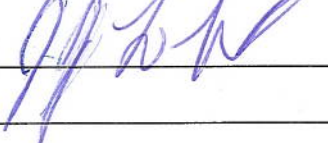



1. Incident Name FV MAR-GUN	2. Operational Period to be covered by IAP (Date/Time) From: 08MAR09 1000 To: 09MAR09 1000	CG IAP COVER SHEET
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3. Approved by Incident Commander(s):

ORG	NAME	
FOSC	CDR JOE LOSCIUTO	
SOSC	GARY FOLLEY	
LOSC	MAX MALAVAN	
RPIC	CHARLES ELLWANGER	

INCIDENT ACTION PLAN

The items checked below are included in this Incident Action Plan:

- ☒ ICS 202-CG (Response Objectives)
- ☒ ICS 203-CG (Organization List) – OR – ICS 207-CG (Organization Chart)
- ☒ ICS 204-CGs (Assignment Lists)
One Copy each of any ICS 204-CG attachments:
- ☒ ICS 205-CG (Communications Plan)
- ☐ ICS 206-CG (Medical Plan)
- ☒ ICS 208-CG (Site Safety Plan) or Note SSP Location
- ☒ Map/Chart
- ☒ Weather forecast / Tides/Currents
- Other Attachments
- ☒ ICS-232 Resources At Risk Summary
- ☒ Archaeological Site Maps
- ☒ Lightering Plan
- ☐
- ☐
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- ☐

4. Prepared by:

Bob Flint

Date/Time

08 MAR 09 0800

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10. Prepared by: Bob Flint		11. Reviewed by (PSC): Bob Flint		12. Reviewed by (OSC):																																																																															
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ICS 204-CG (Rev 04/04)

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MAGONE MARINE SERVICE, INC.

SITE SAFETY AND HEALTH PLAN (SSHP)

FOR SALVAGE OR WRECK REMOVAL AND RELATED ACTIVITIES

I. INTRODUCTORY MATERIAL

Customer: Mar-Gun

Site Name: St George Island Site Location: North St George Island

Purpose of Work: Offload F/O, Hydraulic Oil, Lube Oil

Prepared By, Safety Officer Mark Norder

Office / Address 991 Ballyhoo Rd., Dutch Harbor Alaska

Telephone: (907) 581-1400

Facsimile: (907) 581-1495

Email: magone@arctic.net

Date Prepared: 03/05/09

Signature: _____ Date: _____

Reviewed by: (Title and Signature)	Date
Salvage Master, Daniel L. Magone, President Magone Marine Service Inc.	

All safety procedures will be in accordance with this Site Safety and Health Plan. All personnel involved in handling oil end hazardous materials will have the appropriate level of OSHA HAZWOPER training as delineated in 29 CFR 1910.120 with current certification.

This Salvage Safety and Health Plan include the Diving Operations Health and Safety Plan and may be integrated in a single Site Safety Plan for the entire casualty response. All safety procedures will be in compliance with or exceed the regulations of The United States Coast Guard, OSHA, and the Safety Standards of the American Salvage Association, and the Safety Manuals and Safe Practices Manuals of the Salvage Contractor and his subcontractors. This Site Safety Plan will be maintained by the Salvage Master and the Safety Officer.

No visitors are allowed at the field location or aboard the casualty. All personnel at field locations or aboard the casualty will wear appropriate PPE (**Personal Protection Equipment - Consists of Rain Pants, Rain Jacket w/ Hood, Rubber Boots, Clear Safety Glasses, Rubber Gloves.**). The Safety officer may modify this plan with risk to human safety and health if site conditions warrant. All modifications will be coordinated with the Salvage Project Officer and Salvage Master.

II. SITE DESCRIPTION

Contains a brief description or the location, size and make up of the casualty and the shore site.

A. The Casualty

- 1. The Ship or Vessel:** Mar-Gun 58' Crabber
2. Bunkers: Diesel

- B. Weather:** Variable, vulnerable to winds from N, E, W.

- C. The Shore Site:** Worksite on beach.

