following tactical priorities:
 6. Rescue - The saving of lives and removal of victims to a safe area is paramount and comes before any other consideration. Rescue victims from compartments or areas involved in fire or hazardous situations and transport them to a place of safety.
 7. Exposure - Nearby structures, equipment and materials should be protected from exposure to fire. This will prevent the spread of the fire to un-involved areas (including fuel (tanks) on or off the affected vessel or shoreside facility.
 8. Confinement - Confine the fire to the compartment or area of origin. Limit the fire's spread beyond its original boundaries to the maximum extent possible. Confinement includes those operations required to prevent a fire from intensifying or spreading. It is the first offensive operation. A fire starting on a lower level is usually more difficult to confine than one starting on an upper level. The downward extension of fire is usually (but not always) relatively slow compared to its extension from space to space on the level of origin and to upper levels. Protected openings may retard or limit fire extensions.
 9. Extinguishment - Extinguishment includes those operations that are required to attack and extinguish the main body of fire. This ideally involves flame/heat knockdown followed by complete extinguishment with minimum water damage.
 10. Overhaul - Overhaul includes those operations required to extinguish any remaining fire, prevent rekindling, and to place the compartment and ship in a safe condition.
 11. Salvage - Salvage includes those operations required to protect compartments and contents from preventable damage due to water, smoke, heat, or other elements. Salvage operations can be divided into two phases; those operations performed during the fire, and those performed following extinguishment.
 12. Ventilation - Ventilation is a tool that can be utilized during any of the phases listed above. Ventilation includes operations that displace a heated or contaminated atmosphere within an involved compartment with normal air from the outside atmosphere. In addition, proper ventilation can aid in increasing visibility of internal spaces.

Firefighting response considerations include:

13. Establishing a command post.

14. A complete size-up to determine what is burning (class of fire and materials involved). The 6 (six) step size-up includes:
 - (1) Gathering facts
 - (2) Assessing possibilities
 - (3) Determining resources
 - (4) Applying basic firefighting principals
 - (5) Deciding a course of action
 - (6) Formulating a plan of operations
15. Obtaining the vessel's fire control plan.
16. Taking aboard large hose lines (2 " to 3 " lines) with reducers for smaller hand lines. If the international shore connection is used, consideration should be given to ensure the water supply pressure does not exceed the pressure rating of the vessels fixed piping. The general condition of the fixed firefighting systems of the vessel (hoses, nozzles) should also be taken into account when making this decision.
17. Determining if the ventilation system is operable. If it is not, portable equipment will be required.
18. Determining if the fire main system is operating and the location of other firefighting resources on board.
19. Planning for additional equipment to arrive on scene during early stages of the response, and establishing appropriate staging areas for arriving equipment.
20. Recognizing any language barrier that may exist. The vessel's agent, a vessel's officer, or other interpreter may be required.

The Morgan City Captain of the Port will:

21. Be prepared to assume the role of Incident Commander if the firefighting response is inadequate or nonexistent.
22. Be prepared to assume the role of Incident Commander following the conclusion of firefighting operations if the incident involves pollution or is classified as a marine disaster.
23. Direct the employment of Coast Guard resources (small boats, helicopters, etc.) in coordination with the Incident Action Plan established by the Incident Commander.
24. Dispatch the MFC to liaison with IC and provide Marine VHF/FM radio communications
25. Consider contracting for commercial marine firefighting consulting assistance.
26. Advise the IC on unique vessel firefighting hazards not normally associated with land based fires. Some of these hazards include:
 - (1) Vessel stability due to water discipline
 - (2) Free surface effect
 - (3) Hull integrity
 - (4) List correction/vessel de-watering
 - (5) Reactive materials

27. Monitor the runoff of free liquids from firefighting water for the presence of oil or hazardous chemical pollution. The collection of runoff should be of secondary concern to the firefighting effort unless it poses a severe hazard to the health or safety of personnel in the vicinity. If adequate storage space is available, consideration may be given to the collection and storage of runoff during the firefighting or overhaul efforts.
28. Evaluate requests for movement of vessels. The COTP has final authority on the placement of disabled/burning vessels on the navigable water of the United States. This determination should be made with the consultation of the vessel's master and the IC. Requests for port entry or movement of burning vessels shall be based upon:
- (1) Liability Issues:
 - Amounts and types of insurance
 - Verification of coverage for liability for any oil pollution removal costs, as evidenced by a valid Certificate of Financial Responsibility (COFR).
 - Liability insurance for possible damages caused to other property.
 - A surety bond, in an amount equal to the estimated cost of removing the vessel from the port.
 - (2) Considerations for denying movement/entry:
 - A danger, greater than the immediate danger to the vessel, crew, or cargo, that the fire will spread to other port facilities or vessels.
 - A likelihood of the vessel sinking or capsizing in a navigable channel.
 - A likelihood that the vessel may be abandoned as a derelict.
 - Unfavorable weather or environmental conditions that preclude the safe movement of the vessel or hamper firefighting efforts.
 - A risk of a serious pollution incident of oil or hazardous substance. The COTP should, in conjunction with the district (m) staff and the RRT, assess pollution risks to determine whether a vessel should be allowed to enter port.
 - (3) Actions to be taken prior to entry or movement of burning vessel:
 - A safety broadcast and Notice to Mariners.
 - Ordering the movement of other vessels or cargo stored in the area to preclude their involvement.
 - Locate the vessel to facilitate the use of available resources in firefighting.
 - Selecting a dock/facility constructed of nonflammable materials.
 - Keep a detailed chronological log of key events and times.
 - Coordinating Instructions: The owner/operator of the vessel on which the fire is burning is responsible to ensure notifications are made to the appropriate agencies (fire departments, Coast Guard, facilities, port authorities, nearby vessels, etc.).

Waterfront Facility (Break bulk and/or bulk liquid)

Situation: At 0000 hours (midnight), day 1, At a Morgan City waterfront facility, a forklift strikes and ruptures a 4" gasoline pipeline. The hot exhaust pipe of the forklift ignites the discharged gasoline, resulting in an explosion that spreads burning gasoline throughout the facility yard, further igniting dry cargoes on the facility. Within minutes, the entire facility is fully involved. There are two 10,000 gal diesel tanks and one 15,000 gal gasoline tank adjacent to the facility which are not currently involved. Gasoline continues to run from the 15,000 gal tank, through the ruptured line, at a rate of 70 gal/min. There are numerous pressurized cylinders stored on the facility yard which pose a threat of secondary explosions.

Actions Taken:

Fire Department: Morgan City Fire Department responds to the multiple alarm call-out. Once on-scene, the Fire Chief assumes the position of Incident Commander and establishes his command post. The situation is then sized-up, and efforts are made to cool tanks and secure facility piping. Under mutual aid agreements, additional fire departments are called out as necessary.

Coast Guard: The Coast Guard issues a Broadcast Notice to Mariners (BNTM) requesting assistance from any nearby vessels with firefighting capability. The area is closed to transiting vessel traffic. A Coast Guard Representative is dispatched to scene with extra VHF/FM radios to assist Incident Commander in communicating/coordinating with firefighting vessels. A Coast Guard Small Boat is dispatched to scene to aid in vessel coordination. CG teams check with adjacent facilities and direct the movement of flammables to safe locations.

Other: The Facility Manager first assembles the facility employees and determines if any persons are missing/injured, then liaisons directly with Incident Commander to identify facility piping/valves and other cargoes on facility. Facility personnel then assist as needed under the direction of the IC.

Response Organization: The M/C Fire department will be the IC. Additional responding departments will respond under direction of original IC. The FOSC will liaison with IC to ensure adequate federal response.

Tank Vessels (Cargo tank and/or Engine Room)

Situation: At 0600 hours, day 1, a VLCC (Very Large Crude Carrier) experiences a fire in the aft pump room while transferring crude oil to a smaller tanker at the GULFMEX #2 offshore lightering area. The smaller tanker abruptly pulls away from the VLCC prior to disconnecting the oil transfer lines. All transfer lines part at the manifolds on the VLCC, spilling 200-300 bbls of oil onto the deck. The spilled oil on the deck ignites and spreads aft on the vessel to the engine room and pilot house which both become involved in the fire. The vessel loses power and begins drifting. There are three reported injuries onboard.

Actions Taken:

Coast Guard: NOTE: The beginning of this evolution would be considered Search & Rescue (SAR). This would include the evacuation of personnel from the vessel and the dispatch of Coast Guard aircraft & Cutters to scene to coordinate firefighting efforts. The SAR would be under the direction of the Regional SAR Mission Coordinator (SMC).

COTP: Issue a BNTM requesting assistance from any nearby vessels with firefighting capability. Establish communications with the shipping agent and the vessel owner/operator to ensure arrangements are made for a firefighting contractor, salvage master, & commercial towing. If the vessel rep is unable or unwilling to arrange for the required services, the Coast Guard will contract with Williams Fire & Control through the U. S. Navy Supsalv. The Gulf Strike Team should be mobilized with the assumption that significant pollution will occur.

Note: Tank Ships operating in U.S. Waters are required to predetermine firefighting resources in their areas of operation. The vessel agent should have a copy of this information.

Other:

Response Organization: Either the FOSC or a Commercial Salvage Master would be the Incident Commander (IC). A commercial Salvage Master would respond (on behalf of the RP or under contract to the CG) under the direction of the FOSC.

Freight Vessel (Break Bulk and/or container)

Situation: at 0900 hours, day 1, a 250 ft coastal freight ship is loading breakbulk explosives at a Berwick, LA facility. Loading is ¾ completed and there are approximately 800,000 lbs. of Division 1.1 explosives on board. During the loading, a fire starts in the engine room and quickly engulfs the entire space. All trucks carrying explosives immediately depart the facility and the vessel mooring lines are cut free. The standby towing vessel tows the vessel approximately 3 miles downstream and allows the vessel to ground before departing scene. Prior to evacuating the vessel, the crew seals the engine room and activates the automatic CO2 system.

Actions Taken:

Local Fire Department: The local fire department executes a general evacuation of nearby populations and activates the local Civilian Defense system. The IC will not endanger responders by allowing them directly on the facility.

Coast Guard: Issue BNTM and enact a safety zone. Coordinate with Morgan City Vessel Traffic Control (VTC) to move vessels out of area. Deploy HHIR monitoring team (from considerable distance) to track the spread of heat on the vessel. Contact the manufacturer of the explosives for specific guidance on firefighting.

Other: None. Due to the extreme risk to personnel, no persons would be allowed in the vicinity of the vessel after the intentional grounding. The fire will be allowed to burn out by itself.

Other: Local Civilian Defense personnel will staff a command post to monitor/coordinate the evacuation of civilian populations.

Response Organization: Coast Guard FOSC will serve as IC.

Bulk Solid Cargoes (Cargo and/or Engine Room)

Passenger Vessel

Tank Barge

Situation: At 0000, day 1, A single skin tank barge is finishing loading crude oil at a waterfront facility on the Gulf Intracoastal Waterway. While topping cargo tanks, the tankerman leaves all flame screens displaced from the ullages. Crude oil vapors ignite and flash back to barge that explodes and continues to burn. The barge is reported down by the bow, and possibly sinking. There is a serious risk of secondary explosions.

Actions Taken:

Fire Department: The local fire department responds to the multiple alarm fire and assumes IC. The IC then initiates callout of additional departments under mutual aid agreements. Firefighters begin blanketing the barge and burning oil slick in water with foam.

Coast Guard: The Coast Guard issues a BNTM requesting assistance from vessels in area and restricting transit of vessel traffic. A Coast Guard representative is dispatched to liaison with the IC and provide VHF/FM communications equipment. The COTP ensures the owner/operator of barge deploys adequate oil containment equipment to control the spread of oil on the surface of the water.

Other: Vessels in the area voluntarily provide firefighting assistance as requested, working under direction of the IC.

Response Organization: The local Fire department will be Incident Commander (IC). Additional responding departments will respond under direction of original IC. The FOSC will liaison with the IC to ensure adequate federal response.

Liquified Gas Carrier (LNG/LPG)

9000 APPENDICES

9100 Emergency Notification

A substantial spill of oil usually has a responsible party (RP) who is aware the discharge has occurred; i.e., a vessel grounding or collision, or a tank or pipeline rupture at a facility. The party responsible for a discharge of oil into the navigable waters of the United States is required by federal law to immediately report the discharge to the National Response Center. Time permitting, the parties are recommended to contact the local Coast Guard Marine Safety Office. If the discharge occurs within the jurisdiction of a state, then the RP is required to report it to the appropriate state. The numbers below are provided to help facilitate this process.

NRC USCG	800-424-8802
MSU Morgan City	(985) 380-5322
MSU Houma	(985) 857-8507
Sector New Orleans	(504) 589-6196
LOSCO	877-925-6595
LA State Police	877-925-6595

9110 Notification Checklist

Date/Time of Notification _____

Reporters Name: _____ Address: _____

Phone No: _____ City: _____

Company: _____ State: _____ Zip Code: _____

Title: _____

Latitude: _____ Longitude: _____

River Mile: _____

Incident Location: _____

Incident Description:

Source and/or Cause:

Vessel Name and Number: _____

Facility Name: _____

Date of Incident: _____ Time of Incident: _____

Material Discharged: _____ Quantity: _____

Is the material in the water? _____ (Y/N) Is the Source Secured: _____ (Y/N)

Incident Commander: _____

Where is Incident Command Post:

Directions:

Actions taken to Correct, Control or Mitigate Incident:

Number of Injuries: _____ Number of Fatalities: _____

Were there evacuations? _____ (Y/N) Number of Evacuated: _____

Areas Affected: _____

9200 Personnel and Services Directory

9210 Federal Resources/Agencies

9210.1 Trustees for Natural Resources

9210.11 Department of Interior

DEPARTMENT OF INTERIOR - U.S. FISH AND WILDLIFE SERVICE

(Federal trustee for Natural Resource Damage Assessment)

Dr. Brian Cain phone: (281) 286-8282
 Contamination Specialist fax: (281) 488-5882
 U.S. Fish and Wildlife
 17629 El Camino Real #211
 Houston, TX 77058
 E-mail: brian_cain@mail.fws.gov

DEPARTMENT OF INTERIOR

Mr. Glenn Sekavec phone: (505) 766-3565
 Office of Environmental Affairs fax: : (505) 766-1059
 P. O. Box 649 24 Hr: (505) 249-2462
 421 Gold Avenue SW., Room 421
 Albuquerque, NM 87103

9210.2 U. S. Coast Guard

MSU Morgan City

800 David Drive
 Morgan City, LA 70380
 (24-hr) 985-380-5320/5321/5322
 (fax) 985-385-1687
 email: watchstander@msomorgancity.uscg.mil

MSU Houma

425 Lafayette Street
 Houma, LA 70360
 (bus) 985-857-8507
 (fax) 985-857-8508

 9210.21 USCG National Strike Force (NSF)

Atlantic Strike Team , Fort Dix, NJ	(609) 724-0008
Gulf Strike Team , Mobile, AL	(251) 441-6601
Pacific Strike Team , Novato, CA	(415) 883-3311.
National Strike Force Coordination Center , Elizabeth City, NC	(252) 331-6000

 9210.22 USCG District Response Advisory Team (DRAT)

Commander (imt)		
Eighth Coast Guard District	phone:	(504) 671-2231 (daytime)
Hale Boggs Federal Bldg.	phone:	(504) 589-6225 (24 hrs)
501 Magazine Street		
New Orleans, LA 70130-3396		

 9210.3 NOAA

National Marine Fisheries Service		
William Jackson	phone:	(409) 766-3699
4700 Ave U	fax:	(409) 766-3575
Galveston, TX 77551		
National Oceanic and Atmospheric Administration		
Damage Assessment Center		(301) 713-3038
Mr. Doug Helton		
WSC 1 Room 425, 6001 Executive Boulevard		
Rockville, MD 20852		
Mr. Ron Gouguet		(214) 665-2232
	Pager:	(800) 759-7243 PIN #185-4101
	24 Hr:	(206) 726-2148
	fax:	(214) 665-646
Flower Garden Banks National Marine Sanctuary		
G. P. Schmahl	phone:	(979) 779-2705
216 West 26 th Street	pager:	(800) 751-3271
Suite 104	cell:	(979) 229-6542
Bryan, TX 77803	fax:	(979) 779-2334

 9210.31 NOAA Scientific Support Coordinator (SSC)

Commander (mssc)		
Eighth Coast Guard District	phone:	(504) 589-4414 or (504) 589-4416
Hale Boggs Federal Bldg.	fax:	(206) 5266329
501 Magazine Street	24 hour:	(206) 526-6317
New Orleans, LA 70130-3396		(800) Sky-page (pin 5798819)

9210.32 NOAA Discharge and Release Trajectory Modeling

NOAA/NOS/ORCA/HMRAD
 7600 Sand Point Way, NE
 Bin C15700
 Seattle, WA 98115-0070
 (work) 206-526-6326
 (pgr) 800-759-7243 PIN #2168798
 (fax) 206-526-6329
 (24 hr) 206-526-4911
 (NOAA Hazmat Duty Officer) 206-526-6317

9210.33 NOAA Oceanic and Atmospheric Modeling

NATIONAL WEATHER SERVICE
 1620 Gill Rd. (281) 337-5074
 League City, TX 77539 (281) 337-5192

NATIONAL WEATHER SERVICE
 Lead Forecaster (830) 606-3617
 Regional Office
 San Antonio, TX

9210.4 US Navy Supervisor Salvage (SUPSALV)

Supervisor of Salvage - U.S. Navy
 2531 Jefferson Davis Hwy. (202) 781-3889
 Arlington, VA 22242-5160

Army Diving Detachment Assistance
 U.S. Army Diving Company (PROV)
 Fort Eustis, VA 23604 (757) 878-5780/5658/3500/5604
 CG Liaison: SGT. Sanchez fax (757) 878-5675

9210.5 EPA Emergency Response Teams

EPA Response & Prevention Branch
 1445 Ross, Mail Code 6SF-R
 Dallas, TX 75202 (214) 665-6428

EPA Region 6 Public Affairs:
 David Bary phone: (214) 665-2208
 EPA Region 6 PA fax: (214) 665-2118
 1445 Ross Avenue toll free: (800) 887-6063
 Dallas, TX 75202

9210.6 Agency for Toxic Substance and Diseases (ATSDR)

ATSDR
 1600 Clifton Road NE (E-57) phone: (404) 498-0120
 Atlanta, GA 30333

9210.7 Weapons of Mass Destruction Teams

U. S. ARMY 6TH WMD/CST

10006 Hanger Drive

Austin Bergstrom International Airport

Austin, TX 78719

(512) 530-2036

(512) 658-2489

fax: (512) 530-2043

9220 State Resources/Agencies

9220.1 Government Official Liaisons

Louisiana Oil Spill Coordinator's Office

9220.2 Trustees for Natural Resources

9220.21 Louisiana Oil Spill Coordinator's Office

9220.22 Louisiana Department of Environmental Quality

9220.23 Louisiana Parks and Wildlife Department

9220.3 State Emergency Response Committees (SERC)

9220.4 State Environmental Agencies

Louisiana Oil Spill Coordinator's Office (SOSC)

150 Third Street

Suite 405

Baton Rouge, LA 70801

(24 hr) 800-538-5388 PIN #129340

(fax) 225-219-5802

Louisiana Department of Environmental Quality
 110 Barataria Lane
 Lockport, LA 70374
 (24 hr) 225-342-1234
 (bus) 985-532-6206
 (fax) 985-532-9945

9220.42 Louisiana Department of Health

DEPARTMENT OF HEALTH: (225) 342-9500
 (225) 342-5500

9220.43 Louisiana Department of Natural Resources

DEPARTMENT OF NATURAL RESOURCES (225) 342-5540
 PIPELINE (225) 342-5505
 OPEN PITS (225) 342-5599
 PERMITS (225) 342-5591

