MV Selendang Ayu Shipping Incident

WINTER OPERATIONS
Unalaska, Alaska

Prepared for:
Unified Command, MV Selendang Ayu Incident

3 January, 2005

Winter Operations Plan

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1.0 OBJECTIVES AND ACTIVITIES

OBJECTIVES

- Safety of all response personal
- Minimize environmental damage
- Maintain information on the situation status and provide to stakeholders
- Continue to track oil movement and identify extent of shoreline oiling
- Commence planning for spring time SCAT surveys
- Conduct appropriate HAZWOPER training in Unalaska through the winter to maximize local hiring for spring/summer shoreline cleanup
- Monitor for, and respond to, new significant wildlife impacts

ACTIVITIES

- Surveillance flights focusing on oil movements, wildlife activity, and movement of the shipwreck
- On-water recovery as weather and safety permit
- Planning for spring SCAT surveys and subsequent shoreline cleanup
- Training of local personnel
- Preplanned wildlife response, if activated

This plan outlines actions to be taken during the operational period from present until mid-April 2005 and briefly refers to an increased operational effort that will begin in spring based on longer daylight hours and amenable weather conditions. Guidelines set forth in this plan should be open to an adaptive process: as additional information is collected throughout this dynamic situation, adjustments may be made accordingly as appropriate.

During the time that oil is still believed to be on the vessel and lightering ops are on-going, the level of response will continue in a similar manner to the present effort. Once the Unified Command (UC) decides to discontinue lightering operations, surveillance and cleanup ops will be reconfigured to maintenance and monitoring. The principal elements of the operations include surveillance overflights and ground surveys (transported by aircraft) of shorelines, wildlife, oil movement, and wreck surveillance.

The Winter Ops Plan will begin when the Unified Command discontinues lightering and determines that the risk of substantial release does not exist and will continue until approximately mid-April, 2005. At this time, the situation will be assessed in the context of potential risks from (a) any oil that may remain in the wreck; and (b) any mobile oil that may continue to pose a re-oiling threat. Depending on the results of this assessment: if minimal risk is identified during this assessment, any necessary response deployments will

be mobilized from resources maintained in Unalaska. If a new risk is identified then the UC will develop a program of forward deployment of existing response resources at that time appropriate to the nature and location of that risk.

If risk is identified as minimal by the UC, the focus will be surveillance of oil movements, wildlife activities, as well as any movement of the shipwreck, including possible salvage-related activities once lightering is complete. This surveillance will be accomplished primarily by aerial surveys as weather permits, twice a week and following significant storm activity. Select short-term cleanup sorties may be mobilized when the UC determines that conditions are safe and practical. Possible activities include manual cleanup of approachable beaches as well as passive cleanup with snare boom where appropriate and protective booming, including required boom-tending activities (see Section 3). On water recovery ops will be mobilized as appropriate from Unalaska.

The Spring Ops Plan is being developed separately from this Winter Ops plan and will begin approximately mid-April, 2005, is weather-dependent, and will focus on a thorough ground shoreline assessment using the Shoreline Cleanup Assessment Technique (SCAT). Shoreline cleanup ops will be based on SCAT results.

All of the activities detailed in this Winter Operations Plan, including all long-term surveillance will be conducted in a safe manner, using the appropriate Health and Safety guidelines for all work.

2.0 SURVEILLANCE

This operational plan has been prepared in response to the UC's request for a long-term, winter surveillance document. During the wintering lightering ops there will be:

- An aerial over flight surveillance program as described below, and
- A systematic air-supported coordinated Environmental Unit shoreline assessment and wildlife collection program based out of Unalaska.

Following the UC decision regarding the completion of lightering, there will be a need to continue aerial surveillance of the shipwreck, any oil release or movement, local wildlife, and the associated shoreline and waters in the vicinity of the wreck. This surveillance will be a pre-organized activity conducted on a prescheduled basis and on pre-determined, event-based occurrences outlined below.

2.1 SURVEILLANCE LOCATIONS

For the purposes of this document, the aerial surveillance will extend north to Cape Cheerful (N54.01 W166.40) and south to Sedanka Point (N53.28 W166.40). Based on observations, the scope of the surveillance area will be continually reassessed. The spill site was initially surveyed during over flights conducted during response activities from

December 10-17 and again on December 28, 2004. Initial surveys consisted of observations collected during aerial over flights, observations from protective booming crews (M/V Redeemer, etc), site-specific ground observations and salvage over flights

2.2 SURVEILLANCE FREQUENCY AND EVENT REQUIREMENTS

The existing surveillance program consists of frequent, systematic aerial surveys and will continue until mid-April 2005, weather dependent. At this time the surveillance plan and schedule will be reviewed and revised as necessary.

The frequency of ongoing surveillance flights will be timed to coincide with weather windows. We anticipate that there will be at least two surveillance flights each week, weather permitting.

Specific surveillance flights may be triggered by the following events:

- A UC or public report of newly identified oiled areas
- A UC or public notification of oiled wildlife
- The first calm after a major storm event

These surveys can be conducted using either fixed-wing aircraft or helicopters, depending upon availability. Surveys will be conducted solely by aircraft and any landings or ground shoreline visits must receive prior, written approval from the UC. All survey operations follow a prescribed, written Health and Safety Plan.