- 1. Site Map and Chart:**
(See attached)

2. Present Use: (Check all that apply)

- | | | |
|-------------------------------------|--|--|
| <input type="checkbox"/> Military | <input type="checkbox"/> Recreational | <input type="checkbox"/> Residential |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Unknown | <input checked="" type="checkbox"/> Natural Area |
| <input type="checkbox"/> Industrial | <input type="checkbox"/> Agricultural | <input type="checkbox"/> Landfill |
| <input type="checkbox"/> Secured | <input type="checkbox"/> Active | <input type="checkbox"/> Unsecured |
| <input type="checkbox"/> Inactive | <input type="checkbox"/> Other (specify) | |

III. WORK PLAN AND OBJECTIVES

A. Overall Objective:

- To remove fuel, hydraulic and lube oils, Pacific Strike Team to assist.

B. Daily or Shift Objectives:

- To be presented at 0800 morning meetings.

C. Activities/Tasks to be performed at site, Pacific Strike Team to assist:

1. Transit to North Head via helicopter.
2. Descend 600 Ft headland to beach.
3. Board vessel, conduct oil removal operations.
4. Return as above.

D. Activities/Tasks to be performed afloat:

1. Transit to Hot Springs Bay and anchor.
2. Conduct sling load operations to support salvage crew and receive oil barrels from casualty.

IV. SITE SAFETY ORGANIZATION

A. Salvage Master: Dan Magone

Office: Magone Marine Main Facility

Address: 991 Ballyhoo Road, Dutch Harbor AK

Phone: (907) 581-1400

B. Safety Officer: Mark Norder

Office: Magone Marine Main Facility

Address: 991 Ballyhoo Road, Dutch Harbor AK

Phone: (907) 581-1400

D. First Aid/CPR Certified Personnel:

The personnel listed below are CPR/first aid trained.

Name	Position	Vessel or Group	Qualification
Dan Magone	President	Makushin Bay	Oxygen First Aid CPR- Adult First Aid - Standard
Mark Norder	On Site Safety Officer	Western Viking	CPR (Adult / First Aid) Oxygen First Aid First Aid - Standard
Dave Magone	Captain	Western Viking	CPR (Adult / First Aid)
Mike Murphy	Diver	Makushin Bay	CPR (Adult / First Aid) Oxygen First Aid First Aid - Standard
Donald Aus	Captain	Makushin Bay	CPR (Adult / First Aid) First Aid -- Standard
Alan Dooley	Response Member	Pacific Strike Team	CPR (Adult / First Aid) First Aid -- Standard
Eric Vonstockhausen	Response Member	Pacific Strike Team	CPR (Adult / First Aid) First Aid -- Standard

V. HAZARD ANALYSIS

A. Anticipated Health Hazards: N/A

1. General Hazards Ashore:

<input type="checkbox"/> Heat Stress	<input type="checkbox"/> Overhead Hazard	<input checked="" type="checkbox"/> Tripping Hazard	<input type="checkbox"/> Cold Stress
<input type="checkbox"/> Electrical	<input checked="" type="checkbox"/> Water Hazard	<input type="checkbox"/> Noise	<input type="checkbox"/> Biological
<input type="checkbox"/> Dangerous Plants	<input checked="" type="checkbox"/> Foot Hazard	<input type="checkbox"/> Confined Space	<input type="checkbox"/> Dangerous Animals
<input type="checkbox"/> Radiological	<input type="checkbox"/> Climbing Hazard	<input type="checkbox"/> Storm	<input type="checkbox"/> Explosives
<input type="checkbox"/> Hantavirus	<input type="checkbox"/> Flammable	<input type="checkbox"/> Falling Objects	
<input type="checkbox"/> Other (Specify)			