9220.431 Louisiana Parks and Wildlife Department

WILDLIFE AND FISHERIES: (800) 256-2749
 (800) 442-2511

9220.44 Louisiana Oil Spill Coordinator's Office

24 HOUR BEEPER (800)-538-5388 PIN# 12934
 OFFICE (225)-219-5800

9220.5 State Historic Preservation Office

DIVISION OF HISTORIC PRESERVATION OFFICE
 1051 North 3rd Street
 Room 400
 Baton Rouge, 70802
 (225)-342-81609
www.crt.state.la.us

9220.6 State Law Enforcement Agencies

DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

(504)-342-1234

DEPARTMENT OF NATURAL RESOURCES (DNR)

(504)-342-5540

DEPARTMENT OF TRANSPORTATION

(504)-231-4166

WILDLIFE AND FISHERIES

(800)-256-2749

9220.7 Hazardous Substances Response Teams

9220.71 Louisiana State Police Hazardous Material Team

State Police Hazardous Materials

7919 Independence Blvd.

Baton Rouge, LA 70806

(24 hr) 225-925-6595

www.lsp.state.la.org

9230 Local Resources/Agencies

PARISH	PHONE NUMBER
St. Mary	(985) 385-2600
St. Martin	(337) 394-3071
Assumption	(985) 369-2912
Terrebonne	(985) 868-5500
Vermillion	(337) 898-4350
Lafourche	(985) 446-8427
Iberia	(337) 369-3711
<p>NOTES:</p> <p>1. Most OEP 24 hr numbers go directly to police/sheriff departments</p> <p>2. 24 hr watchstanders will contact OEP directors</p>	

 9230.2 Local Emergency Planning Committees

PARISH	ADDRESS	PHONE NO.
Assumption Parish	P.O. Box 518 Napoleonville, LA 70390	985-369-7386/7742
Lafayette Parish	P.O. Box 3286 Lafayette, LA 70502	337-291-5075
Lafourche Parish	P.O. Drawer 5548 201 Green Street Thibodaux, LA 70302	985-632-1355 985-446-8427
SAINT MARTIN PARISH	P.O. Box 247 Saint Martinville, LA 70582-0247	337-394-3071
Saint Mary Parish	5 th Floor Courthouse Bldg. Franklin, LA 70538	985-380-4617
Terrebonne Parish	P.O. Box 2768 Houma, LA 70361	985-873-6739/6357
Vermillion Parish	P.O. Box 430 Abbeville, La 70511- 0430	337-898-4300
Iberia Parish	300 Iberia Street, Suite b-120 New Iberian, LA 70506-4543	337-367-2216

 9230.3 Local Environmental Agencies

 9230.4 Law Enforcement Agencies

VERMILION PARISH: POC: RAYWOOD J. LEMAIRE P.O. BOX 307 ABBEVILLE, LA 20510 PHONE: (337) 893-0871 FAX: (337) 898-9660	ASSUMPTION PARISH P.O. BOX 69 NAPOLEONVILLE, LA 70390 PHONE: (985)-369-2912 FAX: (985)-369-9782
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ST. MARY PARISH POC: HUEY P. BOURGEOIS P.O. BOX 571 FRANKLIN, LA 70538 PHONE: (337) 828-1960 FAX: (337) 828-2749	ACADIA PARISH: TBD
ST. MARTIN PARISH: POC: CHARLES C. FUSELIER P.O. BOX 247 ST. MARTINVILLE, LA 70582 PHONE: (337) 394-3012	LAFOURCHE PARISH: TBD FAX: (337) 394-5705
TERREBONNE PARISH POC: JERRY J. LARPENTER P.O. BOX 1670 HOUMA, LA 70361 PHONE: (985) 876-2500 FAX: (985) 857-0274	IBERIA PARISH POC: ERROL ROMERO P.O. BOX 940 NEW IBERIA, LA 70561 PHONE: (337) 369-3714 FAX: (337) 364-8406
LAFAYETTE PARISH: POC: DONALD BREAUX P.O. BOX 3508 LAFAYETTE, LA 70502 PHONE: (337) 236-5611 FAX: (337) 236-5697	

Parish Sheriff Departments

AGENCY	PHONE
Abbeville	(337) 893-2511
Breaux Bridge	(337) 332-2187
Broussard	(337) 837-6259
Carencro	(337) 896-6132
Church Point	(337) 684-5455
Crowley	(337) 783-1234
Delcambre	(337) 685-4404
Duson	(337) 873-6736
Erath	(337) 937-5651
Franklin	(337) 828-1716
Grand Isle	(985) 787-3197
Gueydan	(337) 536-9219
Houma	(985) 873-6370
Jeanerette	(337) 276-6323
Kaplan	(337) 643-8600
Lafayette	(337) 261-8653
Lafitte	(504) 689-2208
Lake Arthur	(337) 774-2411
Morgan City	(985) 380-4605
Napoleonville	(985) 369-6365
Rayne	(337) 334-4215
St. Martinville	(337) 394-3001
Thibodaux	(985) 446-5021
Youngsville	(337) 856-5931

 9230.5 Port Authority/Harbormaster

 9230.6 Fire Departments

ACADIA PARISH	
BASILE VOLUNTEER FIRE DEPT ACADIA-EVANGELINE DISTRICT POC: CHIEF DARWIN CHRIST P.O. BOX 158 BASILE, LA 70515 PHONE: (337) 432-6804 VOL F.F. - 23	BRANCH VOLUNTEER FIRE DEPT. POC: CHIEF FOY CRADEUR P.O. BOX 188 BRANCH, LA 70516 PHONE: (337) 334-7466 VOL F.F. - 45
EUNICE FIRE DEPT ACADIA FIRE DISTRICT 4 POC: CHIEF GERALD E. LEJEUNE 100 PARK AVE. EUNICE, LA 70535 PHONE: (337) 457-6557 VOL F.F. - 90 PAID F.F. - 19	CHURCH POINT VOL FIRE DEPT POC: CHIEF GENE I. DAIGLE P.O. BOX 188 CHURCH POINT, LA 70525 PHONE: (337)684-5455 VOL F.F. - 42
CROWLEY FIRE DEPT POC: CHIEF JOHN ALLEN LELEUX P.O. BOX 1712 CROWLEY, LA 70527-1712 PHONE: (337) 783-2144 VOL F.F. - 20 PAID F.F. - 21	EGAN VOLUNTEER FIRE DEPT ACADIA FIRE DSISTRICT 2 POC: CHIEF GUY A. CUCCIO P.O. BOX 277 EGAN, LA 70531 PHONE: (337) 783-3749 VOL F.F. - 18
ESTHERWOOD VOLUNTEER FIRE ACADIA PARISH FIRE DISTRICT 5 POC: CHIEF EUGENE AUTREAUX P.O. BOX 154 ESTHERWOOD, LA 70534 PHONE: (337) 783-5525 VOL & PAID F.F. - NOT RPTD	EVANGELINE VOL FIRE DEPT POC: CHIEF MELVIN CLAY JR P.O. BOX 38 EVANGELINE, LA 70537 PHONE: (337) 824-6245 VOL & PAID F.F. - NOT RPTD
IOTA VOLUNTEER FIRE DEPT POC: CHIEF MAHLON MCRORY P.O. BOX 890 IOTA, LA 70543 PHONE: (337) 779-2597	MERMENTAU VOL FIRE DEPT ACADIA PARISH FIRE DIST. 5 POC: CHIEF DAVID FRUGE P.O. BOX 282 MORSE, LA 70559 PHONE: (337) 824-0629
MIRE VOLUNTEER FIRE DEPT POC: CHIEF RONALD MILLER RT 3, BOX 147 RAYNE, LA 70578 PHONE: (337) 873-6703 VOL & PAID F.F. - NOT RPTD	VOL. FIREMEN'S ASSOC/MORSE ACADIA PARISH FIRE DIST.5 POC: CHIEF GREG RICHARD P.O. BOX 301 MORSE, LA 70559 PHONE: (337) 783-8764 VOL & PAID F.F. - NOT RPTD

ACADIA PARISH	
RAYNE VOLUNTEER FIRE DEPT ACADIA FIREPROT ASSOC.,INC POC: CHIEF WILFRED THIBODEAUX P.O. BOX 373 RAYNE, LA 70578 PHONE: (337) 334-4443 VOL F.F. - 40	RICHARD VOLUNTEER FIRE DEPT ACADIA FIRE DISTRICT 1 POC: CHIEF CHARLES BELLARD RT 1, BOX 65 BRANCH, LA 70516 PHONE: (337) 684-2272 VOL F.F. - 25

ASSUMPTION PARISH	
BAYOU L'OURSE VOL FIRE DEPT ASSUMPTION FIRE DISTRICT 1 POC: CHIEF CYRUS RATCLIFF P.O. BOX 619 AMELIA, LA 70340 PHONE: (985) 631-3470, 0138	LABADIEVILLE VOL FIRE DEPT ASSUMPTION FIRE DISTRICT 2 POC: CHIEF LARRY BLANCHARD P.O. BOX 8 LABADIEVILLE, LA 70372 PHONE: (985) 631-7776
NAPOLEONVILLE VOL FIRE DEPT POC: CHIEF DON BLANCHARD P.O. BOX 300 NAPOLEONVILLE, LA 70390 PHONE: (985) 369-2558 VOL F.F. - 30	PAINCOURTVILLE VOL FIRE DEPT POC: CHIEF J.C. LEBLANC P.O.DRAWER S PAINCOURTVILLE, LA 70391 PHONE: (985) 369-2104 VOL & PAID F.F. - NOT RPTD
PIERRE PART/BELLE RIVER VOL POC: CHIEF STANLEY DAIGLE 1027 HWY 70, LOT C PIERRE PART, LA 70339 PHONE: (985) 252-6232 VOL F.F. - 20	LYONS POINT VOLUNTEER FIRE DEPT POC: CHIEF PATRICK D. PRIMEAUX RT 1, BOX 145 CROWLEY, LA 70526 VOL F.F. - 27

IBERIA PARISH	
IBERIA PARISH FIRE DISTRICT 1 POC: JEFF HILDRETH P.O. BOX 14254 NEW IBERIA, LA 70562 PHONE: (337) 373-8446 VOL F.F. - 28	DELCAMBRE VOL FIRE DEPT POC: CHIEF ROBERT THERIOT 302 N. RAILROAD ST DELCAMBRE, LA 70528 PHONE: (337) 685-2969 VOL & PAID F.F. - NOT RPTD
JEANERETTE VOL FIRE DEPT POC: CHIEF ROBERT GRETTNER 1437 MAIN ST JEANERETTE, LA 70544 PHONE: (337) 276-4200 VOL & PAID F.F. - NOT RPTD	LOREAUVILLE VOL FIRE DEPT IBERIA FIRE PROT DIST 1 POC: CHIEF DENNIS BERARD P.O. BOX 402, BRIDGE ST LOREAUVILLE, LA 70552 PHONE: (337) 229-6200 VOL F.F. - 27
NEW IBERIA FIRE DEPT CITY OF NEW IBERIA POC: CHIEF ALLEN J. BABINEAUX 560 CHARLES ST NEW IBERIA, LA 70560 PHONE: (337) 369-2370	

IBERIA PARISH	
PAID F.F. - 59	
JEFFERSON PARISH	
JEFFERSON E BANK CONSOL JEFFERSON FIRE DISTRICTS 1 & 2 POC: DONALD T BOCK 1221 ELMWOOD PARK BLVD, STE 704 HARAHAN, LA 70123 PHONE: (504) 736-6200 PAID F.F. - 187	3 rd DISTRICT VOL FIRE DEPT JEFFERSON FIRE DIST 3 POC: CHIEF ROBERT EVANS 10423 JEFFERSON HWY RIVER RIDGE, LA 70123 PHONE: (504) 739-3258 VOL F.F. - 70 PAID F.F. - 9
LAFITTE-BARATARIA-CROWN POINT VFD JEFFERSON FIRE DISTRICT 4 POC: CHIEF WESLEY ADAM RT 1, BOX 493 LAFITTE, LA 70067 PHONE: (504) 689-2086 VOL F.F. - 60 PAID F.F. - 3	TERRYTOWN 5 th DIST VFD JEFFERSON FIRE DISTRICT 3 POC: CHIEF GERALD DELLUCKY P.O. BOX 1231 GRETNA, LA 70054 PHONE: (504) 349-5551 VOL F.F. - 110 PAID F.F. - 32
HARVEY VOL FIRE DEPT., CO 2 JEFFERSON FIRE DIST 6 & 8 POC: CHIEF SAM LAZARRA P.O. BOX 1053 HARVEY, LA 70059 PHONE: (504) 364-3766 VOL F.F. - 30 PAID F.F. - 18	AVONDALE IND SHIPYARD DIV FD POC: CHIEF STAN OLIVER P.O. BOX 50280 NOLA, LA 70120 PHONE: (504) 436-5166 PAID F.F. - 32
AVONDALE VOLUNTEER F.D. JEFFERSON FIRE DISTRICT 7 POC: CHIEF ALBERT TURCIO 500 S JAMIE BLVD AVONDALE, LA 70094 PHONE: (504) 436-1114 PAID F.F. - 9	BRIDGE CITY VOL FIRE CO. 1 FIRE PROTECTION DISTRICT 7 POC: CHIEF FERRIL ST PIERRE P.O. BOX 9056 BRIDGE CITY, LA 70094 PHONE: (504) 349-5570 VOL F.F.- 30 PAID F.F. - 3
LIVE OAK MANOR VOL FIRE DEPT JEFFERSON FIRE DISTRICT 7 POC: CHIEF ELVIS G. SMITH 404 AZALEA DR WAGGAMAN, LA 70094 PHONE: (504) 431-7092 VOL F.F. - 25 PAID F.F. - 7	NINE MILE POINT VFD JEFFERSON FIRE DISTRICT 7 POC: CHIEF DENNIS M. GUIDRY 1024 OAK AVE NINE MILE POINT, LA 70094 PHONE: (504) 436-3972 VOL F.F. - 25 PAID F.F. - 6
W.K.B. VOLUNTEER FIRE DEPT JEFFERSON FIRE DISTRICT 7 POC: CHIEF JAMES BURKE, SR. 4040 HWY 90, WEST AVONDALE, LA 70094	MARRERO ESTELL VFD, CO 1 JEFFERSON FIRE DISTRICT 8 POC: CHIEF DONALD PARKS 2248 BARATARIA BLVD MARRERO, LA 70072

JEFFERSON PARISH	
PHONE: (504) 349-5576 PAID F.F. - 6	PHONE: (504) 349-5585 VOL F.F. - 50 PAID F.F. - 14
MARRERO-HARVEY VOL F. D. JEFFERSON FIRE DISTRICT 8 POC: CHIEF LEO J. LEBLANC 531 AVENUE C MARRERO, LA 70072 PHONE: (504) 341-3140 PAID F.F. - 9	MARRERO-RAGUSA VFD JEFFERSON FIRE DISTRICT 8 POC: CHIEF RICKIE ESLICK 1400 BERGER RD MARRERO, LA 70072 PHONE: (504) 349-5586 PAID F.F. - 12
GRAND ISLE VOL FIRE CO 1 JEFFERSON FIRE DISTRICT 9 POC: CHIEF LAINE P. LANDRY P.O. BOX 550 GRAND ISLE, LA 70358 PHONE: (985) 787-2777 VOL F.F. - NOT RPTD PAID F.F. - 0	GOULD FIRE COMPANY NO 2 POC: CHIEF STEVEN HEBERT 501 ANSON ST GRETNA, LA 70053-3111 PHONE: (504) 363-1591 VOL F.F. - 85 PAID F.F. - 6
DAVID CROCKETT STEAM FIRE CO 1 POC: BERNARD COVELL, JR P.O. BOX 217 GRETNA, LA 70054 PHONE: (504) 363-1490 VOL F.F. - 53 PAID F.F. - 7	HARAHAN VOL FIRE DEPT POC: W.J. PRETLOVE 1115 HICKORY AVE HARAHAN, LA 70123 PHONE: (504) 737-2122 PAID F.F. - 7
KENNER FIRE DEPT POC: D.J. MUMPHRY 1801 WILLIAMS BLVD KENNER, LA 70062 PHONE: (504) 468-7265 VOL F.F. - 50 PAID F.F. - 64	WESTWEGO VOL FIRE DEPT JEFFERSON PARISH DISTRICT 9 POC: DOYLE GUIDROZ P.O. BOX 367, 677 AVE H WESTWEGO, LA 70094 PHONE: (504) 347-7385 VOL F.F. - 187 PAID F.F. - 7

LAFAYETTE PARISH	
BROUSSARD VOLUNTEER F.D. POC: JOHN HEBERT 416 EAST MAIN ST BROUSSARD, LA 70518 PHONE: (337) 261-1033 VOL F.F. - 25	CARENCO VOL FIRE DEPT LAFAYETTE FIRE DISTRICT 3 POC: GLENN L. BRASSEAU P.O. DRAWER 10 CARENCO, LA 70520 PHONE: (337) 896-8481 VOL F.F. - 27

DUSON VOLUNTEER FIRE DEPT LAFAYETTE FIRE PROT ASSOC POC: DALE DUHON P.O. BOX 427 DUSON, LA 70529 PHONE: (337) 873-8140 VOL F.F. - 22	JUDICE VOLUNTEER FIRE DEPT LAFAYETTE FIRE DISTRICT 3 POC: RONALD J. LEBLANC 401 RANCH RD DUSON, LA 70529 PHONE: (337) 984-0321 VOL F.F. - 19
LAFAYETTE FIRE DEPT POC: HARRY J. CHAUVIN P.O. BOX 90109 LAFAYETTE, LA 70509 PHONE: (337) 261-8700 PAID F.F. - 197	LAFAYETTE REGIONAL AIRPORT POC: ROBERT L. TRAHAN 222 TOWER DR LAFAYETTE, LA 70508 PHONE: (337) 233-1652 PAID F.F. - 9
MILTON VOL FIRE DEPT POC: FREDDY TRAHAN P.O. BOX 447 MILTON, LA 70558 PHONE: (337) 856-4371 VOL & PAID F.F. - NOT RPTD	SCOTT VOL FIRE DEPT LAFAYETTE FIRE PROT ASSOC POC: NORWOOD MENARD P.O. BOX 306 SCOTT, LA 70583 PHONE: (337) 235-4725 VOL F.F. - 25
YOUNGSVILLE VOL FIRE DEPT POC: JASON SIMON P.O. BOX 279 YOUNGSVILLE, LA 70592 PHONE: (337) 856-6906 VOL & PAID F.F. - NOT RPTD	

LAFOURCHE PARISH	
LOCPORT VOL FIRE DEPT LAFOURCHE FIRE DISTRICT 2 POC: RICHARD J. HEBERT P.O. BOX 277 LOCKPORT, LA 70374 PHONE: (985) 876-5234 VOL F.F. - 90	LAFOURCHE FIRE DIST 1 POC: LESTER GRIFFIN P.O. BOX 427 RACELAND, LA 70394 PHONE: (985) 537-5000 VOL F.F. - 117
VOLUNTEERS BAYOU BOEUF VFD LAFOURCHE FIRE DIS 8/WARD POC: DAVIS GRANIER ST RT 2, BOX K-356-B THIBODEAUX, LA 70301 PHONE: (985) 633-2176	CHACKBAY VOL FIRE DEPT LAFOURCHE FIRE DISTRICT 8 POC: JOHNNY LOUVIERE P.O. BOX 1014 THIBODEAUX, LA 70302-1014 PHONE: (985) 633-2828, 7789 VOL F.F. - 45
CHOCTAW VOL FIRE DEPT LAFOURCHE FIRE DIS 8/WARD 6 POC: MICHAEL DELATTE 1243 CHOCTAW RD THIBODEAUX, LA 70301 PHONE: (985) 633-2888 VOL F.F. - 25	LAFOURCHE CROSSING 308 VFD LAFOURCHE FIRE DISTRICT 7 POC: WADE KNIGHT RT 1, BOX 504 THIBODEAUX, LA 70301 PHONE: (985) 447-9857 VOL & PAID F.F. - NOT RPTD
ST. JOHN VOL FIRE DEPT LAFOURCHE DIST 6/WARDS 1,5 POC: ONEIL F. ANDRAS 2072 HWY 1	VACHERIE-GHEENS VOL FIRE DEPT POC: HARRIS GRIFFIN P.O. BOX 6 GHEENS, LA 70355 PHONE: (985) 532-5916