Survey flights will consist of the following activities. An initial, scoping over flight will be conducted from the points identified above (section 2.1). Based on these observations, an assessment will be made regarding the need for a more detailed over flight along specific areas of the coastline. Areas presently of concern due to observed oiling are candidates for these more detailed surveys and, in general, include the shoreline areas from north to south as listed below:

- Volcano Bay
- Makushin Bay
- Humpback Bay
- Portage Bay
- Cannery Bay
- Anderson Bay
- Naginak Cove
- Udanak Cove
- Cape Starichkop
- Kof Point
- Skan Bay
- Pummicestone Bay
- Kashega Bay

2.3 SURVEILLANCE TEAM

The surveillance team may consist of representatives from the following agencies or authorized RP contractors:

- NOAA
- USCG
- ADEC
- RP
- OPS/Safety
- A wildlife biologist and/or USFWS Refuge Manager

The Responsible Party's authorized consultants within the Environmental Unit/SCAT Team shall act as the team leader for purposes of scheduling and coordinating each of the surveillance events. They will ensure that details of each survey are communicated to the team including timing, weather conditions, equipment needs, and other pertinent information. The team leader will also be the contact for the event-based surveys so that response and surveillance requirements can be communicated to the rest of the team.

Each of the team member organizations listed above will designate a primary and an alternate member once this plan is finalized in order to generate consistent observations. Each team member should plan to participate in all of the surveillance events. Should the primary member not be available, then that group or agency should ensure that the pre identified alternate participates in the upcoming survey.

2.4 SURVEILLANCE DATA

Data collection during each of the survey events will be completed in a systematic method using Global Positioning System (GPS) trackline data and waypoints; and where appropriate the shoreline segment maps. As practical, any photographic or videographic information will be linked to the GPS data. Raw data will be collected by the survey team leader and shared with all of the team members as appropriate, prior to departure from Unalaska. A written report will be provided to all parties after each surveillance event. Data should include at a minimum:

- Field Notes
- Photographs or Videotapes
- Over flight maps with tracklines and observations

2.5 WILDLIFE ISSUES DURING SURVEILLANCE ACTIVITIES

Wildlife observations made during the surveillance activities will include any observations of oiled wildlife. This information will be communicated to the USFWS as soon as possible and should include photographs and locational data as appropriate. In the event that a significant number of oiled wildlife are observed during any surveillance event, to be

determined on an event basis, IBRRC will be contacted and their preplanned response activated.

3.0 OPERATIONS AND SUPPORT

3.1 OPERATIONS SUPPORT

The winter oil cleanup operations effort will be based in Unalaska and will be available at all times, weather permitting, to (1) deal with recoverable floating oil outside of any shoreline ice that is detected by the over flights, (2) replace previously deployed booms only if open water exists at the booming site, and (3) deploy additional protection boom as required and only if open water exists at the booming site. Exclusion booms that are torn from their positions will be considered ineffective and removed until weather permits. No shoreline cleanup operations are planned for the winter due to safety and weather concerns, however specific cleanup missions will be considered by the UC on a case by case basis. The Spring Ops Plan will define future shoreline cleanup actions following the spring SCAT survey.

Standby booming and skimming systems along with a vessel and two skiffs to deck-load and deploy these response systems will be pre-staged in Unalaska for rapid response where required as described above. Recovery systems used in winter conditions may encounter limited recovery rates due to typical conditions that reduce most mechanical skimming rates in the Arctic. Boom ineffectiveness may also be experienced once the boom becomes trapped in the ice. Additional boom required will be contracted locally from Unalaska response organizations as needed. Waste storage systems and decon plans will be in place to accommodate oily solid wastes and liquid wastes recovered.

The standby recovery systems will be:

- One Marco nearshore skimming system including 400’ of 24” response boom for open water recovery.
- One rope mop skimming system to be used in open water, nearshore only.
- One vessel of opportunity skimming system (VOSS) located on the response vessel for offshore operations.
- Oleophilic sorbents, rope snares, pads, rolls will be used to augment the mechanical skimming systems.

The stand-by support vessel will be activated as directed to support planned salvage operations or unplanned releases during the winter. The VOSS will be the primary open ocean recovery system. If seas permit, one skiff and boom will be added to increase oil encounter rates to the VOSS. Decon equipment, materials and decon areas will be identified and items prestaged for immediate use following a response. Additional HAZWOPER trained personnel will support any response effort as needed. Multiple recovery systems (offshore concurrent with nearshore) are not anticipated but if required

one additional vessel with skiffs will be staged in Unalaska. Oil recovery will not be conducted in broken ice areas and personnel will not operate on-shore for oil recovery unless directed by the UC.

3.2 TECHNICAL SUPPORT

The Responsible Party core team will be based in Unalaska on a full-time basis throughout the duration of the program. This core team will include the Incident Commander and Operations and Logistics personnel. The technical support team that includes Environmental Unit and SCAT personnel will be maintained throughout lightering activities, and until the UC determines that activity has been completed. Members of the technical support team will be mobilized for the surveillance flights and for any other activities as required by the UC during the winter.

/s/	/s/	/s/
FOSC	RP	SOSC