2. General Hazards Afloat and aboard the casualty

<input type="checkbox"/> Heat Stress	<input checked="" type="checkbox"/> Marine Operations	<input checked="" type="checkbox"/> Tripping Hazard	<input checked="" type="checkbox"/> Cold Stress
<input checked="" type="checkbox"/> Shallow Water Ops	<input type="checkbox"/> Falling Objects	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Ship to Ship Transfers
<input checked="" type="checkbox"/> Overhead Hazard	<input checked="" type="checkbox"/> Foot Hazard	<input type="checkbox"/> Unknown Chemicals	<input checked="" type="checkbox"/> Helicopter to Ship Trnsfrs
<input checked="" type="checkbox"/> Water Hazard	<input type="checkbox"/> Radiological	<input type="checkbox"/> Electrical	<input checked="" type="checkbox"/> Helicopter Operations
<input type="checkbox"/> Explosives	<input type="checkbox"/> Biological	<input type="checkbox"/> Diving Operations	<input checked="" type="checkbox"/> Flammable
<input checked="" type="checkbox"/> Confined Space	<input checked="" type="checkbox"/> Storm	<input checked="" type="checkbox"/> Heavy Lifting	<input type="checkbox"/> Oxygen Deficiency
<input checked="" type="checkbox"/> Heavy Rigging	<input type="checkbox"/> Climbing Hazard	<input checked="" type="checkbox"/> Dangerous Surfaces	
<input type="checkbox"/> Other (Specify)			

B. Overall Hazard Evaluation

An evaluation of the overall hazard for each segment of the operation (low, medium, or high), with notes as to any particular hazards that are unique or are unusually prevalent.

OVERALL HAZARD EVALUATION

Operation	Overall Hazard Level (High, Medium, Low)	Comment
Shore Operation	High	Slips, trips and fall on beach. Cold Injury. Muscle strain due to heavy lifting. Coble stone & rock loose, wet and covered with algae.
Afloat / Aboard Casualty	High	Slips, Trips and falls. Cold injury. Muscle strain due to heavy lifting.
Transiting to and from vessel.	High	Always have 2 personnel on the beach to assist with transit.
Transiting to and from job site.	High	Road is a one way, has deep ruts and steep grades. Do not recommend driving down last hill.

VI. ACCIDENT PREVENTION

Prior to the start of work, all hands are required to read this plan and to sign the form acknowledging they have read and will comply with it. In addition, the Safety Officer and supervisors will hold a daily safety briefing in which specific topics regarding the day's work will be discussed. A copy of the site safety plan will be available at the job site for reference by all hands.

A. Site Control

1. Anyone entering or departing a work area shall report to the site supervisor or designated representative.
2. No person shall work on the wreck performing removal of contaminants without subscribing to this Site Safety Plan.
3. The buddy system is mandatory for everyone on site.
4. In general, all personnel on the site shall be trained adequately to perform their assigned tasks safely.
5. All personnel entering the site shall be fully informed about the applicable hazards and procedures on site.
6. While on duty, employees may not use or be under the influence of alcohol, narcotics, intoxicants, or similar mind-altering substances. Employees found to be under the influence of or consuming such substances will be immediately removed from the job site. *(No alcohol is allowed on board any vessel during this work.)*

B. General Safe Work Practices

1. **Unanticipated Hazardous Conditions:** At any sign of unanticipated hazardous conditions, stop tasks, leave the immediate area, and notify the Safety Officer.
2. **Electrical Storms:** When lightning could occur, all operations shall cease.
3. **High Seas or Surf:** Work shall be halted in seas or surf high enough to prevent safe work
4. **Eating and Drinking:** Smoking, chewing, eating, drinking, and applying lip balm, sun block, etc. is allowed only in designated areas
5. **Unanticipated Hazardous Conditions:** At any sign of unanticipated hazardous conditions, stop tasks, leave the immediate area, and notify the Safety Officer.
6. **Electrical Storms:** When lightning could occur, all operations shall cease.
7. **High Seas or Surf:** Work shall be halted in seas or surf high enough to prevent safe work
8. **Eating and Drinking:** Smoking, chewing, eating, drinking, and applying lip balm, sun block, etc. is allowed only in designated areas
9. **Material Handling Procedures:** In compliance with the Work Plan and the Company Safety Manual.
10. **Drum Handling Procedures:** In compliance with the Work Plan and the Company Safety Manual.
11. **Confined Space Entry:** In compliance with the Company Safety Manual. A permit, air monitoring, and rescue plan is required.
12. **Ignition Source and Electrical Protection:** Smoke in designated areas only. Only intrinsically safe equipment is allowed in areas where explosive or flammable liquids of vapors are present.
13. **Spill Containment:** Required for refueling operations and other areas where pollutants or hazardous materials are handled or stored.
14. **Excavation Safety:** N/A
15. **Illumination:** Work during daylight hours only.
16. **Facilities:** Facilities will be provided in work areas. The following apply:
 - a. An adequate supply of drinking water shall be available at all times.
 - b. Adequate toilet and washing facilities shall be available at all times.
 - c. Use of common cup (a cup shared by more than one worker) is prohibited. Unused disposable cups shall be kept in sanitary containers and waste receptacles shall be provided for used cups.
17. **Buddy System:** At all times two persons on-site shall maintain constant contact with one another.
18. **Clear Access:** All stairways and accesses shall be kept free of materials and obstructions at all times.