THIBODEAX, LA 70301 PHONE: (985) 448-0618 VOL F.F. - 38	VOL & PAID F.F. - NOT RPTD
THIBODEAUX VOL FIRE DEPT POC: MICHAEL ONCALE P.O. BOX 1421 THIBODEAUX, LA 70301 PHONE: (985) 447-1986 VOL & PAID F.F. - NOT RPTD	LAFOURCHE FIRE DISTRICT 3 POC: LARRY A. RAYMOND, ADMIN P.O. BOX 2322 GALLIANO, LA 70354-2322 PHONE: (985) 632-8068, 693-7100 VOL F.F. - 275

ST MARTIN PARISH	
ARNAUDVILLE VOL FIRE DEPT ST. MARTIN FIRE DISTRICT POC: FRANKIE FREDRICK P.O. BOX 526 ARNAUDVILLE, LA 70512-0526 PHONE: (337) 754-5089 VOL F.F. - 30	BROUSSARD VOL FIRE DEPT LAFAYETTE FIRE PTOT ASSOC POC: JOHN W. HEBERT 416 E. MAIN BROUSSARD, LA 70518 PHONE: (337) 837-6681 VOL F.F. - 25
BREAUX BRIDGE FIRE DEPT POC: BURTON DUPUIS 225 N. MAIN ST BREAUX BRIDGE, LA 70517 PHONE: (337) 332-2795 VOL F.F. - 34	BUTTE LAROSE VOL FIRE DEPT ST MARTIN DISTRICT 5 POC: WESTON ROMERO 1721 HERMAN DUPIS BREAUX BRIDGE, LA 70517 PHONE: (337) 228-2950 VOL F.F. - 18
CADE VOL FIRE DEPT POC: LLOYD GEOFFREY RT 1, BOX 1840 BROUSSARD, LA 70518-9619 PHONE: (337) 364-7736 VOL & PAID F.F. - NOT RPTD	BELLE RIVER VOL FIRE DEPT POC: STANLEY DAIGLE RT 2, BELLE RIVER BOX 380 PIERRE PART, LA 70339 PHONE: (985) 364-6479 VOL & PAID F.F. - NOT RPTD
CATAHOULA VOL FIRE DEPT POC: PATRICK CHAMPAGNE CATAHOULA RURAL STATION ST. MARTINVILLE, LA 70582 PHONE: (337) 394-4756 VOL & PAID F.F. - NOT RPTD	CECILIA VOL FIRE DEPT ST. MARTIN FIRE DISTRICT POC: ARISTILE GUIDRY P.O. BOX 219 CECILIA, LA 70521 PHONE: (337) 667-6222 VOL F.F. - 16
COTEAU HOLMES VOL FIRE DEPT ST. MARTIN FIRE DISTRICT POC: ERROL ALBERT P.O. BOX 396 ST. MARTINVILLE, LA 70582 PHONE: (337) 394-9555 VOL F.F. - 17	EVANGELINE VOL FIRE DIST ST. MARTIN FIRE DISTRICT POC: LEON BOURQUE 230 WASHINGTON ST ST. MARTINVILLE, LA 70582 PHONE: (337) 394-6416 VOL F.F. - 37
HENDERSON FIRE SERVICE AREA POC: GERALD GUIDRY P.O. BOX 625 BREAUX BRIDGE, LA 70517 PHONE: (337) 228-2181 VOL F.F. - 20	PARKS VOL FIRE DEPT POC: ROBERT CHAMPAGNE P.O. BOX 2722 PARKS, LA 70582 PHONE: (337) 845-4139 VOL & PAID F.F. - NOT RPTD
STEPHENSVILLE VOL FIRE DEPT POC: LEONARD LANDRY RR 4, BOX 227C, TOWER TANK RD MORGAN CITY, LA 70380 PHONE: (985) 384-3103 VOL & PAID F.F. - NOT RPTD	

ST MARY PARISH	
AMELIA VOL FIRE DEPT ST. MARY FIRE DISTRICT 3 POC: HAROLD RENTROP P.O. BOX 302 AMELIA, LA 70340 PHONE: (985) 631-2883 VOL F.F. - 20	BALDWIN VOL FIRE DEPT POC: AUBREY BOUDREAUX P.O. BOX 660 BALDWIN, LA 70514 PHONE: (337) 923-6093 VOL F.F. - 30
BAYOU VISTA VOL FIRE DEPT ST. MARY WATER DISTRICT 3 POC: DONALD C.LANTZ 1601 SATURN RD MORGAN CITY, LA 70380 PHONE: (985) 395-6252 VOL F.F. - 35	JEANERETTE VOL FIRE DEPT POC: ROBERT GRETTNER 1437 MAIN ST JEANERETTE, LA 70544 PHONE: (337) 276-4200 VOL & PAID F.F. - NOT RPTD
BERWICK VOL FIRE DEPT POC: RAY RASBERRY P.O. BOX 36 BERWICK, LA 70342 PHONE: (985) 385-1646 VOL F.F. - 31	CENTERVILLE VOL FIRE DEPT ST. MARY DIST 2, 2A/WARD 4 POC: GUY PELTIER P.O. BOX 58 CENTERVILLE, LA 70522 PHONE: (337) 836-5349 VOL & PAID F.F. - NOT RPTD
CYPREMONT POINT VOL FIRE DEPT ST. MARY FIRE DISTRICT 1 POC: DICKIE ARNOLD 108 BAY-VIEW DR FRANKLIN, LA 70538 PHONE: (337) 867-4478 VOL & PAID F.F. - NOT RPTD	FOUR CORNERS VOL FIRE DEPT ST. MARY FIRE DISTRICT 4 POC: BARRY LANDRY RT 2, BOX 49-AA JEANERETTE, LA 70522 PHONE: (337) 276-6650 VOL F.F. - 25
FRANKLIN VOL FIRE DEPT POC: TIMOTHY THIBODEAUX 512 FIRST ST FRANKLIN, LA 70538 PHONE: (337) 828-3631 VOL F.F. - 30 PAID F.F. - 5	MORGAN CITY FIRE DEPT POC: MICHAEL L. RAYMOND P.O. BOX 2622 MORGAN CITY, LA 70380 PHONE: (985) 380-4617 VOL F.F. - 38 PAID F.F. - 37
PATTERSON VOL FIRE DEPT ST. MARY FIRE DISTRICT 6 POC: STEVE BIERHORST P.O. BOX 783 PATTERSON, LA 70392 PHONE: (985) 395-8312 VOL F.F. - 41	CHARENTON-CHITIMACHA VFD ST. MARY FIRE DIST 12A/B/C POC: KEITH LEBLANC, SR P.O. BOX 591 CHARENTON, LA 70523 PHONE: (337) 923-4326 VOL F.F. - 26

TERREBONNE PARISH

BAYOU CANE VOL FIRE DEPT TERREBONNE FIRE DIST 1, 2, 3 ZONE B POC: JERRY GAUTREAUX 2526 W MAIN ST HOUMA, LA 70360 PHONE: (985)876-1101 VOL F.F.- 31 PAID F.F. - 2	COTEAU VOL FIRE DEPT TERREBONNE DIST 1, 2, 3, ZONE C POC: ROBERT A. LEE 2325 COTEAU RD HOUMA, LA 70364 PHONE: (985)868-4355 VOL F.F. - 17
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SCHRIEVER VOL FIRE DEPT TERREBONNE FIRE DIST 1, 2, 3, ZONE D POC: KENNETH PITRE P.O. BOX 83 SCHRIEVER, LA 70395 PHONE: (985) 446-8498 VOL F.F. - 46	VILLAGE EAST VOL FIRE DEPT TERREBONNE DIST 1, 2, 3, ZONE E POC: ROY PENNINGTON STATION 1, BOX 10104 HOUMA, LA 70363 PHONE: (985) 851-1200 VOL F.F. - 30
GRAND CAILLOU VOL FIRE DEPT TERREBONNE FIRE DIST 4 POC: ROLAND AUCOIN 4425 GRAND CAILLOU RD HOUMA, LA 70363 PHONE: (985) 851-7209 VOL F.F. - 60 PAID F.F. - 2	BOURG VOL FIRE DEPT TERREBONNE FIRE DIST 5 POC: ARLEN CHARPENTIER P.O. BOX 383 BOURG, LA 70343 PHONE: (985) 594-9588 VOL F.F. - 20 PAID F.F. - 1
DIST 6 (MONTEGUT&POINT AU CHIEN) VFD TERREBONNE FIRE DIST 6 POC: SPENCER RHODES 1105 HWY 55 MONTEGUT, LA 70377 PHONE: (985) 594-4101 VOL F.F. - 30 PAID F.F. - 3	LITTLE CAILLOU VOL FIRE DEPT TERREBONNE FIRE DIS 7, ZONE A, B POC: MARVIN THIBODEAUX RT 2, BOX 689 CHAUVIN, LA 70344 PHONE: (985) 594-2028 VOL F.F. - 45 PAID F.F. - 5
BAYOU BLUE VOL FIRE DEPT LAFOURCHE FIRE DISTRICT 3 POC: HARVEY PARKS, SR 1870 BAYOU BLUE RD HOUMA, LA 70364 VOL & PAID F.F. - NOT RPTD	
DONNER-CHACAHOUULA VOL FIRE DEPT TERREBONNE FIRE DIST 8 POC: MIKE ADAMS 1805 HWY 20 SHRIEVER, LA 70395 PHONE: (985) 447-3252 VOL F.F. - 24	GIBSON VOL FIRE DEPT TERREBONNE FIRE DIST 8 POC: VINCENT BOURGEOIS P.O. BOX 430 GIBSON, LA 70356 PHONE: (985) 575-2655 VOL F.F. - 27
EAST GIBSON VOL FIRE DEPT TERREBONNE FIRE DIST 8 POC: OLIVER MATTHEWS RT 1, BOX 109-F GIBSON, LA 70356 PHONE: (985) 575-2831 VOL & PAID F.F. - NOT RPTD	BAYOU BLACK VOL FIRE DEPT TERREBONNE FIRE DIST 8 POC: TONY BERCEGEAY 2820 SAVANNE RD HOUMA, LA 70360 PHONE: (985) 879-3359 VOL F.F. - 27 PAID F.F. - 1
BAYOU DELARGE VOL FIRE DEPT TERREBONNE FIRE DIST 10 POC: RANDY LINER 1038 FALGOUT CANAL RD THERIOT, LA 70397 PHONE: (985) 872-0976 VOL F.F. - 45 PAID F.F. - 2	HOUMA FIRE DEPT POC: GALE LE BOEUF P.O. BOX 6097 HOUMA, LA 70361 PHONE: (985) 873-6391 VOL F.F. - 20 PAID F.F. - 49
VERMILLION PARISH	
ABBEVILLE FIRE DEPT POC: NOLAN FREDERICK 210 W VERMILION ABBEVILLE, LA 70510 PHONE: (337) 898-4259 PAID F.F. - 37	ABBEVILLE BUMPER ZONE VFD POC: DONALD TOUPS RT 4, BOX 1508 ABBEVILLE, LA 70510 PHONE: (337) 893-6556 PAID F.F. - NOT RPTD

<p>ERATH VOL FIRE DEPT POC: DONALD E. MENARD 209 N KIBBE ST ERATH, LA 70533 PHONE: (337) 937-8176 VOL F.F.- 40 PAID F.F. - 1</p>	<p>DISTRICT 13 VOL FIRE DEPT DISTRICT 13 POC: ANDREW SHERMAN RT 5, BOX 1330 ABBEVILLE, LA 70510 PHONE: (337) 642-5592 VOL F.F. - 26</p>
<p>DELCAMBRE VOL FIRE DEPT POC: ROBERT THERIOT 302 N RAILROAD ST DELCAMBRE, LA 70528 PHONE: (337) 685-2969 VOL & PAID F.F. - NOT RPTD</p>	<p>GUEYDAN VOL FIRE DEPT VERMILION FIRE PROT ASSOC POC: KEITH MELANCON 414 MAIN ST GUEYDAN, LA 70542 PHONE: (337) 536-6539 VOL F.F. - 18 PAID F.F. - 4</p>
<p>HENRY VOL FIRE DEPT POC: PATRICK MENARD RT 1, BOX 178-B ERATH, LA 70533 PHONE: (337) 937-5479 VOL F.F.- 33 PAID F.F. - 1</p>	<p>INDIAN BAYOU VOL FIRE DEPT POC: HAROLD BROUSSARD RT 2, BOX 271-AB KAPLAN, LA 70548 PHONE: (337) 643-6846 VOL F.F. - 23 PAID F.F. - 1</p>
<p>KAPLAN FIRE DEPT KAPLAN FIRE DISTRICT POC: JERRY LANDRY 501 CUSHING AVE KAPLAN, LA 70548 PHONE: (337) 643-8603 VOL F.F.- 20 PAID F.F. - 5</p>	<p>KLONDIKE VOL FIRE DEPT CAMERON FIRE DISTRICT 15 POC: CRESSWOOD BERTRAND RT 1, BOX 204 GUEYDAN, LA 70542 PHONE: (337) 536-6963 VOL F.F.- 34 PAID F.F. - 1</p>
<p>LITTLE CHAPEL VOL FIRE DEPT VERMILION FIRE DISTRICT 10 POC: NELSON SALTZMAN RT 3, BOX 220 KAPLAN, LA 70548 PHONE: (337) 643-6655 VOL F.F. - 30</p>	<p>MAURICE VOL FIRE DEPT POC: FRED BROUSSARD P.O. BOX 111 MAURICE, LA 70555 PHONE: (337) 893-6406 VOL F.F. - 23 PAID F.F. - 1</p>
<p>PECAN ISLAND VOL FIRE DEPT POC: KARL NUNEZ P.I. RT, BOX 41A KAPLAN, LA 70548 PHONE: (337) 737-3501 VOL F.F. - 22 PAID F.F.- 1</p>	<p>SEVENTH WARD VOL FIRE DEPT POC: JAMES MIRE RT 3, BOX 1384 ABBEVILLE, LA 70510 PHONE: (337) 893-8023 VOL F.F.- 14 PAID F.F. - 1</p>
<p>LELEUX VOL FIRE DEPT VERMILION FIRE PROT ASSOC POC: RAY VINCENT RT 1, BOX 153 KAPLAN, LA 70548 PHONE: (337) 783-6650 VOL F.F.- 18</p>	<p>MEAUX/NUNEZ VOL FIRE DEPT VERMILION FIRE PROT ASSOC POC: KENDAL HEBERT RT 4, BOX 1268 ABBEVILLE ,LA 70510 PHONE: (337) 643-8390 VOL F.F.- 24</p>

9230.7 Hazardous Substances Response Teams

Chemical Transportation Emergency Center (CHEMTREC) - Provides technical expertise, coordination with chemical manufacturers, and emergency response information on chemical spills. For emergency purposes only call

(800)424-9300

For planning purposes, call 202-887-1255 during working hours.

PARISH OEP 24 Hour Numbers

St. Mary (985) 385-2600 St. Martin (318) 394-3071 Assumption (985) 369-2912 Terrebonne (985) 868-5500 Vermillion (318) 898-4350	Lafourche (985) 446-8427 Lafayette (318) 291-5060 Iberia (318) 369-3711 Acadia 911; (337) 783-3664; (337) 783-2643
<p>NOTES:</p> <ol style="list-style-type: none"> 1. Most OEP 24 hr numbers go directly to police/sheriff departments 2. 24 hr watchstanders will contact OEP directors 	

9230.8 Explosive Ordinance Detachments (EOD)

Louisiana State Police Bomb Unit

(24 hr) 225-925-6595

Bureau of Explosives - Association of American Railroads

504-734-6948

9230.9 Site Safety Personnel/Health Departments

Response actions under the NCP shall comply with the provisions for response worker health and safety contained in 29 CFR 1910.120. The RP must assure that an occupational safety and health program consistent with 29 CFR 1910.120 is made available for the protection of workers at the response site.

 9240 Private Resources

 9240.1 Clean-up Companies (BOA & Non-BOA)

OSRO	ADDRESS	24 hr Phone	ICY	MC	GI
Allwaste	9743 Hwy 90 East Morgan City, LA 70380	(985) 384-7712	3.0	1.0	3.0
American Pollution, Inc.	130 E. Kaliste Saloom Rd Lafayette, LA 70508	(800) 482-6765	CALL	CALL	CALL
CENAC/ES&H Environmental	141 Bayou Dularge Rd Houma, LA	(985) 851-5350	CALL	CALL	CALL
Crain Brothers	P.O. Box 11 Grand Chenier, LA	(337) 583-4736	2.0	4.4	1.0
Garner Environ.	Main Office 314 Allen Genoa Rd. Houston, TX 77017	(713) 920-1300	CALL	CALL	CALL
Garner Environ.	2706 S. Gulfway Dr Port Arthur, TX	(409) 983-5646	3.0	4.5	7.4
Industrial Cleanup Inc.	P.O. Box 869 Garyville, LA 70051	(504) 535-2697	3.7	1.2	2.0
Larco Environ	P.O. Box 6237 Lake Charles, LA 70606	(337) 474-3660	2.0	4.0	7.5
Oil Mop, Inc AMBAR	221 Rue DeJean, Ste 300 Lafayette, LA 70505	(337) 237-5300	CALL	CALL	CALL
Ovac Inc.	P.O. Box 16584 Lake Charles, LA 70616	(337) 436-4144	2.0	4.0	7.5
Rubark Environ Services	2801 Frenchman New Orleans, LA 70122	(504) 944-9965	. 4.1	2.4	1.7
Thompson Environ Management Inc.	P.O. Box 52141 New Orleans, LA 70152-2141	(504) 393-7661	4.1	2.4	1.7
The O'Brien's Group	645 Codifer St. Slidell, LA	(985)781-0804	CALL	CALL	CALL

HAZMAT CONTRACTORS

Contractor: Cenac/ ES&H Environmental Protection: Level A Phone: (888) 422-3622 (985) 851-5350	Contractor: L&L Environmental Services Protection: Level A Phone: (800) 207-7745 (318) 436-6385
Contractor: Oil Mop Inc Protection: Level A Phone: (800) 645-6671 (985) 394-6110	Contractor: Philip Services Protection: Level A Phone: (800) 797-9992 (985) 536-7612
Contractor: ICI inc. Protection: Level A Phone: (800) 436-0883 (985) 436-0883	Contractor: American Pollution Control Inc Protection: Level B Phone: (800) 482-6757 (318) 365-7847

9240.2 Media (Television, Radio, Newspaper)

TELEVISION

KLFY CH-10, CBS
P. O. Box 90665
Lafayette, LA 70381 (337) 384-6960

KATC CH-3, ABC
P. O. Box 93133
Lafayette, LA. 70509 (337) 235-3333

WAFB CH-9, CBS
844 Government
Baton Rouge, LA. 70821 (225) 383-9999

WBRZ CH-2, ABC
1650 Highland Rd.
Baton Rouge, LA. 70802 (225) 387-2222

WDSU CH-6, NBC
520 Royal St.
New Orleans, LA. 70130 (504) 527-0666

WVUE CH-8, ABC
1025 S. Jefferson Davis Pkwy.
New Orleans, LA. 70125 (504) 486-6161

WWL CH-4, CBS
1024 N. Rampart
New Orleans, LA. 70116 (504) 529-4444

WGNO CH-26, IND
World Trade Center, #2 Canal St.
New Orleans, LA. 70138 (504) 581-2600

Allens Cable TV, CH-7
P. O. Box 2643
608 Michigan St.
Morgan City, LA. 70381 (985) 384-6960