19. **Heat Stress/Cold Stress:** Dress appropriately. Take sufficient breaks and drink plenty of fluids. Watch for signs/symptoms of heat or cold stress. Monitoring may be applicable depending on site weather conditions and type of PPE worn.

C. General Safety Precautions

1. Fire Protection

- a. Fire-fighting equipment shall be provided and installed in accordance with recommendations of the National Fire Protection Association and U.S. Coast Guard Regulations.
- b. When an unusual fire hazard exists or emergencies develop, additional fire protection shall be provided as required by the Safety Officer.

2. Poisonous and Harmful Substances Material Handling, Storage and Disposal

- a. When any hazardous substance is procured, used, stored, disposed of, or discovered aboard the casualty or elsewhere on the site, material safety data sheets (MSDS) for the substances shall be available at the work site.
- b. All employees shall use protective equipment for protection from poisonous and hazardous substances.
- c. Containers of hazardous chemicals will be labeled, tagged or marked in accordance with 29 CFR 1910.1200.
- d. All incompatible materials will be segregated and stored properly.
- e. All chemicals, to including oils and fuels, will be labeled. This includes any pipelines, hoses and storage containers, including drums.
- f. Non-hazardous wastes will be stored separately from hazardous wastes. Containers for both wastes will be marked accordingly and will include a warning not to mix them.

3. Electrical Wiring and Apparatus

- a. All electrical equipment shall conform to Underwriters Laboratory Standards.
- b. Electrical tools shall have ground fault protection when appropriate.
- c. Temporary wiring shall be guarded, buried or elevated to prevent accidental contact by workers or equipment.

4. Hand and Power Tools

- a. As required by the Safety Manual caution shall be exercised in the use of all tools.
- b. Power tools shall be inspected, tested, and determined to be in safe operating condition prior to use.
- c. Safety lashing shall be provided at connections between tool and hose and at all quick makeup connections on hydraulic and pneumatic tools.

5. Rigging and Lifting

- a. All rigging, rigging appliances, tension members, and fittings shall be used within the safety recommendations and safe working load limits of the manufacturer.

- b. Wire and fiber rope, hooks, shackles, rings, and other fittings that show excessive wear shall be taken out of service.
- c. All hands shall stand clear of wire and fiber ropes that are being hauled or tensioned or that are under tension.

D. Job- and Site-Specific Safety Precautions

This section provides specific safety precautions for the particular job and job site as developed by the Safety Officer and the Salvage Master.

1. Special Safety Precautions.

In addition to the above, the Salvage Master is responsible for any special safety precautions that are to be taken aboard the casualty and for compliance with good salvage safety practice as addressed in the Company Safety Manual.

The Vessel Operations Manager/Captain is responsible for any special maritime safety precautions suited to the operation and its particular conditions and for compliance with good maritime safety practice and with the Safety Manuals of the company or company's involved in the operation.

E. Safety Briefings

1. All employees should be made aware of the Accident Prevention Program. They will attend daily safety meetings and should be encouraged to report any dangerous conditions to their supervisors. All personnel shall receive an initial orientation/briefing on the Site Safety Plan which will be documented by means of a signature sheet. A typical Safety Plan Acceptance Sheet is provided as Attachment 3.
2. Field supervisors will conduct safety meetings each day for all workers. A brief of the meeting giving date, time, attendance and subjects discussed shall be retained on site and a copy given to the Safety Officer. As a minimum, the subjects covered shall include:
 - A review of safety hazards and dangerous situations encountered, corrective actions taken, effectiveness of these actions, and any additional recommendations.
 - Status of unmet safety recommendations.
 - New hazards or safety requirements and procedures.
 - Employee comments/feedback.
3. Copies of forms for acknowledgement of initial briefings and for daily safety briefing records are provided as Attachments 2 and 3.

F. Personal Protective Equipment and Safety Equipment.

1. Employees shall wear clothing suitable for the weather and work conditions. Foul weather gear appropriate to existing conditions may be worn.
2. Persons involved in activities with potential exposures to hazardous materials will use PPE as prescribed in work plans.
3. Persons working the wreck site will wear appropriate clothing and boots for climbing as well as hardhats, harness, ascenders and belay devices.
4. Persons aboard the casualty will wear emersion type, survival/work suits.

5. All employees working over or adjacent to water shall wear life vests.
6. All floating plant shall be equipped in compliance with applicable Coast Guard regulations.
7. An emergency kit will be located atop the headlands adjacent to the casualty including sleeping bags, food, water, etc., in the event personnel are temporarily stranded.

G. Monitoring Equipment and Procedures

Prior to entering, the engine room will be tested for levels of oxygen, hydrogen sulfide, and LEL with an MSA gas analyzer. Aromatic hydro carbon levels will be checked using a Raychem air sampler, with a Benzene tube set 10-101-01.

H. Decontamination

Crew working in the engine room will wear dry suit, rubber boots, and rubber gloves. Initial decontamination will be by wipe down on stairwell. Final Decontamination and removal of contaminated PPE will be done in accommodation space. .

I. Medical Surveillance

Annual Medical Clearance

VII. EMERGENCY PROCEDURES AND FACILITIES

1. Workers and supervisors shall be alert to the dangers associated with the site and the operations at all times. If an unanticipated hazardous condition arises, stop work, evacuate the immediate area and notify the Safety Officer.
2. Telephone numbers or other means of quick communication to the police, Coast Guard and emergency medical treatment shall be posted at the site. Emergency numbers are:

Coast Guard/Sector Anchorage, Sr. Chief Moyer	(907) 271-6735
Fire / Police / Ambulance	911
State Troopers	(907) 581-1432
Poison Control Center	1-800-222-1222
CHEMTREC	1-800-424-9300
Helicopter Services /Life Flight	1-800-478-9111
Safety Officer. Mark Norder	(907) 581-1400
Salvage Project Manager, John Adams	(907) 581-1400
Salvage Master, Dan Magone	(907) 359-1400

3. Hospitals:

Closest Hospital: St George Clinic

Distance: 2 miles

Name:	St George Health Clinic
Address:	P.O. Box 929 St. George Island, AK 99591
Telephone:	(907) 859- 2254
Level of Trauma Care	
Life flight Helicopter	YES / (NO)
Helicopter Landing Facility	YES / (NO) DAY / NIGHT

4. A copy of the Accident Prevention and Response Plan will be available at the job site for ready reference by all employees. The plan will be maintained by the Salvage Master and Safety Officer.
5. The Salvage Master Dan Magone will be responsible for communications at the site. The emergency radio channel VHF 9 or 16. This channel is reserved for all emergency communications at the site. The site dispatcher will be responsible for requesting all outside emergency support, including air evacuations.

6. Supervisors will instruct employees on their work site-specific evacuation plan.
7. First aid kits are provided at all work sites, and aboard vessels.
8. In the event of an injury to salvage personnel onshore or the casualty a litter available on the Western Viking will be used to lift the injured personnel to the top of the headland before loading directly into the helicopter for transport to Dutch Harbor.