RADIO

KQKI/KDLP 10 Pluto Rd. Bayou Vista, LA. 70342	(985) 395-2853
KMRC/KFXV 409 Duke Morgan City, LA. 70380	(985) 384-1420
KHOM 2306 W. Main Houma, LA. 70364	(985) 876-5466
KCIL/KJIN 906 Belanger Houma, LA. 70364	(985) 851-1020
KXOR 106 Ridgefield Rd. Thibodeaux, LA. 70301	(985) 446-5604
KTIB 108 Green Thibodeaux, LA. 70301	(985) 447-9006
KFMV/KFRA 103 Wilson Franklin, LA. 70538	(337) 828-5372
KLEB/KBAU 315 Callais Golden Meadow, LA. 70357	(985) 594-2752
KDEA 145 W. Main New Iberia, LA. 70560	(337) 365-6651
KAWE 2316 E. Main New Iberia, LA. 70560	(337) 365-3434
KROF Hwy 167 Abbeville, LA. 70510	(337) 364-1025
KWIR 145 W. Main New Iberia, LA. 70560	(337) 365-2401

DAILY NEWSPAPERS

The Daily Review 1014 Front St. Morgan City, LA. 70380	(985) 384-8370
St. Mary Journal 1016 Front St. Morgan City, LA. 70380	(985) 384-1350
The Bayou Catholic Hwy 311, Box 907 Houma, LA. 70364	(985) 868-7720
The Courier 3030 Barrow Houma, LA. 70364	(985) 873-7355
The Daily Comet P. O. Box 5238 Thibodeaux, LA. 70302	(985) 447-4055
The Franklin Banner 111 Wilson Franklin, LA. 70538	(337) 828-3706
The Daily Iberian 926 W. Main New Iberia, LA. 70560	(337) 365-6773
Lafourche Gazette P. O. Drawer G Larose, LA. 70373	(985) 693-7229
The Daily Advertiser P. O. Box 3208 Lafayette, LA. 70502	(337) 241-7354
Times P. O. Drawer 3528 Lafayette. LA. 70502	

 9240.3 Fire Fighting/Salvage Companies/Divers

 9240.31 Fire Fighting

GOVERNMENT

U. S. Navy Supervisor of Salvage (SupSalv) Day (703) 607-2758 other (703) 695-0231	USCGC Point Winslow Morgan City, LA (985) 385-0037
USCGC Point Sal Grand Isle, LA (985) 787-2137	USCGC White Holly New Orleans, LA (504) 942-3044
CG Station Grand Isle, LA (985) 787-2135	CG Station New Orleans, LA (504) 589-2331
USCG Station Venice, LA (504) 534-2332	

PRIVATE

Williams Fire & Hazard Control Inc. P.O. Box 1359 Mauriceville, Texas 77262 (409) 727-2347 (800) 231-4613 fax: (409) 745-3021 24 hr. (713) 999-0276 Equipment: Williams has access to a network of firefighting resources throughout Southeastern Louisiana	SMIT Americas 400 North Sam Houston Parkway Suite 310 Houston, Texas 77060 (713) 931-2150 Equipment: SMIT has two readily deployable firefighting kits located in Berwick, LA. These kits are capable of handling up to large deep draft vessel fires.
Boots & Coats, L.P. Industrial and Marine Division 11615 N. Houston-Roslyn Road Houston, Texas 77086 24 hr. (800) 256-9688 Day (713) 931-8884c.	

 9240.32 Salvage Companies/Divers

DIAMOND SERVICES CORPERATION 503 DEGRAVELLE RD. AMELIA, LA. 70340 (985) 631-2187 *24 HR. SERVICE	ACADIANA DIVERS AND SALVAGE INC. 3209 MOSS STREET LAFAYETTE, LA. 70507 (337) 232-8714 *24 HR. SERVICE
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AMERICAN OILFIELD SERVICES 130 EAST KALISTE SALOOM RD. LAFAYETTE, LA. 70507 (337) 234-4590 * 24 HR. SERVICE	BAGALA'S DIVING SERVICE 506 CUTOFF CUTOFF, LA 70345 (985) 632-5071 * 24 HR. SERVICE
CAL DIVE 254 FORD INDUSTRIAL RD. AMELIA, LA 70340 (985) 631-0315 *24 HR. SERVICE NO STANDERD RATES LIST, BIDS ARE ON EACH PARTICULAR JOB.	CONTINENTAL DIVING SERVICE P.O.B. 2484 MORGAN CITY 70381 (985) 395-5251 24 HR. SERVICE
EYMARD ROGER JR. DIVING SERVICE RT. 1 BOX 281 A GALLIANO, LA 70354 (985) 475-7232 * 24 HR. SERVICE	

9240.4 Fishing Cooperatives and Fleets

9240.5 Wildlife Rescue Organizations

Contact Information	Wildlife Type
Permit # R-95-039 Tandy Reed 6007 Skylark Dr. Alexandria, LA 71303 (337) 473-9966	Native mammals
Permit # R-96-01 Leslie Lattimore 20591 Abe Hoover Rd. Livingston, LA 70754 (504) 698-6259	Native mammals
Permit # R-96-02 Elizabeth Prest 211 Lincoln St. Haughton, LA 71037 (337) 949-1596 (337) 676-4272	Native birds and mammals

Contact Information	Wildlife Type
Permit # R-96-03 Lisa Reed 1309 Houston River Rd. Sulphur, LA 70663 (337) 762-3111 (337) 527-0438	Native birds and mammals
Permit # R-96-04 Larry A. Raymond Caddo Parish Commission 501 Texas St. (Shreveport, LA 71101-5409 (318) 929-2806 (318) 424-2042	Native birds and mammals
Permit # R-96-05 Karen Sellars 314 W. Beach Pkwy. Mandeville, LA 70448 (504) 626-5542	Native mammals
Permit # R-96-06 Cecil Howard McCrae, Jr. 59363 Thompson Rd. Slidell, LA 70460 (504) 649-6036	Native birds and mammals
Permit # R-96-07 Karen K. Haddad 4023 W. Main St. Houma, LA 70360 (985) 873-1095 (Terrebonne Humane Society) (985) 879-3100 (Home)	Native birds
Permit # R-96-08 Jeff Galphin 6515 Wilson St. Harahan, LA 70123 (504) 738-0683	Native mammals
Permit # R-96-09 Suzy B. Heck 6927 Starboard Dr. Lake Charles, LA 70605 (337) 477-6129	Native birds and mammals
Permit # R-96-10 Joe Leopold 136 Magnolia Dr. Belle Chasse, LA 70037 (337) 477-6129	Native mammals
Permit # R-96-11 Gina L. Stanton 203 Camellia Blvd. Lafayette, LA 70503 (337) 984-1491	Native birds and mammals

Contact Information	Wildlife Type
Permit # R-96-12 Jackie Duhon Westlake Bird Sanctuary & Rehabilitation Center 2110 Nichols Rd. Westlake, LA 70669 (337) 433-5955	Native birds and mammals
Permit # R-96-13 Martha Ann Messinger & George M. Patton 2022 Gemini Dr. Bastrop, LA 71220 (318) 281-0113	Turtles & tortoises
Permit # R-96-14 Noel Thistlewaite P.O. Box 366 Grand Coteau, LA 70541 (337) 662-1053	Native birds and mammals
Permit # R-96-15 David S. Dancer	
Permit # R-96-16 Carlyle A. Rogillio Helping Hands, Inc. P.O. Box 7066 Metairie, LA 70010-7066 (504) 888-5510 (504)450-7720	Native birds
Permit # R-96-17 W. Sheldon Bivin LSU Raptor and Rehabilitation Unit South Stadium Rd. Baton Rouge, LA 70803 (225) 346-3145	Native herbs, birds and mammals
Permit # R-96-18 Jamie Primm	
Permit # R-96-19 Jake Yelverton Louisiana Purchase Gardens and Zoo P.O. Box 123 Monroe, LA 71210 (318) 329-2400	Native birds and mammals
Permit # R-96-20 Nancy Toreson Clearwater Wildlife Sanctuary 24 Holly Dr. Covington, LA 70435 (504) 892-0760	Native birds, mammals, herbs

Contact Information	Wildlife Type
Permit # R-96-21 David & Angela Taylor 120 Canterbury Rd. Monroe, LA 71203 (318) 343-6062	Native mammals
Permit # R-96-22 Marcella Lowell Bayou Wildlife Rescue 3836 Hillcrest Dr. Marrero, LA 70072 (504) 348-1878	Native mammals & herbs
Permit # R-96-23 Bruce P. Fontana 4609 Laudun St. Metairie, AL 70006 (504) 455-4087 (home) (504) 839-3831 (rehab. facility)	Native herbs and mammals
Permit # R-96-24 Kathy Davidson 518 Coffee St. Mandeville, LA 70448 (504) 626-8871	Native birds and mammals
Permit # R-96-25 Laura Lanza Calcasieu Parish Animal Control 210 West Railroad Ave. Lake Charles, LA 70601 (337) 439-8879	Birds & mammals
Permit # R-96-26 Debbie Cole 15 Maryland Dr. New Orleans, LA 70124 (504) 486-5929	Native mammals
Permit # R-96-27 Corina J. Meyers 19030 Hwy. 102 Jennings, LA 70546 (337) 824-1190e	Native mammals and birds
Permit # R-96-28 Louisiana Wildlife CPR Dr. Merry Caplan & Dr., Gregory Rich 3640 West Esplanade Ave. Metairie, AL 70002 (504) 488-9832	Native herbs, birds and mammals
Permit # R-96-29 Cyndi Green 639 Barnes Rd. Monroe, LA 71203 (318) 343-7466	Native mammals

Contact Information	Wildlife Type
Permit # R-96-30 Cynthia Bankston 18845 Weinberger Rd. Ponchatoula, LA 70454 (504) 386-6374	Native birds and mammals
Permit # R-96-31 Guam Pelligrin 410 North Main Project Rd. Shriever, LA 70395 (985) 447-1013	Native birds and mammals
Permit # R-96-32 David Keith Cascio, Sr. 198 Highway 134 Monroe, LA 71203 (318) 839-3831 (rehab. facility)	Native mammals

9240.6 Volunteer Organizations

American Red Cross

Southeast Louisiana Chapter
2640 Canal Street
New Orleans, LA 70119

(bus) 504-620-3105

(fax) 504-827-2135

website: <http://www.arcno.org>

Email: nfarrell@arcno.org

9240.7 Maritime Associations/Organizations/Cooperatives

CLEAN GULF ASSOCIATES

(504) 593-7597

(337)475-6400

** Any MSRC office in the U.S. can help you get in touch with the CGA if the above contact phone number is unreachable.

MSRC may be contacted at:
Youngs Rd.

(337)475-6400

Morgan City, LA. 70380

(985) 380-2100

(800) 444-8302

9240.8 Academic Institutions

University of Louisiana – Lafayette
104 University Circle
Lafayette LA 70504
(Phone) 337-482-1000

Nicholls State University
Thibodaux, LA
1-877-NICHOLLS

9240.9 Laboratories

Marine Safety Laboratory
CG Research and Development Center
Groton, CG
(ph) 860-441-2645
(fax) 860-441-2641

Sherry Labs
2417 West Pinhook Road
Lafayette, LA 70508
(ph) 337-235-0483
(fax) 337-233-6540

Southern Petroleum Laboratories Inc
500 Ambassador Caffery Parkway
Scott, LA 70583
(ph) 337-237-4775

Enviro Screening
12 Kaye Lane
Hammond, LA
(ph) 504-382-4159

CT & E Environmental Services Inc.
151 James Drive West
St Rose, LA 70087
(ph) 504-469-6401
(fax) 504-463-3300

 9240.10 Emergency Medical Services

Galliano: Lady of the Sea (985) 632-8256
 Emergency room capacity - 5 beds with 4 overflow beds in recovery room.
 Emergency room decontamination capabilities for crude oil/oil products- hospital utilizes fire department HAZMAT team.
 Helicopter landing- helicopter pad on ground level.

Houma: South LA Medical Center (985) 873-1312
 Emergency room capacity- 25 patients
 Emergency room decontamination capabilities for crude oil/oil products-limited.
 Helicopter landing - helicopter landing on ground next to ER.

Houma: Terrebonne General (985) 873-4151
 Emergency room capacity- 25 patients
 Emergency room decontamination capabilities for crude oil/oil products patient.

Morgan City: Lakewood Hospital (985) 384-2200 or 380-4436
 Emergency room capacity- 10 patients
 Emergency room decontamination capabilities for crude oil/oil products-2 patients.
 Helicopter landing- helicopter pad located on top of the hospital.

Franklin: Franklin Foundation Hospital (337) 828-0760
 Emergency room capacity - 5 patients
 Emergency room decontamination capabilities for crude oil/oil products-2 patients.
 No helicopter-landing pad. off site arrangements can be made in close proximity if necessary.

Kaplan: Abrom Kaplan Memorial Hospital (337) 643-8300
 Emergency room capacity - 6 patient rooms with 18 army cots and designated space for them in case of a disaster.
 Emergency room decontamination capabilities for crude oil/oil products- decontamination shower.
 Helicopter landing- helicopter pad available 24 hours a day.

Abbeville: Abbeville General Hospital (337) 893-5466 or (337) 893-5440
 Emergency room capacity- 7 room capacity normal, but can handle additional patients during emergency.
 Emergency room decontamination capabilities for crude oil/oil products - decontamination shower. Helicopter landing- helicopter pad able to handle larger (huey helicopter).

Raceland: St. Anne Hospital (985) 537-6841
 Emergency room capacity - 6 persons
 Emergency room has no decontamination capabilities.
 Helicopter landing - located on ground next to emergency room.

Thibodaux: Thibodaux General Hospital (985) 447-0746
 Emergency room capacity - 15 persons
 Emergency room has no decontamination capabilities.
 Helicopter landing - located on ground next to emergency room.

9250 Stakeholders

U.S. Fish and Wildlife
646 Cajundome Blvd
Suite 400
Lafayette, LA 70507
337-291-3100

Southwest Louisiana Refuges:

Atchafalaya National Wildlife Refuge

U.S. Fish & Wildlife Service

Southeast Louisiana Refuges

61389 Hwy. 434

Lacombe, Louisiana 70445

985-882-2000

Email: SoutheastLouisiana@fws.gov

Mandalay National Wildlife Refuge

Paul Yakupzack

Refuge Manager

3599 Bayou Black Drive

Houma, LA 70360

(985) 853-1078

FAX: (985) 853-1079

E-mail: mandalay@fws.gov

Bayou Teche National Wildlife Refuge

Janet Ertel

Acting Refuge Manager

10816A Hwy 182 E

Franklin, LA 70538

337- 828-0092

FAX: (337) 828-0061

E-mail: bayouteche@fws.gov

Shell Keys National Wildlife Refuge
U.S. Fish & Wildlife Service
Southeast Louisiana Refuges
61389 Hwy. 434
Lacombe, Louisiana 70445
985-882-2000
Email: SoutheastLouisiana@fws.gov

Barataria Terrebone National Estuary Program
320 Audubon Drive
North Babington Hall, Room 105
Nicholls State University Campus
Thibodaux, LA 70301
(800) 259-0869

Coastal Conservation Association
P.O. Box 373
Baton Rouge, LA70821-0373
Telephone: (225) 952-9200
Fax: (225) 952-9204
Website: www.ccalouisiana.com

Coalition to Restore Coastal LA
746 Main St # B101
Baton Rouge, LA 70802
(225) 344-6555

Louisiana Environmental Action Network (LEAN)
P.O. Box 66323
Baton Rouge, LA 70806
(225) 928-1315

 9260 Miscellaneous Contacts

 9260.1 Lightering

SKAUGEN PETROTRANS, INC.

5847 San Felipe, Suite 3150 Phone: (713) 266-8000

Houston, TX 77057 Fax: (713) 266-0309

AMERICAN EAGLE TANKERS AGENCIES

1900 West Loop South, Suite 920 24hr: (713) 622-1590

Houston, TX 77027 Fax: (713) 622-2256

Email: aet-hou@aetweb.com Backline: (713) 622-6436

PELICAN OFFSHORE SERVICES COMPANY

Galveston, TX Phone: (409) 740-0949

MULTIPOINT SHIP AGENCIES NETWORK (504) 455-7875

Biehl & Co., L.P. (504) 455-2747

6620 Riverside Drive Suite 320 Metairie, LA 70003

VOPAK TERMINAL WESTWEGO INC

106 Bridge City Avenue

Bridge City, LA 70094

 9260.2 Towing Companies

BASIN MARINE 3700 BELLVIEW FRONT ST. BERWICK, LA 70342 (985) 384-6503 24 HR. SERVICE	CENTRAL BOAT RENTALS INC. 1640 RIVER ROAD BERWICK, LA 70342 (985) 384-8200 24 HR. SERVICE
DOUBLE EAGLE MARINE 1158 RIVER RD. BERWICK, LA 70342 (985) 384-2866 24 HR. SERVICE	GATOR MARINE P.O. BOX 3572 MORGAN CITY, LA. 70380 (985) 385-5096 24HR. SERVICE
HOPSON TOWING CO. 100 BELANGER ST. MORGAN CITY, LA. 70308 (985)385-0020	HORNBECK OFFSHORE 1601 HWY 1820 BAYOU VISTA, LA. (985) 395-6700

NORTHBANK TOWING CO. 2250 RIVER RD. BERWICK, LA. 70342 (985) 385-0189	OFFSHORE TUGS INC. 614 HWY 90E RACELAND, LA 70394 (985) 537-7500, 1-800-950-8847 24 HR. SERVICE
SEACOR MARINE 5005 RAILROAD AVE. MORGAN CITY, LA. 70380 (985) 385-3475	SIRRET OFFSHORE 8968 HWY 90 E MORGAN CITY, LA. 70380 (985) 384-0406
STAGG MARINE INC. 800 DAVID DRIVE MORGAN CITY, LA. 70380 (985) 385-5816	THOMPSON MARINE TRANSPORATION P.O. BOX 3468 MORGAN CITY, LA. 70381 (985) 384-4287 24 HR. SERVICE
TIDEWATER MARINE INC. P.O. BOX 2407 MORGAN CITY, LA. 70381 (985) 384-5820	UNITED TUGS INC. P.O. BOX 342 HARVEY, LA. 70059 (504) 394-6622 24 HR. SERVICE
CENAC TOWING P.O. BOX 26117 HOUMA, LA. 70361 (985) 872-2413 24 HR. SERVICE	HOLLYWOOD MARINE INC. P.O. BOX 10859 JEFFERSON, LA. 70181 (504) 737-7526

9260.3 Railroad Emergency Contacts

Union Pacific Railroad	(888) 877-7267
Burlington Northern/Santa Fe Railroad	(800) 832-5452
Kansas City Southern Railroad	(800) 892-6295
Texas Mexican Railroad	(956) 728-6767

9260.4 Utility Companies

9260.5 Command Posts

9260.51 Rental Command Posts

GE Modular Spaces		
10604 1/2 Wallisville Rd	(24 hr)	(713) 880-2200
Houston, TX 77013	Fax:	(713) 880-5295

Mobile Modular phone: (281) 487-9222
 4445 E. Sam Houston Pkwy South
 Houston, TX 77505-3912 Fax: (713) 487-1289

9260.52 Local Portable Command Posts

9260.6 Aircraft Support

9260.61 Aircraft Rental

HELICOPTERS	CITY	PHONE NUMBER
Air Logistics	Amelia	(985) 631-0976
	Houma	(985) 851-6232
	New Iberia	(337) 368-6771
Industrial Helicopter	Lafayette	(337) 233-3356
Mayeaux Flying Service	NOLA	(504) 272-8209
Panter Helicopter, Inc.	Belle Chase	(504) 394-5803
Pelican Aviation Corp	New Iberia	(337) 367-1401
Petroleum Helicopters Inc.	Lafayette	(337) 235-2452
	Houma	(985) 868-1705
	Amelia	(985) 631-2131
Sea Air Service	Houma	(985) 879-1538
Sea Link Co.	NOLA	(504) 393-7847

 9260.62 Airports

1. South Lafourche Airport

Location: adjacent to Hwy 1 Galliano, LA

Runway: 3800 ft X 75 ft

Telephone: (985) 632-4422

Lat. 29-26.3N, Long. 090-15.8W

Avionics: N/A

Tower: N/A

Radio: N/A

Load weight (lbs): 12,500

Fuel: avgas, jet low intensity

Restrictions: Light fixed wing or rotary only. Conditions: Close proximity to LOOP Command Center. This airport isn't recommended for staging since they have a limited. The only recommendation is for heli and small fixed wing aircraft.

2. Houma-Terrebonne Airport:

Location: Hwy 24 Eastern side of Houma, LA.

Runway: 5001 ft X 200 ft

Telephone: (985) 876-6090/0584/6324

Lat. 29-34.1N, Long. 090-39.6W

Avionics: ILS, VOR, NDB

Tower: 0600-2000

Radio: tower 125.3 mhz, ground: 121.8 mhz, atis:120.25

Load weight(lbs):dual wheel 70,000; tandem 137,000

Fuel: avgas, jet, prist.

Lighting: medium intensity

Conditions: Airport has large tarmac with various hangars spread out over a wide area. Staging of equipment can easily be accomplished without interference to other airport traffic. Close proximity of airport to highway routes permits easy access by transportation vehicles. Fuel may be obtained after normal working hours.

3. Thibodaux Municipal Airport:

Location: Horseshoe Rd. Shriever, LA

Runway: 3000 ft X 75 ft

Telephone: (985) 447-3386

Lat: 29-44.8N, Long: 090-49.9W

Avionics: VOR

Tower: 0700-1700

Radio: tower: 122.8mhz (intercom)

Load weight (lbs): 12500 lbs.

Fuel: avgas

Lighting: medium intensity

Restrictions: Not recommended for staging area for dispersant equipment due to limited services and small runway.

Conditions: Good area for small commuter aircraft delivering Good secondary arrival point for small commuter aircraft delivering response personnel in the event at overcrowding at Houma airport.

4. Henry P. Williams Memorial Airport:

Location: between Hwy 182 and Hwy 90 on the Western edge of Patterson. Turn onto Zenor Rd. then onto Henry P. Williams Memorial Dr. which dead ends into the airport. (aka. Perry Flying Center).

Runway: 5400 ft X 150 ft

Telephone: (985)395-4501

Lat: 29-42.7N, Long: 091-20.3W

Avionics: LOC, VOR, NDB, DME

Tower: 24 hrs

Radio: tower, 131.0 MHz

Load weight(lbs): 150,000

Fuel: avgas, jet, comjet-a, prist (anti-icing additive) [government contract]

Lighting: medium intensity

Conditions: Fuel is available on a 24 hr. basis.

Easy access to highway transportation routes permit vehicular traffic rapid entry and exit from facility. Fuel is available on a 24-hour basis (on-call, rapid response), and facility maintains 40,000 gallons on hand with quick access to resupply channels. Tarmac is large enough to have spraying ops. Load weight is pretty good for medium and some large aircraft. There is a restaurant on the premises with provisions for providing meals on an as-needed basis.

5. Abbeville Municipal Airport:

Location: Hwy 14 Abbeville LA

Runway: 5000 ft. X 75 ft

Telephone: (337)893-8725

Lat: 29-58.5N, Long: 092-05.5W

Avionics: VOR, glide slope

Tower: N/A

Radio: N/A

Load weight(lbs): 20,000

Fuel: avgas, jet, prist

Lighting: medium intensity

Conditions: Large area available for staging area of equipment, but load limitations of runway make large aircraft obsolete. This facility would make a good staging area for heli spraying operations.

6. Acadiana Regional Airport:

Location: One mile off HWY 90 on Parish Rd, 3013

New Iberia, LA

Runway: 8002 ft X 200 ft

Telephone: (337) 367-1401

Lat: 30-02.3N, Long: 091-53.0W

Avionics: LOS, VOR, NDB

Tower: 0700-1600 (personnel 20.min recall)

Radio: tower: 125.0 MHz ground: 121.7 MHz

clearance: 118.05 MHz

Load weight(lbs): unlimited

Fuel: avgas, jet, comjet-a, prist (govt contract)

Lighting: high intensity; inbound aircraft may key microphone 7 times on 122.8 mhz to bring up lights automatically.

Conditions: Description of staging area: Tarmac is approx. 4 acres in size. Airport is former naval base. There is no problem with equipment staging, plenty of room. Airport has handled C-5 transports in past. DC-8 routinely operates from this facility.

7. Lafayette Regional:

Location: East of Lafayette on Hwy 90.

Runway: 7651 ft X 150 ft

Telephone: (337) 234-3100

Lat: 30-12.2N, Long: 091-59.3W

Avionics: ILS, VOR, NDB

Tower: 0600-2300

Radio: tower: 118.5 MHz ground: 121.8 MHz atis:

120.5 MHz clearance: 122.55 MHz

Load weight(lbs): 150,000

Fuel: avgas, jet, comjet-a, prist

Lighting: high intensity

Description: Airport is located immediately adjacent to the Air National Guard Base, which can provide extensive support for transportation and coordination. This airport is the largest in south central LA and is recommended for a primary location for equipment staging area for large spills in the western areas of the MSU Morgan City zone.

9260.7 Lodging

LODGING FACILITY	LOCATION	ACCOMODATIONS	PHONE NUMBER
PLANTATION INN	BAYOU VISTA	73 ROOMS	(985) 395-4511
SPORTSMAN'S PARADISE	CHAUVIN	25 PEOPLE	(985) 594-2414
MARINE TERMINAL	CHAUVIN	30 PEOPLE	(985) 594-6626
CHARLIE HARDESON	FOURCHON	CABINS FOR 36	(985) 396-2442
BEST WESTERN	FRANKLIN	76 ROOMS	(337) 828-1810
BAYOU INN MOTEL	GALLIANO	40 ROOMS	(985) 475-5898
CAJUN INN MOTEL	GALLIANO	12 ROOMS	(985) 475-5677
COLLINS MOTEL	GRAND ISLE	28 UNITS	(985) 787-2893
R & R RESORT	GRAND ISLE	6 PEOPLE EA	(985) 787-2665
A-BEAR MOTEL	HOUMA	35 UNITS	(985) 872-4258

LODGING FACILITY	LOCATION	ACCOMODATIONS	PHONE NUMBER
ECONOMY INN	HOUMA	31 UNITS	(985) 851-6041
HOLIDAY INN HOLIDOME	HOUMA	200 UNITS	(985) 868-5851
RED CARPET INN	HOUMA	100 UNITS	(985) 876-4160
HOLIDAY MOTEL	HOUMA	77 UNITS	(985) 879-2737
LAKE HOUMA INN	HOUMA	32 UNITS	(985) 868-9021
PLANTATION INN	HOUMA	103 UNITS	(985) 868-0500
RAMADA INN	HOUMA	152 UNITS	(985) 879-4871
SUGAR BOWL MOTEL	HOUMA	80 UNITS	(985) 872-4521
TWIN CITY MOTEL	MORGAN CITY	45 ROOMS	(985) 384-1530
HILTON & TOWERS	LAFAYETTE	328 ROOMS	(337) 235-6111
HOLIDAY INN CENTRAL	LAFAYETTE	242 ROOMS	(337) 233-6815
HOLIDAY INN NORTH	LAFAYETTE	184 ROOMS	(337) 233-0003
HOTEL ACADIANA	LAFAYETTE	295 ROOMS	(337) 233-8120
LAQUINTA MOTOR INN	LAFAYETTE	139 ROOMS	(337) 233-5610
QUALITY INN	LAFAYETTE	115 ROOMS	(337) 232-6600
RAMADA INN AIRPORT	LAFAYETTE	194 ROOMS	(337) 234-8521
TRAVELODGE	LAFAYETTE	60 ROOMS	(337) 234-7402
LAFAYETTE INN	LAFAYETTE	32 ROOMS	(337) 235-9442
MOTEL 6	LAFAYETTE	101 ROOMS	(337) 233-2055
PLANTATION HOUSE	LAFAYETTE	87 ROOMS	(337) 232-7285
QUALITY INN	LAFAYETTE	115 ROOMS	(337) 232-6131
RACETRACK INN	LAFAYETTE	28 ROOMS	(337) 896-0093
STARLITE MOTOR INN	LAFAYETTE	100 ROOMS	(337) 232-0070
ST. FRANCIS MOTEL	LAFAYETTE	62 ROOMS	(337) 234-1454

LODGING FACILITY	LOCATION	ACCOMODATIONS	PHONE NUMBER
SUPER 8 MOTEL	LAFAYETTE	71 ROOMS	(337) 232-8826
BOUDREAUX'S	LEEVILLE	32 UNITS	(985) 396-2215
LOCKPORT MOTEL	LOCKPORT	25 UNITS	(985) 532-3384
ACADIAN INN	MORGAN CITY	158 ROOMS	(985) 384-5750
MORGAN CITY MOTEL	MORGAN CITY	37 ROOMS	(985) 384-6640
RAINBOW INN	MORGAN CITY	40 ROOMS	(985) 384-7593
HOLIDAY INN	MORGAN CITY	177 ROOMS	(985) 385-2200
INN OF NEW IBERIA	NEW IBERIA	80 ROOMS	(337) 367-3211
BEST WESTERN OF NEW IBERIA	NEW IBERIA	105 ROOMS	(337) 364-3030
HOLIDAY INN	NEW IBERIA - AVERY ISLAND	177 ROOMS	(337) 367-1201
CANAL INN MOTEL	THIBODAUX		(985) 446-5511
HOLIDAY INN	THIBODAUX		(985) 446-0561
HOWARD JOHNSON	THIBODAUX	118 UNITS	(985) 447-9071

9260.8 Food & Water

9260.81 Food

9260.82 Water

 9260.9 Temporary Storage and Disposal Facilities (TSD)

The following is a list of waste/salvage oil disposal transportation carriers in LA.

COMPANY	ADDRESS	CONTACT	PHONE
Diversified Petroleum Inc. D/B/A Reclamation Resources	13893 Hwy 538 Oil City, LA 71061	Steve McKenna	(337) 985-6298
Hydro-Vac	Rte 10, Box 20 Lake Charles, LA 70601	Scott Washington	(337) 433-1385
International Petroleum Corporation of LA		Dwight Daigle	(504) 254-9021 (Fax) 254-4316
Inter-National Oil Service	14890 Intracoastal Drive New Orleans, LA 70525		
J & J Trading Company	Rte 2, Box 211 K Church Point, LA 70525	Gaylord Simon	(337) 668-4775
K & G Petroleum Service, Inc	PO Box 422 Belle Chasse, LA 70037	Annette Mayeaux	(337) 433-9486
Massey Crude Oil		Mike Leblanc	(337) 276-5163
A Div. of TCS/ Tiger Cleaning Systems	PO Box 132 Jeanerette, LA 70544		
Newpark Environmental Services, Inc.	4023 Ambassador Caffery Pkwy. 4 th floor PO Box 31480 Lafayette, LA 70593-1480	Phillip Clark	(337) 984-4445 (fax) 988-4516
COMPANY	ADDRESS	CONTACT	PHONE
Rebel Energy, Inc.	PO Box 16808 Lake Charles, LA 70616-6808	Kenneth Myers	(337) 433-4619
Reliable Production Services	PO Box 176 Livonia, LA 70755	Craig Tullos	(225) 383-1100
Richland Oil Salvage, Inc	Rt. 1, Box 338 Rayville, LA 71269	Charles Archibald	(318) 728-6703
Romero Bros. Salvage	HC 69, Box 328 Cameron, LA 70631	Tammy Romero	(337) 569-2303
Westate, Inc	2401 Fountainview Suite 910 Houston, TX 77057	R.T. Evans Jr.	(714) 978-7804

Western Waste Industries Waste Disposal Services Group	100 I-45, Suite 210, LP Tower Conroe, TX 77301		(409) 760-3685
Woodside Land-fill Walker, LA 70785		David Mason	(225)665-8225 (800) 673-5541

Disposal companies include:

COMPANY	REPRESENTATIVE	PHONE	CITY
Brown Vacuum Truck Service	Loyd W. Brown	(318) 726-6783	Sterlington
Campbell Wells Corporation	Jerry Brafederal	(337) 981-4004	Lafayette
Guillory Tank Truck Service	Craig A. Holston	(337) 824-8184	Jennings
Energy Prod Management Corp	Robert Gleason	(337) 234-8284	Ragley
FAS Services, Inc	Russ A. Settoon	(985) 252-6296	Pierre Part
GNR Production Services	Gail Bailey	(318) 539-3922	Springhill
Guillory Tank Truck Ser.	Phillip O. Clark	(337) 233-4445	
Habetz Oilfield Saltwtr	Leonard Habetz	(337) 783-4837	Crowley
Hallar Enterprises, Inc	Albert Aucoin	(985) 252-9840	Pierre Part
Houma Fluid Services	Keith North	(985) 868-5209	Houma
Houma Saltwater Disposal Corp	U.J. Fournier	(985) 851-0643	Houma
J & R Systems Inc	Rusty Nelson	(337) 334-3322	Lafayette
L & S Service Corp	Malcolm H. Sneed	(337) 222-2900	Oil City
LA Tank, Inc	Rusty Rivet	(337) 436-1000	Lake Charles
Marine Shale Processors, Inc.	George Harlow	(504) 465-3301	St. Rose
Mathews Trucking Co,	Reece Youngblood	903-766-3445	Deberry, TX
COMPANY	REPRESENTATIVE	PHONE	CITY
Newpark Environmental Ser.	Phillip O. Clark	(337) 984-4445	Lafayette
Oilfield Brine Disposal, Inc	John W. Showacre	(504) 466-3223	Metairie
Oilfield Waste Processors, Inc.	L.C. DesOrmeaux Jr.	(337) 824-8620	Jennings
Pool Company	Darryl Mattison	(337) 994-2107	Springhill
SWD Inc.	Benny Miller	(337) 588-4219	Lacassine
Saline Injection Systems Co	Randall Humbe	(337) 783-5028	Egan
J. M. Teutsch, Inc	Mike Teutsch	(337) 258-5281	Athens
Envirotek of LA, Inc.	Keith North	(985) 868-5209	Houma

Western Waste Ind.	Imre J.	(409) 760-3685	Conroe, TX
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The following companies have been granted permits from the LA DEQ as hazardous waste reception and disposal facilities. These facilities will be utilized in the event that recovered wastes are classified as hazardous.

<p>BFI/Cecos International, Inc. (Willow Springs) <u>P. O. Box 1849</u> Sulphur, LA. 70664 Contact: Austin Arabie (337) 527-6857 EPA # LAD000618256</p>
<p>Cecos International Chemical Services, Inc. 27004 South Frost Rd. Livingston, LA. 70754 Contact: Mitchel Hatter (225) 686-0122 EPA # LAD000618298</p>
<p>Chemical Waste Management, Inc. Route 2, Box 1955 Sulphur, LA. 70663 Contact: C. W. Kitto (337) 583-2169 EPA # LAD000777201</p>
<p>Rollins Environmental Services, Inc. P. O. Box 73877 Baton Rouge, LA. 70807 Contact: Dave Hagerman (225) 778-1234 EPA # LAD010395127</p>

<p>Rollins Environmental Services, Inc. Deep Injection Well Route 2, Box 1200 Plaquemine, LA. 70764 Contact: Michael Sullivan (225) 659-2434 EPA # LAD000778514</p>
<p>Marine Shale Processors RR 5, Box 756 Morgan City, LA. 70380 Contact: Charles Bennett (800) 872-6774 (985) 631-3161 EPA # LAD981057706</p>

9260.10 Maintenance and Fueling Facilities

9260.13 Workboat/Offshore Supply/Other Vessels

The following are sources to obtain vessels to move personnel and supplies in response to an oil spill within the Houston/Galveston Areas of Responsibility.

Barges (manned):

McDermott International, Inc.
 P.O. Box 60035
 New Orleans, LA 70160

(985) 587-4465
 (985) 631-2561 (24 hr.)

Offshore Vessels/Tugs:

Tidewater
 7815 Harborside Dr.
 Galveston, TX 77554

(409) 744-9500
 fax: (409) 744-0201

SEACOR SMIT Inc.
 11200 Richmond
 Suite 400
 Houston, TX 77082

(281) 899-4800
 fax: (281) 899-4801

Masco Operators, Inc.
 P.O. Box 643
 225 East Park Ave.
 Freeport, TX 77541

(979) 233-4827
 fax: (979) 233-4422

 9260.14 Alternative Technology Response Equipment

IN-SITU BURNING (Note: Refer to USCG Eighth District ISB Plan)**Fire Retardant Boom:**

500'	Texas General Land Office	(281) 470-6597
500'	MSRC/Galveston	(409) 740-9188
500'	US Coast Guard (Water-Cooled)	(504) 589-6901
6500'	CISPR/Alaska	(907) 776-5129
17500'	ACS/Alaska	(907) 659-2405

Igniters:

5'	Flare Type - CCA	(713) 534-6195
10'	Flare Type - MSRC	(409) 740-9188
1'	Dist 8 M.S.– U. S. Coast Guard	(504) 589-6901

Air Monitoring:

USCG/GST SMART	(713) 671-5113 (251) 441-6601
EPA/START Contractor/EPA Hotline	(241) 665-9700

Consultants:

SpilTec, Al Allen	(425) 896-0988
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DISPERSANT APPLICATION**DISPERSANT AIRCRAFT****Airborne Support, Inc. (ASI)**

(985) 851-6391

ASI has 2 aircraft dedicated for spill response. One is a DC-4 with a 2,000 gal. capacity; the other a DC-3 with 1,000 gal. capacity. Both have integral spray systems and are located in Houma, LA. They are under contract to M-IRG and Clean Gulf Associates (CGA). Use by non-members of those Co-ops is contingent upon M-IRG and CGA releasing the aircraft to ASI and the non-member signing a contract with ASI. "Wheels Up" for the DC-4 is 4 hours, for the DC-3 is 8 hours. ASI may also be able to access LOOP's dispersant stockpile.

EADC

(207) 665-2362

(888) EADC14U

EADC is a consortium of individual Air Tractor owners. Two of the larger AT802 aircraft are in the Houston area and two in Louisiana. They have built-in spray systems and 800 gal. payload. Smaller AT502s are also in the area and have a 500 gal. payload. EADC is currently not under contract for spill response and therefore the aircraft are on "as available" basis.