VIII. ACCIDENT REPORTING AND RECORDKEEPING

1. Employers and immediate supervisors are responsible for reporting all injuries and illnesses to the Safety Officer and their Operational Manager within 24 hours.
2. Injured or ill persons are responsible for reporting all injuries and illnesses as soon as possible.
3. A daily record of all accidents and first-aid treatments shall be maintained on prescribed forms on site by the supervisor for review by the Safety Officer.
4. The Salvage Master will prepare a "First Report of Accident" on all employee injuries and send it to the home office where it will be reviewed and forwarded to the insurance carrier, other appropriate agencies and the contracting officer in a timely manner.
5. Third Party Accidents should be reported to the supervisor immediately. Any aid necessary should be rendered and any operation which might be causing the dangerous condition would cease until it is determined how and why the accident occurred. The accident should be reported to the home office in writing along with sketches, if possible. The home office will notify the proper agencies.
6. All personal injuries and property damage in excess of \$250.00 will be immediately reported to the supervisor.
7. All of the job accidents should be recorded on OSHA form No. 300, which maintained/posted on the job site.
8. Any follow-up material received at the job site will be sent to the home office for proper handling.

IX. SIGNALS

1. Only persons who are dependable and qualified by experience with the operations being directed shall be used as signal persons.
2. Each salvage crew member will be equipped with a VHF Radio. The Salvage Master will carry an Iridium Sat Phone. The Helicopter will be equipped with aviation and marine band radio frequencies. Western Viking will be equipped with single sideband radio, VHF Radio and Iridium Sat Phone.

MAGONE MARINE SERVICE, INC.

SITE SAFETY AND HEALTH PLAN (SSHP)

ATTACHMENTS

Number	Title	
1.	Safety Plan Acceptance Sheet	Attached
2.	Initial Safety Briefing	Attached
3.	Daily Safety Briefing	Attached
4.	Site Chart	NOAA Chart

MAGONE MARINE SERVICE, INC.

SITE SAFETY AND HEALTH PLAN (SSHP)

ATTACHMENT 1 – SAFETY PLAN ACCEPTANCE SHEET FOR

Salvage of Mar-Gun

Location North Head St George Island

I have read agree to abide by the contents of the Site Safety and Health Plan and I have attended the Safety Briefing for the aforementioned site.

NAME	OFFICE	SIGNATURE	DATE

Person Presenting the Safety Briefing:

_____/_____/_____

ATTACHMENT 2—Initial Safety Briefing Checklist
(Check Subjects Discussed)

Site Name: North Head St George Island Salvage of Mar-Gun at

Date/Time: _____

General Information

_____ Purpose of Job / Visit
_____ Key Site Personnel
_____ Training and Medical Requirements

Specific Information

_____ Description / Past Uses
_____ Results of Previous Studies
_____ Potential Site Hazards
_____ Procedures Site SOPs Site Control and Communications
_____ ☐ Emergency Hand Signals Response
_____ ☐ Location of First Aid Kits
_____ ☐ Emergency Phone Numbers and Location
_____ ☐ Location of Nearest Medical Facility and Location of Map to Facility
_____ PPE and Decontamination

Stress the following during the briefing: *If an unanticipated hazardous condition arises, stop work, evacuate the immediate area, and notify the Safety Officer.*

ATTACHMENT 3—Daily Safety Briefing Checklist

Site Name: North Head St George Island Salvage of Mar-Gun at

Date/Time: _____

Subjects Covered:

Attendees:

Signature:

Daniel L Magone	
David J Magone	
Donald Aus	
Theodore Sherebernikoff	
Karl R Kinser	
Mark V Norder	
Michael L Murphy	
Roel P Villamor	
Gerald D Brower	
Jason J. Call	
Alan Dooley	
Eric Vonstockhausen	