DISPERSANT SOURCES**Clean Gulf Associates**

(504) 593-7597

Dick Armstrong

(888) 350-2915

Emerg:

(888) 242-2007

29,425 gal. of Corexit 9527 in 55 gal. drums in Houston, TX

3,465 gal. of Corexit 9527 in 55 gal. drums in Grand Isle, LA

2,200 gal. of Corexit 9527 in 55 gal. drums in Panama City, FL

LOOP, Inc. (504) 363-9299

8,000 gal. of Corexit 9527 in 2,000 gal. tanks in Houma, LA
 20,000 gal. of Corexit 9527 in 2,000 gal. tanks in Galiano, LA
 17,300 gal. of Corexit 9527 in 2,000 gal. tanks in Forchon, LA

Clean Caribbean (954) 983-9880

24,200 gal. of Corexit 9527 in 55 gal. drums in Ft. Lauderdale, FL
 5,000 gal. of Corexit 9527 in 5,000 gal. tank in Ft. Lauderdale, FL

ONDEO NALCO ENERGY SVCS|

Melinda Fikes (281) 263-7434
 Quantity: 200 Drums (9500 Minimum) (800) 366-2526
 500 Drums (Maximum) 9527 & 9500
 Location: Sugarland, TX

CONSULTANTS

The O'Brien's Group (985)781-0804

BIOREMEDIATION

The following sources can provide complete bioremediation service, including microbial and fertilizer products, application and monitoring equipment and the knowledge to develop a treatment plan:

Oil Mop, Inc., Belle Chase, LA (504) 394-6110

Oppenheimer BioTechnology
 P. O. Box 5919 (512) 474-1016
 Austin, TX 78763

9260.15 Trucking/Transportation Companies

TEAM WORLDWIDE TRUCKING (800) 338-2925
 POC: Scott Gray (281) 435-8786
 Houston, TX
 (VOSS SHIPPING)

9260.16 Water Intakes

ST. MARY PARISH WATER INTAKES:

In case of an oil/spill HAZMAT spill in these parish intakes:

- a. Morgan City: (985)380-4658 (24hrs)
- b. Amelia: (985)631-0215 or 631-2907(M-F, 0800-1700) if no answer.
- c. Berwick: (985)384-8990 (after hours)/bpr380-9050
 (985)384-7710 (Berwick Police Dept.) or (985)380-4050 (Pager)
- d. Patterson: (985)395-8310 (until 8:30 pm)
 (985)395-6161 (after 8:30 pm) or (985)395-2800
- e. Bayou Vista: (985)395-2747 (Morgan City handles Bayou Vista)
- f. MORGAN CITY: - Outside seawall near Highway 70, where the road takes turn toward Stephenville just past Lake Palourde on Port Allen

- route. This is main intake.
 Three pumps: #1 - 7,600 gpm
 #2 - 5,000 gpm
 #3 - 5,000 gpm
- g. Near Atchafalaya Machine Shop (just North of Conrad Shipyard). this is intake for Electrical Plant and is rarely used anymore.
 One Pump: #1 - 2,500 gpm
- h. 200 feet North of Machine (Stevens Shipyard) intake Morgan City Municipal water plant intake. (Use frequently).
 Three pumps: #1 - 2,800 gpm
 #2 - 5,200 gpm
 #3 - 6,000 gpm
- i. Alternate intake near Lake End Park Boat Ramp and new pavilion. This is rarely used due to algae growth and sediment present.
 Three pumps: #1 - 5,800 gpm
 #2 - 3,500 gpm
- j. AMELIA: Water plant located 1 ½ miles north on Lake Palourde Rd. 1 mile south of PHI heli facility on Bayou Boeuf.
 One pump: #1 - 1,400 gpm
- k. PATTERSON: Draws from the Bayou Teche behind the Police Station.
 Two pumps: #1 - 800 gpm
 #2 - 800 gpm
- l. BERWICK: In Bayou vista from the Bayou Teche corner of Patty Drive and Fairview Drive.
 Two pumps: #1 - 17,035 gpm
 #2 - 17,035 gpm

UNINCORPORATED AREAS IN ST. MARY PARISH; WATER INTAKES:

- m. FRANKLIN: One quarter of a mile north of Willow Street Bridge on the east side of Bayou Teche.
 Two pumps: #1 - 3,000 gpm (maximum) 900 gpm (averg.)
 #2 - 3,000 gpm (maximum) 900 gpm (averg.)
 POC: Gene Gorior (Plant Manager)
 (Ralph Pichoff) Operator
 Water Plant Phone - (337)828-3631 ext. 43
- n. CENTERVILLE: 100 feet north of Verdunville landing and Calumet
- o. CALUMET: Protection Levee in Grand River (part of the Atchafalaya
- p. VERDUNVILLE: Floodway.
 Two pumps: #1 - 1,600 gpm (max.) 1,000 gpm (averg.)
 #2 - 1,600 gpm (max.) 1,000 gpm (averg.)
 POC: Karl miller (Plant Manager)
 Water Plant Phone: (337)836-5831 or (337)836-5609
- q. CHARENTON: North side of the Atchafalaya Basin Protection Levee in Grand River, 75 feet west of Charenton Locks.
 Two pumps: #1 - 1,000 gpm
 #2 - 700 gpm
 POC: Bobby Chauvin (Plant Manager)
 Water Plant Phone: (337)923-7512
 #2 - 4,500 gpm (max.)

- r. FOUR CORNER: (The Water Intake Draws Its Water from Freshwater wells) corner of LA 337 and Old Cypremort Road.
Two pumps: #1
#2
POC: Bennie McLean (Plant Manager)
Water Plant Phone: (337)276-3668

WATER INTAKES FOR THE FOLLOWING AREAS IN ST. MARTIN PARISH

- s. INDUSTRIAL AREA - Bayou Teche on Highway 31 on Moore Ave. in St. Martinville.
Two pumps: #1 - 1,200 gpm
#2 - 1,200 gpm
*The water plant also has a back-up system that draws its water from deep water wells.
Two pumps: #1 - 1,200 gpm (freshwater Wells)
#2 - 1,200 gpm
POC: Clayton Landry (Plant Operator)
Doug Primaux (Plant Operator)
Water Plant Phone - (337)394-9469
- t. PARKS - (The water intake draws its water from freshwater wells) highway 31 on the corner of Martin St. and Mouton St.
Two pumps: #1 - 580 gpm
#2 - 580 gpm
POC: Alan Guidry
Water Plant Phone - (337) 845-4139
- u. HENDERSON: (The water intake draws its water from freshwater wells)
Water Plant Phone - (337) 228-2579
City Hall Phone - (337) 228-7109
- v. CATAHOULA : (The water intake draws its water from freshwater wells) 11 miles northeast of St. Martinville on highway 96 in Catahoula.
Water Plant Phone - (337) 228-2579
(337) 234-4660/Dennis Broussard

WATER INTAKES FOR THE FOLLOWING AREAS IN ASSUMPTION PARISH

- w. NAPOLEONVILLE - Three-fourth of a mile south of the Bayou Lafourche Bridge in Napoleonville at the intersection of highway1 and highway 108 on the Bayou Lafourche.
Five pumps: #1 - 1,600 gpm
#2 - 1,600 gpm
#3 - 1,600 gpm
#4 - 1,600 gpm
#5 - 900 gpm
POC: Henry Templet (Plant Manager)
Water Plant Phone - (985)369-6156

WATER INTAKES FOR THE FOLLOWING AREAS IN ASSUMPTION PARISH

- x. NEW IBERIA - (The water intake draws its water from freshwater wells.)
Water Plant Phone - (337) 365-0360
COTEAU - (The water intake draws its water from freshwater wells.)
POC: Jimmy Deroun
- y. LYDIA - (The water intake draws its water from freshwater wells.) one mile south of highway 90 on the corner of Dornell Road and Smith Road.
POC: Jimmy Deroun
Water Plant Phone - (337) 365-6156 or (337) 364-4069

- z. LOREAUVILLE - (The water intake draws its water from freshwater wells.)
Water Plant Phone - (337)229-6029
- aa. DELCAMBRE - (The water intake draws its water from freshwater wells.)
Water Plant Phone - (337)385-4538
- bb. JEANERETTE - (The water intake draws its water from freshwater wells.)
- cc. LAFAYETTE PARISH WATER INTAKES: all plants in this parish draw their water from freshwater wells.
For emergency: Police Jury (337)233-6220 (Lafayette)
Public Water Works (337)234-4660 or (337)261-8461
- dd. LAFAYETTE - Water Plant #1 located at the intersection of Bucannon and Muddave.
Water Plant #2 located on LA 342 near the intersection Mouton Road.
POC: Don Broussard (337)261-8806

LAFOURCHE PARISH WATER INTAKES:

- ee. THIBODAUX - Lafourche Water District #1 North.
Two Pumps: #1 - 1,750 gpm|
 #2 - 1,750 gpm
- ff. THIBODAUX - Lafourche Water District #1 South.
Six Pumps: #1 - 1,400 gpm
 #2 - 2,800 gpm
 #3 - 2,800 gpm
 #4 - 2,800 gpm
 #5 - 2,800 gpm
 #6 - 2,800 gpm
POC: Gariel Billiot, home phone (985)537-5995
Water Plant: (985)532-6924

VERMILION PARISH WATER INTAKES:

- gg. DELCAMBRE (The water intake draws its water from freshwater wells.)
Water Plant: (337) 685-4538
- hh. EARTH - (The water intake draws its water from freshwater wells.)
Water Plant: (337) 937-8401
- ii. ABBEVILLE - (The water intake draws its water from freshwater wells.)
Water Plant: (337) 893-8871
Police Jury (337) 893-0108 (Abbeville)
- jj. MAURICE - (The water intake draws its water from freshwater wells.)
Water Plant: (337) 893-6406
- kk. KAPLAN - (The water intake draws its water from freshwater wells.)
Water Plant: (337) 643-8602
- ll. GUEYDAN - (The water intake draws its water from freshwater wells.)
Water Plant: (337) 536-9415

TERREBONNE PARISH WATER INTAKES:

- mm. SCHRIEVER - (The water intakes are located in the Lefort Canal which runs off the Bayou Lafourche and intersects the Cutoff Canal.
Three Pumps: #1 - 5,600 gpm

#2 - 5,600 gpm

#3 - 5,600 gpm

POC: Milton Louviere (General Manager)

Water Plant: (985) 879-2495

nn. HOUMA - (Has two main water plants for the Houma area. The water intake for both plants is located in the Intracoastal Waterway near mile board 60 at Munson Dr. and Country Club Dr.

Two Pumps: #1 - 5,600 gpm (maximum)

(The two main water plants have an alternative water source located in Bayou Black.

Three Pumps: #1 - 5,600 gpm

#2 - 4,500 gpm

#3 - 4,500 gpm

POC: Neil Hebert

Water Plant: (985) 873-6780

9400 Area Planning Documentation

9410 Discharge and Release History

- 1970 - South Timbalier Block 26, blowout, 53,000 bbls. LA crude
- 1979 - T/S Burma Agate, collision, 254,000 bbls. Nigerian light crude
- 1980 - T/S Texaco North Dakota, collision w/ wellhead, 18,000 bbls. Raffinate/gasoline
- 1980 - HBL 3011 (barge), collision, mile 112, 9,000 bbls. crude oil.
- 1980 - Georgia, collision, mile 3, 32,000 bbls. light crude oil.
- 1984 - American Eagle, explosion, mile 180, 3,650 bbls. bunker fuel.
- 1988 - Stolt Sea, collision, mile 109, 1,000 bbls. #6 fuel oil.
- 1988 - Exxon Puerto Rico, collision, 23,000 bbls. Carbon Black feedstock
- 1990 - T/S Mega Borg, fire/catastrophic equipment failure, 3.9 million bbls., Angola crude
- 1992 - NMS 1905, tank barges, collision, 97,000 gals styrene, GIWW MM 109
- 1992 - Green Hill Petroleum, Timbalier Bay, 120,000 gal Crude oil, Well Blowout.
- 1993 - Energy Properties, Inc. Well Casing Rupture, 200 BBLS Crude Oil

9420 Risk Assessment

Primary transportation route for deep-draft tanker traffic in the Morgan City zone is the safety fairway entrance to LOOP (LA Offshore Oil Port) and Off Shore lightering area at approximate position 28-10.0 N, 90-30.0 W. Oil lightered from tankers at the LOOP is transferred to shore via pipeline and lightered oil from ultra large crude carriers (ULCC) and very large crude carriers (VLCC) is transferred via smaller tankers through the Southwest Pass Safety Fairway to the entrance to the Mississippi River. At any given time there may be three to six tankers in the LOOP anchorage and one tanker in their lightering area. The Southwest Pass safety fairway experiences heavy shipping traffic, both deep draft and otherwise. There are numerous fixed platforms in the vicinity of the LOOP and off shore lightering area and associated safety fairways. Additionally, there are over 1600 production platforms in the COTP Morgan City zone and by their nature,

appear variably throughout the region. These platforms transfer their produced oil and gas to shore via an estimated 20,000 miles of pipeline. Another area of concern for the COTP Morgan City zone is the Mississippi River mouth Southwest Pass and associated anchorage. This area is located approximately 5 NM due east of the COTP Morgan City zone boundary. Southwest Pass is the primary transportation route for deep-draft tanker traffic and other shipping into and out of the Port of New Orleans. The pass is narrow and can present a navigational challenge to the most experienced mariners. The pass has shallow waters and wrecks immediately outside of the dredged areas of the shipping lanes and these can present further problems. The Southwest Pass anchorage normally has six to twelve vessels at anchor and during periods of fog or bad weather as many as 30 vessels may be at anchor. A significant incident within the Southwest Pass or anchorage could potentially impact coastal LA within the COTP Morgan City zone.

Vulnerability Analysis

The entire coast of LA can be considered an environmentally sensitive area. The coastal area of LA is the habitat for numerous species classified as endangered and threatened.

Risk Assessment

Given the high volume of deep-draft traffic, the prevalence of oil and gas platforms and drilling rigs, and the unpredictable and sometimes severe weather on-scene, a high probability exists for a worst-case or near worst-case scenario spill to occur at or near: LOOP, Offshore lightering area, or Safety Fairway to Southwest Pass.

Seasonal Considerations

Wind: Summer winds (May - October) are most frequently observed from ESE-SSW at 10 kts., with winds with southeasterly components dominating at 14 kts., producing northwesterly directed waves. Winter winds (December - March) are most frequently observed from ESE - NNE at 9 kts., with winds with southeasterly components dominating at 12 kts., producing northeasterly directed waves. Currents for the G.O.M. generally flow westerly of the shores of LA. The winter season also includes additional frequent strong winds from the NNW to NE at 15-23 kts (storm conditions).

ATCHAFALAYA RIVER

The Atchafalaya River is a major route for barge traffic transporting crude oil to and petroleum products from refineries and pipeline terminals. Seasonal high water stages on the river cause marked increase in river current which creates steering and maneuvering difficulties, particularly for down-bound vessels. Shifting mud and sand on the river bottom can increase the likelihood of vessel groundings. The Intracoastal Waterway (GIWW) is very narrow, with a channel width of only 125 feet throughout the majority of the COTP Morgan City zone. There are numerous bends, blind spots, and navigation hazards along the GIWW.

Vulnerability Analysis

Particular points of environmental and economic sensitivity include, but are not limited to:

Municipal and industrial water intake facilities, River crossing areas (bridges, ferries)

Wildlife and natural resource areas.

Risk Assessment

Given the high volume of vessel and barge traffic, and the frequent high water and hazardous current conditions on the Atchafalaya River and Intracoastal Waterway, a high probability exists for a worst-case or near worst-case scenario spill to occur at any point along the Atchafalaya River or Intracoastal Waterway.

Seasonal Considerations

Primary seasonal consideration is high water and flood stages on the Atchafalaya River. The term high water is defined in 33 CFR 162 as applicable to the Atchafalaya River when the Morgan City River reads 3 feet or more. During high water periods, 33 CFR 165 prescribes specific regulations pertaining to towing of barges. In general, high water periods occur during late winter and early

spring, or after periods of excessive rainfall. High water stages on the river create particularly high river currents that may diminish the ability of a down-bound vessel to maneuver safely, especially during the transition between the Atchafalaya River and Intracoastal Waterway. Up-bound river traffic may also experience increased difficulty maneuvering safely, particularly at bends in the river or at slower speeds.

BAYS/MARSHES

The Bays and Marshes of Southern LA have been heavily used for Crude Oil and Natural Gas Exploration and Production for the past 60 years. Consequently the marsh and bays are dotted with countless oil wells and associated flowline piping. Typically, a "Field" of oil wells is all joined to a Production & storage platform. At the production & storage platform the oil/gas is separated and processed for shipment. The gas is shipped via transmission piping, and the oil via transmission piping or inland oil tank barge. Production of crude oil is normally a by product of the natural gas production, with the percentages of crude oil production varying greatly from well to well and field to field. Production platforms which discharge crude oil to inland tank barges will typically have between 1 to 5 1000 bbl crude oil storage tanks. These tanks may be loaded out weekly, monthly, or yearly depending on the crude oil production rate of the field.

A Second area of concern is the age of the oil and gas production equipment in Southern LA. Much of the equipment currently in use is more than 20 years old, with a fair percentage approaching 40 years or older. Many Plugged & Abandoned (P&As) oil wells and countless miles of abandoned flowline lie along the canals and bayous of the marsh and bays.

Vulnerability Analysis

Particular points of environmental and economic sensitivity include, but are not limited to:

(Summary for this scenario from RPI Coastal LA Environmental Sensitivity Atlas TO BE DEVELOPED.)

Risk Assessment

Given the current state of the economy and the marginal profitability of the oil fields, maintenance projects within the fields are often undertaken using antiquated and poorly maintained equipment. This highly increases the probability that uncontrollable well discharges will continue to occur with increasing frequency and severity.

Seasonal Considerations

Summer winds (May - October) are most frequently observed from ESE-SSW at 10 kts., with winds with southeasterly components dominating at 14 kts.

Winter winds (December - March) are most frequently observed from ESE - NNE at 9 kts., with winds with southeasterly components dominating at 12 kts. The winter season also includes additional frequent strong winds from the NNW to NE at 15-23 kts (storm conditions).

During the spring season (March - June) there is normally a period of "High Water" caused by the spring snow melt in the Central Sections of the U.S. This snow melt substantially raises the water level in both the Mississippi and Atchafalaya rivers. During this period of high water, the water will normally cover and flood most of the areas of marsh which border the basins of these rivers. The influence of the cold water flowing from the North during this time of the year also causes dense fogs to form throughout much of the region during the early evening through late morning hours.

Currents within the bays and marshes are influenced by a combination of factors, tidal, river flow levels, and wind.

9430 Planning Assumptions – Background Information

An important part of contingency planning is anticipating the effects of a spill and preparing in advance the response to spills likely to occur in the area. This annex outlines the response to three spill scenarios: a most probable discharge, a maximum most probable discharge, and a

worst-case discharge. At this time, the AC is only required to develop the three scenarios for oil discharges. Eventually, the AC will be required to address these same three scenarios for releases of HAZMAT. For this zone, scenarios have been developed as follows: coastal/offshore, Intracoastal Waterway, and bays/marshes.

Assumptions are made for the scenario development. For example, it is assumed that the RP is not taking action for cleanup.

9440 Planning Scenarios

9440.1 Average Most Probable Discharge, Nearshore/Offshore

Description Of Event

Situation:

At 0000 hours (midnight), day 1, a VLCC (Very Large Crude Carrier) experiences a transfer hose failure while transferring to a smaller oil tanker at the Offshore Lightering Area (at approximate position 28-10.0 N, 90-30.0 W). Water depth is approx. 300'. The vessel spilled 50 barrels of Norwegian Brent crude (API 38.4). Closest point of land is the Isles Dernieres, approx. 50 NM NNE of spill site. The time of year is midsummer (July/August). On-scene weather: Winds S-SE, 5-10 kts, seas 3-6 ft., visibility 9 NM, partly cloudy, 75° F. Given on-scene weather conditions, spill trajectory is as follows: slick will extend from source point NW toward western LA. Slick will continue NW toward the shoreline, being driven by sea current and the prevailing winds. A very small amount of oil sheen may make landfall at any point from Isles Dernieres to Marsh Island.

Planning considerations:

Discharge volume: 50 bbls. Group III (medium crude)

Emulsification factor: 2.0

Areas Impacted: Offshore

Planned % on-water recovery: Offshore: 40%

Planned % shoreline recovery: Offshore: 30%

Planning volumes for on-water recovery:

Offshore: $50 \text{ bbls.} \times .4 \times 2.0 = 40 \text{ bbls.}$

Planning volumes for shoreline recovery:

Offshore: $50 \text{ bbls.} \times .3 \times 2.0 = 30 \text{ bbls.}$

Planning conclusions:

Scenario requires a shoreline cleanup capacity of 30 bbls. (max) and offshore cleanup capacity of 40 bbls.

Total on-water recovery capacity (bbls/day):

Tier I - 40 day $\times .15 = 6.0 \text{ day}$

Tier II - 40 day $\times .25 = 10 \text{ day}$

Tier III - 40 day $\times .40 = 16 \text{ day}$

Given these calculations, it would take 4 days to recover 28 day of oil at a rate of 11.2 day per day after the first 72 hours.

Initial Actions

Initial report received when mayday received from vessel, drilling rig, or neighboring production platform, describing collision, damage to the rig, and possible injuries or casualties. No reports of fire. Reports of some oil spilled in water, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSU Morgan City dispatched to scene would include a Marine Inspector, Marine Investigator, at least two PIs, and one On Scene Coordinators Representative.

Containment, Countermeasures And Cleanup

A spill occurring under this type of scenario may be an excellent candidate for alternative methods of remediation such as use of dispersants and in-situ burning. To minimize environmental impact, broad application of non-mechanical means of recovery or remediation must be considered.

Resource Requirements

Resources sent to scene must be capable of being deployed in an offshore environment in a timely manor. They must be staged in a location where they can quickly be moved to the waterfront for loading onto offshore supply vessel and transport offshore. A second option is transportation and deployment by heli sling.

Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.

Shortfalls To Scenario

Agency contracting/procurement mechanisms and authority. Response will be time-critical and Federal procurement is typically slow.

Shore skimmers. Would make arrangements for the GST VOSS (Vessel of Opportunity Skimming System) and possibly skimming assets from Clean Gulf Associates.

Offshore oil boom. We consider the GST Open Water Oil Containment and Recovery System (OWOCRS) located in Mobile, AL.

9440.2 Maximum Most Probable Discharge, Nearshore/Offshore

Description Of Event

Situation:

At 0000 hours (midnight), day 1, a severe offshore storm causes a tanker to lose her anchor hold in the LOOP anchorage and results in a collision with another tanker. Water depth is approx. 125'. The Collision results in hull damage to both tankers. Three cargo tanks are ruptured on the first tanker, 90,000 barrels capacity each tank containing Arabian Heavy crude oil (API 27.4), for a discharge of 270,000 barrels. Two cargo tanks are ruptured on the second tanker, 75,000 barrels capacity

Each tank containing Nigerian Brass River crude oil (API 41.0), for a discharge of 150,000 barrels. The combined total discharge is 420,000 barrels of crude oil. Resulting and two cargo tanks are ruptured on the second tanker. The capacity of each cargo tank is approx. 90,000 barrels resulting

in an estimated discharge of 450,000 barrels of crude oil. Closest point of land is Port Fourchon and adjacent marshes, approx. 20 NM NE of spill site. The time of year is midwinter (Jan/Feb). On-scene weather: Winds N-NW, 15-25 kts, seas 7-10 ft., visibility less than 1 NM, severe thunderstorms with heavy rains and gusting winds to 45 NM, 55° F. Given on-scene weather conditions, spill trajectory is as follows: slick will remain somewhat stationary as the northwesterly winds tend to offset the westerly current. As the storm subsides in the early morning hours, the slick will tend to move westerly, being driven by sea current. Slick may make landfall at any point from the Port Fourchon Marshes to the Isles Dernieres.

Planning Considerations:

This spill scenario depicts two-thirds Group IV oil (heavy crude) and one-third Group II oil (Light crude).

Discharge volume: 270,000 bbls. Group IV (Heavy crude)

150,000 bbls. Group II (Light crude)

420,000 bbls. total

Emulsification factor: 1.4 Group IV

1.8 Group II

Areas Impacted: NEARSHORE

Planned % on-water recovery: Nearshore: 50%

Planned % shoreline recovery: Nearshore: 70%

Planning volumes for on-water recovery:

Nearshore: 420,000 bbls. $\times .5 \times 1.4 = 294,000$ bbls.

Planning volumes for shoreline recovery:

Offshore: 420,000 bbls. $\times .7 \times 1.4 = 411,600$ bbls.

Planning conclusions:

Scenario requires a shoreline cleanup capacity of 411,600 bbls. (max) and 294,000 bbls. (max) cleanup capacity for offshore operations.

Total on-water recovery capacity (bbls/day):

Tier I - 294,000 day $\times .15 = 44,100$ day

Tier II - 294,000 day $\times .25 = 73,500$ day

Tier III - 294,000 day $\times .40 = 117,600$ day

On-water recovery capacities (projected) exceed planning capacity caps. Plan for 10,000 bbl/day recovery capacity on-scene w/i 24 hrs., 20,000 bbls/day recovery capacity on-scene w/i 48 hrs., and 40,000 bbls/day capacity w/i 72 hours. Given these calculations, it would take 9 days to recover 294,000 day of oil at a rate of 40,000 day per day.

Initial Actions

Initial report received when mayday received from vessel, LOOP, or neighboring production platform, describing collision, damage to the rig, and possible injuries or casualties. No reports of fire. Reports of some oil spilled in water, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSU Morgan City dispatched to scene would include a Marine Inspector, Marine Investigator, at least two PIs, and one On Scene Coordinators Representative. Additional shore side manning would include key ICS staff elements as found in Operations, Logistics, Planning, and Finance. LOOP resources will be requested by the FOSC. Additional personnel and special forces augmentation will be as per standard operations.

Containment, Countermeasures And Cleanup

Skimming vessels would be deployed, including: Gulf Strike Team VOSS (Vessel of Opportunity Skimming System) and Open Water Oil Containment and Recovery System (OWOCCRS), Clean Gulf Associates twelve OSRVs (Oil Spill Response Vessels) and FRUs (Fast Response Units) and, the U.S. Navy's SUPSALV for their skimmers. A spill occurring under this type of scenario may be an excellent candidate for alternative methods of remediation such as use of dispersants and in-situ-burning. To minimize environmental impact, broad application of non-mechanical means of recovery or remediation must be considered.

Available Resources And Sources Of Procurement

Resources contracted under a FPN Must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options:

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination:

Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.

Anticipated Shortfalls To Scenario 1.B

Emergency contracting/procurement mechanisms and authority. Response will be time-critical and Federal procurement is typically slow.

Dispersant. Pre-use authorization exists for LOOP. With a spill of two different groups of oil, heavy vs. light, a decision has to be made as to what type of dispersant should be used. An estimated 16,800 gallons of dispersant would be required to effectively treat a spill of this size. LOOP maintains 45,300 gallons of CORTEXIT 9527 dispersant.

Offshore skimmers. The LOOP skimmers would be put into operation, however there would be a need for many additional skimmers. Possible sources would be through the Gulf Strike Team for their VOSS (Vessel of Opportunity Skimming System), Clean Gulf Associates for their twelve OSRVs (Oil Spill Response Vessels) and FRUs (Fast Response Units) and, the U.S. Navy's SUPSALV for their skimmers.

Offshore oil boom. The three National Strike Force (NSF) Open Water Oil Containment and Recovery System (OWOCCRS) located in Mobile, AL, would be effective provided the response is expeditious enough to limit impacts to a small geographic area and other technologies such as dispersant application/burning are feasible; however support craft (assume 2 patrol boats and a buoy tender or equivalent per OWOCR) are lacking. There are no "extra" boats "standing by" for an emergency. This equipment could possibly come from CGA or SUPSALV.

Tank barges. There is an industry shortage of tank barges and they would be required to pump recovered oil into if offshore recovery were attempted. Assume at least 80,000 barrels of storage capacity in tank barges would be necessary for storage, separation and transportation of recovered oil. Experience has shown that it is difficult to rapidly obtain the service of tank barges suitable for the carriage of crude oil or for periods of indeterminate duration. These difficulties would be exacerbated if the situation required the barges to be deployed offshore since the vast majority of barges available in AOR are designated for inland service.

Nearshore boom. There is a sufficient amount to achieve what is considered practical. However, there is a significant shortfall if the entire coastline were to be boomed. There are approximately 250 miles of coastline. There are not 250 miles of containment boom. Deflection booming areas between Caminada Pass and Caillou Bay would require an additional 250,000 feet.

Booming priorities. There is presently no realistic triage established for deployment of available boom. While the sensitive areas are identified, the priority of deploying limited assets to multiple threats needs to be established.

Fire boom. 2000 feet of fire boom would facilitate the option of disposal burning. The availability of such boom in AOR is questionable.

Communications. The use of portable satellite communications equipment and portable facsimile machines would be critical during extended operations in the remote regions of LA. With many response teams operating at numerous locations (vessels, platforms, shore areas) it would be necessary to obtain least 50 additional portable VHF-FM radios with spare batteries and chargers, for local area comms among the team members and adjacent teams. Also we would require 25 portable cellular phones, spare batteries and chargers, for teams to comms with and report to the command.

Personnel. Shortages may be filled with NSF personnel, Other MSU and CG reservists, however, use of reserves would require funding. To maintain continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 50 sites during daylight hours. This may equate to 150 additional personnel, including administrative support.

Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 10 to 15 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority. Large numbers of boats would need to be diverted from their current employment in the offshore oil and commercial fishing industries. The suitability of many of the latter would be questionable.

Vehicles. Additional vehicles would be required. The number and type of vehicles would depend largely on the areas and severity of shore impact. 4x4 Trucks would be needed to mobilize the required small boats and personnel transport vehicles such as buses or vans would be necessary to mobilize response and clean up personnel. These may be rented if funding were available.

Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.

Disposal. Whether oil or hazardous materials, there exists no plan by the state of LA for disposal of recovered materials.

9440.3 Worst Case Discharge, Nearshore/Offshore

Description Of Event

Situation:

At 0000 hours (midnight), day 1, a catastrophic equipment failure aboard tanker results in tanker collision with manned drilling rig in vicinity of Southwest Pass outside of safety fairway. (Approx. 28°44-00'N, 089°44-00'W) Water depth is approx. 280'. Collision results in severe hull damage to tanker where most or all of cargo is lost. Damage to drilling rig is such that controlling mechanisms on wellhead fail resulting in uncontrollable release of crude oil from well (blowout). Entire cargo of tanker is as much as 1 million day (42 million gallons) of Kuwait crude oil (API gravity 31.1). The drilling rig is spilling LA crude at a rate of 60 hour/hour. The rig is also releasing hydrogen sulfide and methane gas as a result of the blowout. Neither source can be secured within the first 72 hours. Closest point of land is Grand Isle, approx. 40 NM NNW from the spill site. The time of year is midsummer (July/August). On-scene weather: Winds E-SE, 10-15 kts, seas 7-10 ft., visibility less than 1 NM, intermittent thunderstorms with heavy rains and gusting winds to 25 NM, 75° F. Given on-scene weather conditions, spill trajectory is as follows: slick will extend from source point NNW toward Grand Isle. Slick will continue N-NW toward the shoreline, being driven by sea current and the prevailing winds. Slick may make landfall at any point from Grand Isle to Isles Dernieres. It is highly probable that oil from this spill could impact the TX shoreline. Hydrogen Sulfide or other gases being released from rig may cause toxic levels as far away as 10 NM from spill site (direction of plume based on wind direction and speed).

Planning considerations:

Discharge volume: 1,000,000 bbls. Group III (medium crude)

Emulsification factor: 2.0

Areas Impacted: Offshore

Planned % on-water recovery: Offshore: 40%

Planned % shoreline recovery: Offshore: 20%

Planning volumes for on-water recovery:

Offshore: $1,000,000 \text{ hour} \times .4 \times 1.4 = 560,000 \text{ hour}$

Planning volumes for shoreline recovery:

Offshore: $1,000,000 \text{ hour} \times .3 \times 1.4 = 420,000 \text{ hour}$

Planning conclusions:

Scenario requires a shoreline cleanup capacity of 420,000 hour (max) and offshore cleanup capacity of 560,000 hour (max).

Total on-water recovery capacity (bbls/day):

Tier I - $560,000 \text{ day} \times .15 = 84,000 \text{ day}$

Tier II - $560,000 \text{ day} \times .25 = 140,000 \text{ day}$

Tier III - $560,000 \text{ day} \times .40 = 224,000 \text{ day}$

On-water recovery capacities (projected) exceed planning capacity caps. Plan for 10,000 bbl/day recovery capacity on-scene w/i 24 hrs., 20,000 bbls/day recovery capacity on-scene w/i 48 hrs., and 40,000 bbls/day capacity w/i 72 hours. Given these calculations, it would take 16 days to recover 560,000 day of oil at a rate of 40,000 day per day. Note - this exceeds the susceptibility of on-water oil recovery by 6 days.

Initial Actions

Initial report received when mayday received from vessel, drilling rig, or neighboring production platform, describing collision, damage to the rig, and possible injuries or casualties. No reports of fire. Reports of some oil spilled in water, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSU Morgan City dispatched to scene would include an On Scene Coordinators Representative (OSCR), Marine Inspector, Marine Investigator, and at least two PIs. As in the previous scenario, the ICS staffing will increase substantially. On-site command posts will be established as necessary. Coordination will likely be established with SECTOR New Orleans in the event impacts occur in their zone. The Command Action Center at MSU Morgan City will be activated while a closer coordination center is established. The FOSC would request support and augmentation from the Eighth CG District, Gulf Strike Team and other special forces as per operations procedures.

Containment, Countermeasures And Cleanup

Skimming vessels would be deployed, including: Gulf Strike Team VOSS (Vessel of Opportunity Skimming System) and Open Water Oil Containment and Recovery System (OWOCRS), Clean Gulf Associates twelve OSRVs (Oil Spill Response Vessels) and FRUs (Fast Response Units) and the CGA 200 HOSS (High volume Open Seas Skimmer) barge, the U.S. Navy's SUPSALV for their skimmers. A spill occurring under this type of scenario may be an excellent candidate for alternative methods of remediation such as use of dispersants and in-situ burning. Given the extremely large planning volume for open-water recovery, traditional methods (skimmers) will be effective where applied, but can only be applied to 4% of the original discharge volume per day. To minimize environmental impact, broad application of non-mechanical means of recovery or remediation must be considered.

Resource Requirements

Resources sent to scene must be capable of being deployed in an offshore environment in a timely manner. They must be staged in a location where they can quickly be moved to the waterfront for loading onto offshore supply vessel and transport offshore. A second option is transportation and deployment by heli sling.

Available Resources And Sources Of Procurement

Resources contracted under a FPN Must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.

Anticipated Shortfalls To Scenario I.C

Emergency contracting/procurement mechanisms and authority. Response will be time-critical and Federal procurement is typically slow.

Dispersant. Clean Gulf Associates maintain approximately 26,000 gallons of dispersant throughout the gulf region. If dispersants are used in a scenario of this magnitude, roughly 38,400 gallons would be required. [Note: LOOP also maintains some 45,000 gallons of COREXIT 9527.]

Offshore skimmers. The CGA 200 HOSS (High volume Open Seas Skimmer) Barge could be obtained to recover oil from the platform, however, there would be a need for many additional skimmers. Possible sources would be through the Gulf Strike Team for their VOSS (Vessel of Opportunity Skimming System), Clean Gulf Associates for their twelve OSRVs (Oil Spill Response Vessels) and FRUs (Fast Response Units) and the U.S. Navy's SUPSALV for their skimmers.

Offshore oil boom. The three National Strike Force (NSF) Open Water Oil Containment and Recovery System (OWOCRS) located in Mobile, AL, could provided support; however support craft (assume 2 patrol boats and a buoy tender or equivalent per OWOCR) are lacking. There are no "extra" boats standing by for an emergency.

Tank barges. There is an industry shortage of tank barges and they would be required to pump recovered oil into if offshore recovery were attempted. Assume at least 80,000 barrels of storage capacity in tank barges would be necessary for storage, separation and transportation of recovered oil. Experience has shown that it is difficult to rapidly obtain the service of tank barges suitable for the carriage of crude oil or for periods of indeterminate duration. These difficulties would be exacerbated if the situation required the barges to be deployed offshore since the vast majority of barges available in AOR are designated for inland service.

Nearshore boom. There is a sufficient amount to achieve what is considered practical. However, there is a significant shortfall if the entire coastline were to be boomed. There are approximately 250 miles of coastline. There are not 250 miles of containment boom. Deflection booming areas between Caminada Pass and Caillou Bay would require an additional 250,000 feet.

Fire boom. At least 2000 feet of fire boom would facilitate the option of disposal burning. The availability of such boom in AOR is uncertain.

Communications. The use of portable satellite communications equipment and portable facsimile machines would be critical during extended operations in the remote regions of LA. With many response teams operating at numerous locations (vessels, platforms, shore areas) it would be necessary to obtain least 50 additional portable VHF-FM radios with spare batteries and chargers for local area comms among the team members and adjacent teams. Also we would require 25 portable cellular phones, spare batteries and chargers, for teams to comms with and report to the command.

Personnel. Shortages may be filled with NSF personnel, other MSUs, and CG reservists. However, use of reserves would require funding. Continuous monitors during cleanup operations

would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 50 sites during daylight hours. This may equate to 150 additional personnel, including administrative support.

Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 10 to 15 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority. Large numbers of boats would need to be diverted from their current employment in the offshore oil and commercial fishing industries. The suitability of many of the latter would be questionable.

Vehicles. Additional vehicles would be required. The number and type of vehicles would depend largely on the areas and severity of shore impact. 4x4 Trucks would be needed to mobilize the required small boats and personnel transport vehicles such as buses or vans would be necessary to mobilize response and clean up personnel. These may be rented if funding were available.

Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.

9440.4 Average Most Probable Discharge, Giww/Atch. River

Description Of Event

Situation:

At 0800 hours, a transfer hose failure at a facility located on the Intracoastal Waterway produces a 50 bbls. spill. The time of year is late fall (November). On scene weather: winds N-NNE at 15 kts, current is 0.6 kts, visibility 5 NM, overcast, temperature is 50^o F. Spill trajectory depends on-scene weather, waterway current and flow to and from adjoining bayous and tributaries resulting in the following trajectory: oil may spread slightly in the direction of the current and with the flow into nearby bayous and tributaries. It should be expected that all shoreline down current of the spill will become oiled. Specific impact sites and natural pooling areas will depend upon the waterway stage, current, and wind conditions.

Planning considerations:

Discharge volume: 50 bbls. Group II (light crude)

Emulsification factor: 1.8

Areas Impacted: Inland Waterway

Planned % on-water recovery: River: 50%

Planned % shoreline recovery: River: 70%

Planning volumes for on-water recovery:

River: 50 bbls. x .5 x 1.8 = 45 bbls.

Planning volumes for shoreline recovery:

River: 50 bbls. x .7 x 1.8 = 63 bbls.

Planning conclusions:

Total on-water recovery capacity (bbls/day):

Tier I - 50 day x .30 = 15 day

Tier II - 50 day x .40 = 20 day

Tier III - 50 day x .60 = 30 day

Plan for 1500 bbl/day recovery capacity on-scene w/i 24 hrs., 3,000 bbls/day recovery capacity on-scene w/i 48 hrs., and 6,000 bbls/day capacity w/i 72 hours. Given these calculations, it would take 1.0 days to recover 2000 day of oil.

Initial Actions

Initial report received from the facility or tow vessel describing the hose rupture at the transfer facility. No reports of fire or injuries. Reports of some oil spilled in water, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSU Morgan City dispatched to scene would include an On Scene Coordinators Representative (OSCR), Marine Investigator, and at least two PIs.

Containment, Countermeasures And Cleanup

Deflection booming will be used to collect the oil at natural collection points along the waterway. These points must be assessable to clean up crew and equipment. Booming off adjoining bayous, slips and cuts will be used to prevent the spread of oil and mobilize shallow water skimmers to recover corralled oil. A spill occurring under this type of scenario would not be considered a candidate for alternative methods of remediation such as use of dispersants and in-situ burning due to proximity of populated areas and the nature of the affected water body (inland waterway).

Resource Requirements

Resources sent to scene must be capable of operating in a shallow water environment.

Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.

Anticipated Shortfalls To Scenario li.A

A spill as described in this scenario could be managed completely by the existing personnel and equipment at MSU Morgan City. A clean up contractor would be hired through an existing BOA (Basic Ordering Agreement) contract.

9440.5 Maximum Most Probable Discharge, Giww/Atch. River

Description Of Event

Situation:

At 0000 hours (midnight), day 1, an equipment failure aboard an east-bound towing vessel transitting the Intracoastal waterway (GIWW) with two barges loaded with crude oil causes a loss of that ship's ability to maneuver. The towing vessel's equipment failure results in a collision with the rip-rap on the north bank of the GIWW at MM169.5. The forward cargo tanks are holed resulting in discharge of 2000 day of crude oil. The time of year is early spring (March). On scene weather: winds S-SSE at 10 kts, current is 1.0 kts, light chop, visibility <1 NM, intermittent severe thunder storms with heavy rains and gusting winds, temperature is 65² F. Spill trajectory depends on-scene weather, waterway current and flow to and from adjoining bayous and tributaries resulting in the following trajectory: oil may spread slightly in the direction of the current and with the flow into nearby bayous and tributaries. It should be expected that all shoreline down current of the spill will

become oiled. Specific impact sites and natural pooling areas will depend upon the waterway stage, current, and wind conditions.

Planning considerations:

Discharge volume: 2000 bbls. Group II (light crude)

Emulsification factor: 1.8

Areas Impacted: Inland Waterway

Planned % on-water recovery: River: 50%

Planned % shoreline recovery: River: 70%

Planning volumes for on-water recovery:

River: $2000 \text{ day} \times .5 \times 1.8 = 1800 \text{ day}$

Planning volumes for shoreline recovery:

River: $2000 \text{ day} \times .7 \times 1.8 = 2520 \text{ day}$

Planning conclusions:

Total on-water recovery capacity (bbls/day):

Tier I - $2000 \text{ day} \times .30 = 600 \text{ day}$

Tier II - $2000 \text{ day} \times .40 = 800 \text{ day}$

Tier III - $2000 \text{ day} \times .60 = 1200 \text{ day}$

Plan for 1500 bbl/day recovery capacity on-scene w/i 24 hrs., 3,000 bbls/day recovery capacity on-scene w/i 48 hrs., and 6,000 bbls/day capacity w/i 72 hours. Given these calculations, it would take 2.5 days to recover 2000 day of oil.

Initial Actions

Initial report received describing the collision. No reports of fire or injuries. Reports of some oil spilled in water, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSU Morgan City dispatched to scene would include a On Scene Coordinators Representative (OSCR), Marine Investigator, Marine Inspector, and at least two PIs. Additional personnel will be provided as per ICS structure.

Containment, Countermeasures And Cleanup

Deflection booming will be used to collect the oil at natural collection points along the waterway. These points must be assessable to clean up crew and equipment. Booming off adjoining bayous, slips and cuts will be used to prevent the spread of oil and mobilize shallow water skimmers to recover corralled oil. A spill occurring under this type of scenario would not be considered a candidate for alternative methods of remediation such as use of dispersants and in-situ burning due to proximity of populated areas and the nature of the affected water body (inland waterway).

Resource Requirements

Resources sent to scene must be capable of operating in a shallow water environment.

Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.

Anticipated Shortfalls To Scenario li.B

Personnel. Shortages may be filled with NSF personnel, Other MSU and CG reservists, however, use of reserves would require funding. To maintain continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 10 sites during daylight hours. This may equate to 25 additional personnel, including administrative support.

Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 10 to 15 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority.

Vehicles. Additional vehicles would be required. 4x4 Trucks would be needed to mobilize the required small boats and personnel transport vehicles such as buses or vans would be necessary to mobilize response and clean up personnel. These may be rented if funding were available.

Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.

Disposal. Whether oil or hazardous materials there exists no plan by the state for disposal of recovered materials.

9440.6 Worst Case Discharge, Giww/Atch. River

Description Of Event

Situation:

At 0000 hours (midnight), day 1, an equipment failure aboard a down-bound towing vessel with three barges loaded with crude oil causes a loss of that ship's ability to maneuver. The towing vessel's equipment failure results in a collision with up-bound tow consisting of multiple barges containing low flash point petroleum products (gasoline). Collision occurs at or near river mile 121. Catastrophic structural damage to four barges results in discharge of all or most of all the damaged barges cargos. Each barge capacity is 20,000 day with a total discharge estimated at 80,000. The time of year is late winter/early spring (February/March). On scene weather: winds S-SSE at 10 kts, river stage is 6.2 ft., river current is 4 kts, light chop, visibility <1 NM, intermittent severe thunder storms with heavy rains and gusting winds, temperature is 50² F. Spill trajectory depends not so much on on-scene weather but on river conditions such as river stage and current. River current is at least 4 kts, resulting in the following trajectory: oil may be expected to spread as far as 20 miles down river into Atchafalaya Bay within the first 10 hours of the incident, and as far as the G.O.M. within 24 hours for the incident. It should be expected that all shoreline below the spill site may become oiled. Specific impact sites and natural pooling areas will depend upon river stage, current, and wind conditions. It is expected that oil will enter the numerous bayous and tributaries of the river.

Planning considerations:

Discharge volume: 80,000 bbls. Group III (medium crude)

Emulsification factor: 2.0

Areas Impacted: River

Planned % on-water recovery: River: 15%

Planned % shoreline recovery: River: 65%

Planning volumes for on-water recovery:

River: $80,000 \text{ day} \times .15 \times 2.0 = 24,000 \text{ day}$

Planning volumes for shoreline recovery:

River: $80,000 \text{ day} \times .65 \times 2.0 = 104,000 \text{ day}$

Planning conclusions:

Total on-water recovery capacity (bbls/day):

Tier I - $80,000 \text{ day} \times .30 = 24,000 \text{ day}$

Tier II - $80,000 \text{ day} \times .40 = 32,000 \text{ day}$

Tier III - $80,000 \text{ day} \times .60 = 48,000 \text{ day}$

On-water recovery capacities (projected) exceed planning capacity caps. Plan for 1500 bbl/day recovery capacity on-scene w/i 24 hrs., 3,000 bbls/day recovery capacity on-scene w/i 48 hrs., and 6,000 bbls/day capacity w/i 72 hours. Given these calculations, it would take 14.5 days to recover 80,000 day of oil at a rate of 6,000 day per day. However, the nature of the affected water body (inland river with high currents) will appreciably change the actual daily rate of oil recovery. A large percentage of the planning volume for water recovery will be deposited on the river shoreline or will be carried down river towards the open waters of the Gulf.

Initial Actions

Initial reports received from vessels in the area describing the collision. No reports of fire or injuries. There are numerous reports of a large oil slick, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSU Morgan City dispatched to scene would include a On Scene Coordinators Representative (OSCR), Marine Investigator, Marine Inspector, and at least two PIs. Additional personnel will be provided as per ICS structure. The FOSC would request support and augmentation from the Eighth CG District, Gulf Strike Team and other special forces as per operations procedures.

Containment, Countermeasures And Cleanup

Deflection booming will be used to collect the oil at natural collection points along the waterway. These points must be assessable to clean up crew and equipment. Booming off adjoining bayous, slips and cuts will be used to prevent the spread of oil and mobilize shallow water skimmers to recover corralled oil. It may be possible to utilize skimming vessels such as FRUs (fast response units) and the VOSS (Vessel of Opportunity Skimming System) on vessels capable of transitting the river. As the oil move down river into the bay and gulf, skimming vessels would be utilized. A spill occurring under this type of scenario would not be considered a candidate for alternative methods of remediation such as use of dispersants and in-situ burning due to proximity of populated areas and the nature of the affected water body (inland waterway).

Resource Requirements

Resources sent to scene must be capable of operating in a shallow water environment.

Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.

Anticipated Shortfalls To Scenario li.C

Emergency contracting/procurement mechanisms and authority. Response will be time-critical and Federal procurement is typically slow.

Offshore skimmers. Would make arrangements for the GST VOSS (Vessel of Opportunity Skimming System) and skimming assets from Clean Gulf Associates to be deployed aboard vessels capable of operating in the river.

Shallow water skimmers. There would be a need for as many shallow water skimmers as could be obtained. This would call for numerous contractors and their personnel to operate these skimmers.

Communications. The use of portable satellite communications equipment and portable facsimile machines would be critical during extended operations in the remote regions of LA. With many response teams operating at numerous locations (vessels, platforms, shore areas) it would be necessary to obtain least 50 additional portable VHF-FM radios with spare batteries and chargers, for local area comms among the team members and adjacent teams. Also we would require 25 portable cellular phones, spare batteries and chargers, for teams to comms with and report to the command.

Personnel. Shortages may be filled with NSF personnel, Other MSU and CG reservists, however, use of reserves would require funding. To maintain continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 20 sites during daylight hours. This may equate to 50 additional personnel, including administrative support.

Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 10 to 15 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority.

Vehicles. Additional vehicles would be required. 4x4 Trucks would be needed to mobilize the required small boats and personnel transport vehicles such as buses or vans would be necessary to mobilize response and clean up personnel. These may be rented if funding were available.

Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.

Disposal. Whether oil or hazardous materials there exists no plan by the state for disposal of recovered materials.

No Lodging. Response personnel will be required to commute large distances to and from on scene. Alternatives may be leasing of several galley/bunk quarters barges, placing mobile homes on barges to accommodate the crews, or requesting assistance from DOD (as in Alaska).

Vehicles. Shortfall is the same as in Scenario I.

Funding. Shortfall is the same as Scenario I.

Booming priorities. Booming would be most effective as a containment tool to hold oil at natural collection points such as cuts and tributaries along the river.

9440.7 Most Probable Discharge, Bays/Marshes

Description Of Event

Situation:

1020, day one, MSU Morgan City received notification of a discharge of approximately 50 day of crude oil from a Weeks Island Storage and Transfer facility. The discharge occurred during the transfer of crude oil from the facility to an inland tank barge. During the transfer, both the tankerman on the barge, and the PIC of the facility were drinking coffee in the galley of the attending tow vessel. Due to this lack of supervision, both the #2 port and starboard cargo tanks overflowed. The oil spilled into the waterway which is adjoining Weeks Bay.

Planning considerations:

Discharge volume: 50 bbls. Group II (medium crude)

Emulsification factor: 1.8

Areas Impacted: Weeks Bay, Vermilion Bay, and adjoining marsh and shorelines.

Planned % on-water recovery: Inland: 50%

Planned % shoreline recovery: Inland: 70%

Planning volumes for on-water recovery:

Offshore: $50 \text{ day} \times .5 \times 1.8 = 45 \text{ day}$

Planning volumes for shoreline recovery:

Offshore: $50 \text{ day} \times .7 \times 1.8 = 63 \text{ day}$

Planning conclusions:

Scenario requires a shoreline cleanup capacity of 45 day (max) and offshore cleanup capacity of 63 bbls.

Total on-water recovery capacity (bbls/day):

Tier I - $45 \text{ day} \times .15 = 6.8 \text{ day}$

Tier II - $45 \text{ bbls.} \times .25 = 11.3 \text{ bbls.}$

Tier III - $45 \text{ bbls.} \times .40 = 18 \text{ bbls.}$

Given these calculations, it would take 4 days to recover 45 bbls. of oil.

Initial Actions

Initial report received from the transfer facility. There are no injuries or casualties, or fire. There are reports of oil spilled in water, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSU Morgan City dispatched to scene would include an On Scene Coordinators Representative (OSCR), a Marine Inspector, Marine Investigator, and at least two PIs.

Containment, Countermeasures And Cleanup

Corral booming would be utilized with shallow water skimmers deployed to recover the corralled oil. A spill occurring under this type of scenario may be an excellent candidate for the alternative remediation method of in-situ burning.

Resource Requirements

Resources sent to scene must be capable of operating in a shallow water environment.

Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after the FOSC, Natural resource trustees, state and local agencies have conducted a joint survey.

Anticipated Shortfalls To Scenario lii.A

A spill as described in this scenario could be managed completely by the existing personnel and equipment at MSU Morgan City. A clean up contractor would be hired through an existing BOA (Basic Ordering Agreement) contract

9440.8 Maximum Most Probable Discharge, Bays/Marshes

Description Of Event

Situation:

0800, Day one, MSU Morgan City received notification of a discharge of crude oil from a leaking Natural Gas wellhead in the Bayou Ferblanc Oil & Gas field, Lafourche parish, LA. Cause of leak unknown. Oil and gas are bubbling up from area of well casing below water level. Field pumper estimates well leaking light crude oil at a rate of approximately 05 bbls. per hour. Well was last checked by pumper two days previously. Since the area is remote, the oil has already extensively spread into the surrounding areas of marsh and canals. Pumper estimates 150 bbls. spilled to date. Workover rig will be o/s at 1900 day one, and will begin well control measures am day two. Well control measures lasted 14 days, with leak secured on day 13. An estimated 1,500 bbls. total discharged. Well tubing corroded and ruptured at 1,900 ft below surface, well casing also failed at 40 ft below surface, allowing oil to escape from the tubing through the casing, and to the surface.

or

0730 Day One, MSU Morgan City received a report of a discharge of approximately 1500 bbls. of light crude oil from a storage tank located in the Bayou Pigeon Oil & Gas field. The facility field pumper states that sometime during the night, a person boarded the facility platform and cut the lock securing the tank valve. The person then opened the valve and allowed the tank to drain directly into the water through the facilities oil transfer hose.

Planning considerations:

Discharge volume: 1,500 bbls. Group II (light crude)

Emulsification factor: 1.8 Group II

Areas Impacted: Canals, Bayous, and Marsh surrounding spill location.

Planned % on-water recovery: Nearshore: 50%

Planned % shoreline recovery: Nearshore: 70%

Planning volumes for on-water recovery:

Nearshore: $1,500 \text{ bbls.} \times .5 \times 1.8 = 1,350 \text{ bbls.}$

Planning volumes for shoreline recovery:

Offshore: $1,500 \text{ bbls.} \times .7 \times 1.8 = 1,890 \text{ bbls.}$

Planning conclusions:

Scenario requires a shoreline cleanup capacity of 1,890 bbls. (max) and 1,350 bbls. (max) cleanup capacity for offshore operations.

Total on-water recovery capacity (bbls./day):

Tier I - $1,350 \text{ bbls.} \times .15 = 206 \text{ bbls.}$

Tier II - $1,350 \text{ bbls.} \times .25 = 338 \text{ bbls.}$

Tier III - $1,350 \text{ bbls.} \times .40 = 540 \text{ bbls.}$

Given these calculations, it would take 5 days to recover 1,350 bbls. of oil.

Initial Actions

Initial report received from the facility operator. Reports of some oil spilled in water, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSU Morgan City dispatched to scene would include an On Scene Coordinators Representative (OSCR), Marine Inspector, Marine Investigator, and at least two Pls. Additional personnel will be provided as per ICS structure.

Containment, Countermeasures And Cleanup

The wellhead slip would be double boomed with several skimmers positioned to recover the oil with in the slip as it spills from the well. Booming off adjoining bayous, slips and cuts will be used to prevent the spread of oil and mobilize shallow water skimmers to recover corralled oil. A spill occurring under this type of scenario may be an excellent candidate for the alternative remediation method of in-situ burning.

Resource Requirements

Resources sent to scene must be capable of operating in a shallow water environment.

Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after the FOSC, Natural resource trustees, state and local agencies have conducted a joint survey.

Anticipated Shortfalls To Scenario lii.B

Emergency contracting/procurement mechanisms and authority.

Response will be time-critical and Federal procurement is typically slow.

Shallow water skimmers. There would be a need for as many shallow water skimmers as could be obtained. This would call for numerous contractors and their personnel to operate these skimmers.

Booming priorities. There is presently no realistic triage established for deployment of available boom. Common sense in the marsh and bay environment would direct that the spill be contained in a "dead end" canal; however, this is not always possible. Strong tidal and wind currents will often prevent deployment. While the sensitive areas are identified, the priority of deploying limited assets to multiple threats needs to be established.

Fire boom. 2000 feet of fire boom would facilitate the option of disposal burning. The availability of such boom in AOR is questionable.

Communications. The use of portable satellite communications equipment and portable facsimile machines would be critical during extended operations in the remote regions of LA. With many response teams operating at numerous locations (vessels, platforms, shore areas) it would be necessary to obtain least 50 additional portable VHF-FM radios with spare batteries and chargers, for local area comms among the team members and adjacent teams. Also we would require 25 portable cellular phones, spare batteries and chargers, for teams to comms with and report to the command.

Personnel. Shortages may be filled with NSF personnel, Other MSU and CG reservists, however, use of reserves would require funding. To maintain continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 10 sites during daylight hours. This may equate to 20 additional personnel, including administrative support.

Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 5 to 10 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority.

Vehicles. Additional vehicles would be required. 4x4 Trucks would be needed to mobilize the required small boats and personnel transport vehicles such as buses or vans would be necessary to mobilize response and clean up personnel. These may be rented if funding were available to Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.

Disposal. Whether oil or hazardous materials, there exists no plan by the state of LA for disposal of recovered materials.

9440.9 Worst Case Discharge, Bays/Marshes

Description Of Event

Situation:

At 0530 hours, day 1, a 10,000 bbl inland tank barge collides with a production & storage platform in the Timbalier Bay Oil & Gas field. The barge sustained damage to both #1 & #2 port cargo tanks, 1,000 bbls. each, discharging the contents of both tanks. The allision also ruptured four 10,000 bbl storage tanks located on the production & storage platform, discharging 32,500 bbls. of crude oil (condensate).

Planning considerations:

Discharge volume: 34,500 bbls., Group II (light crude)

Emulsification factor: 1.8

Areas Impacted: Timbalier bay, surrounding marshes and barrier islands

Planned % on-water recovery: Inland: 50%

Planned % shoreline recovery: Inland: 70%

Planning volumes for on-water recovery:

Inland: $34,500 \text{ bbls.} \times .5 \times 1.8 = 31,050 \text{ bbls.}$

Planning volumes for shoreline recovery:

Inland: $34,500 \text{ bbls.} \times .7 \times 1.8 = 43,470 \text{ bbls.}$

Planning conclusions:

Total on-water recovery capacity (bbls/day):

Tier I - $34,500 \text{ bbls.} \times .15 = 5,175 \text{ bbls.}$

Tier II - $34,500 \text{ bbls.} \times .25 = 8,625 \text{ bbls.}$

Tier III - $34,500 \text{ bbls.} \times .40 = 13,800 \text{ bbls.}$

Given these calculations, it would take 3.5 days to recover 31,050 bbls. of oil.

Initial Actions

Initial report received when mayday received from vessel, production facility, or neighboring production facility, describing collision, damage to the facility, and possible injuries or casualties. No reports of fire. Reports of a large oil slick in water, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSU Morgan City dispatched to scene would include an On Scene Coordinators Representative (OSCR), Marine Inspector, Marine Investigator, and at least two PIs. Additional personnel will be provided as per ICS structure. The FOSC would request support and augmentation from the Eighth CG District, Gulf Strike Team and other special forces as per operations procedures.

Containment, Countermeasures And Cleanup

Containment booming around the facility and damaged barges would be deployed. Portable skimmers would be deployed to recover the oil within this containment. Corral booming would be utilized in the bay with shallow water skimmers deployed to recover the corralled oil. If the oil migrates to the gulf, skimming vessels would be deployed.

Resource Requirements

Resources sent to scene must be capable of operating in a shallow water environment.

Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after the FOSC, Natural resource trustees, state and local agencies have conducted a joint survey.

Anticipated Shortfalls To Scenario lii.C

Emergency contracting/procurement mechanisms and authority. Response will be time-critical and Federal procurement is typically slow.

Shallow water skimmers. There would be a need for as many shallow water skimmers as could be obtained. This would call for numerous contractors and their personnel to operate these skimmers.

Tank barges. There is an industry shortage of tank barges and they would be required to pump recovered oil into if offshore recovery were attempted.

Booming priorities. There is presently no realistic triage established for deployment of available boom. While the sensitive areas are identified, the priority of deploying limited assets to multiple threats needs to be established.

Fire boom. 2000 feet of fire boom would facilitate the option of disposal burning. The availability of such boom in AOR is questionable.

Communications. The use of portable satellite communications equipment and portable facsimile machines would be critical during extended operations in the remote regions of LA. With many response teams operating at numerous locations (vessels, platforms, shore areas) it would be necessary to obtain least 50 additional portable VHF-FM radios with spare batteries and chargers, for local area comms among the team members and adjacent teams. Also we would require 25 portable cellular phones, spare batteries and chargers, for teams to comms with and report to the command.

Personnel. Shortages may be filled with NSF personnel, Other MSU and CG reservists, however, use of reserves would require funding. To maintain continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 20 sites during daylight hours. This may equate to 50 additional personnel, including administrative support.

Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 10 to 15 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority.

Vehicles. Additional vehicles would be required. 4x4 Trucks would be needed to mobilize the required small boats and personnel transport vehicles such as buses or vans would be necessary to mobilize response and clean up personnel. These may be rented if funding were available.

Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.

Disposal. Whether oil or HAZMAT, there exists no plan by the state of LA for disposal of recovered materials.