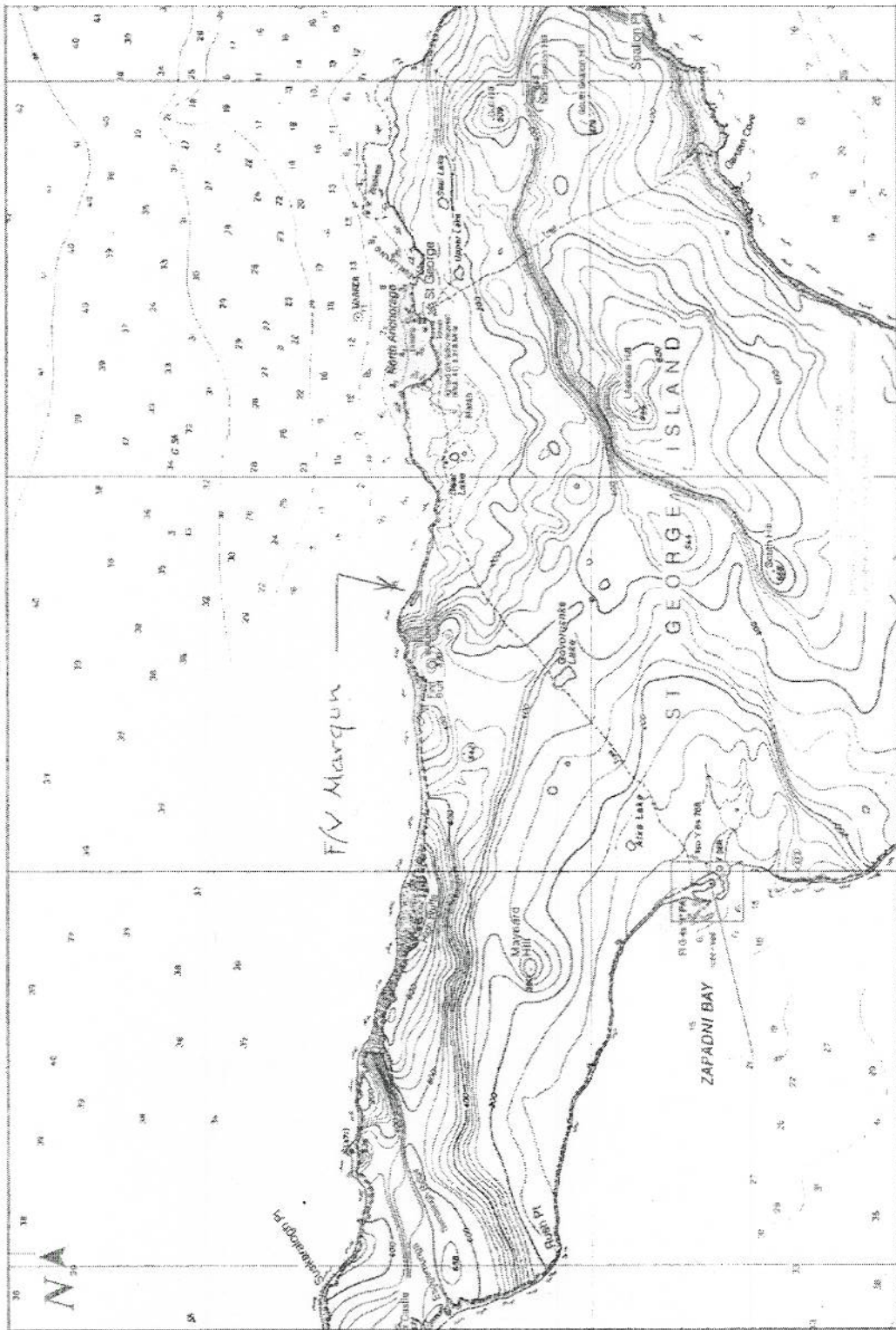
Briefer: _____

ATTACHMENT 4 - SITE CHART

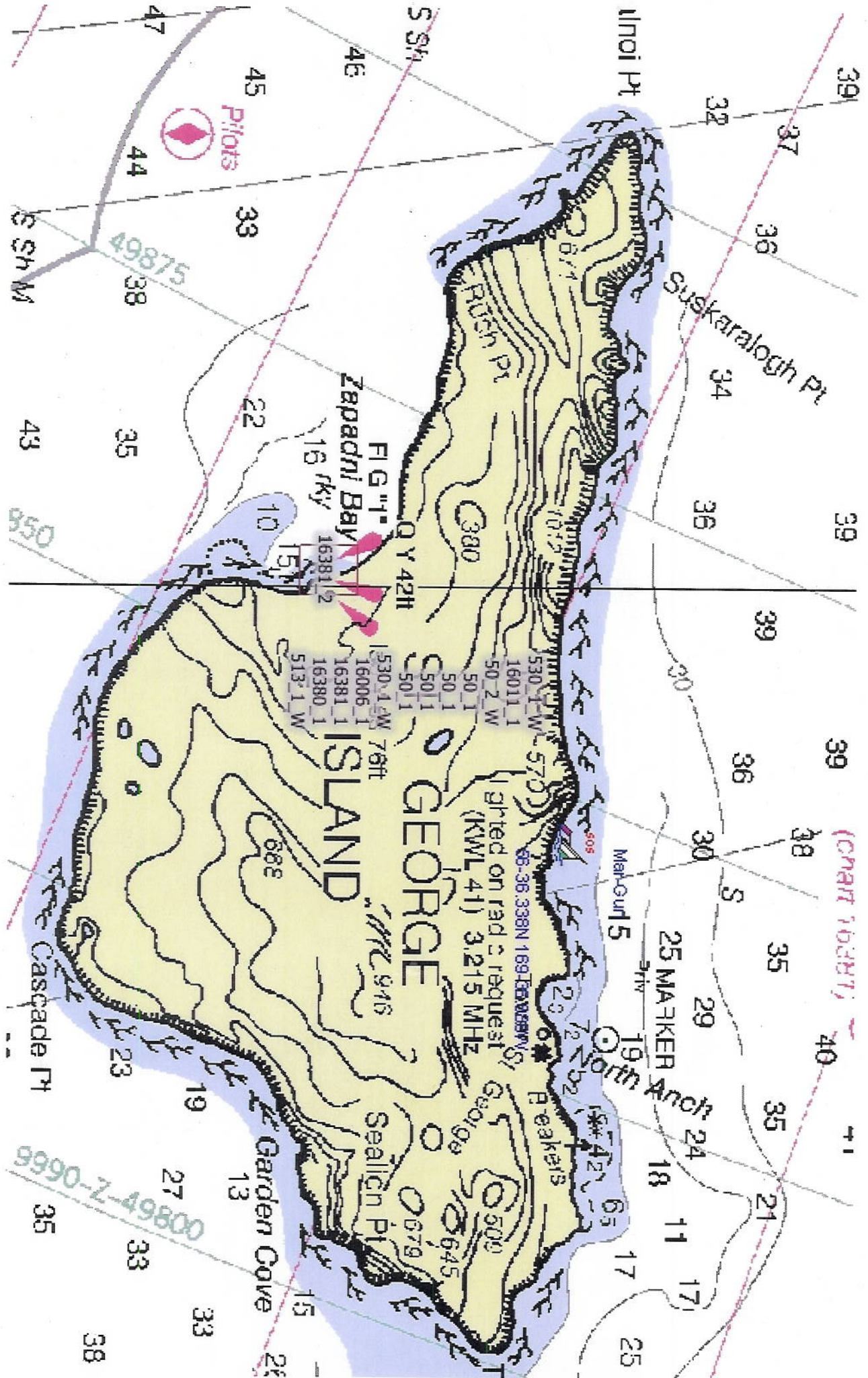
3/5/2009
Page 1

NOBELTEC
Visual Navigation Suite 9.2.2218

ALASKA PENINSULA & ALEUTIAN ISLANDS - SEGUAM PASS - 1 : 253,000
(NOAA Chart) Chart #16011_1 - Depth Units: FATHOMS



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NWS Zone Forecast for: Pribilof Islands, AK

Issued by: National Weather Service Anchorage, AK

Last Update: 500 AM AKDT MON MAR 9 2009

Print

Today...Snow showers in the morning...then numerous snow and rain showers in the afternoon. Snow accumulation up to 1 inch. Highs in the mid 30s. Southwest wind increasing to 30 to 45 mph in the morning. Winds diminishing to southwest 25 to 35 mph in the afternoon.

Tonight...Numerous snow showers. Little or no snow accumulation. Lows in the upper 20s. Southwest wind 15 to 25 mph.

Tuesday...Cloudy with scattered snow showers. Highs in the mid 30s. Southwest wind 15 to 20 mph.

Tuesday Night...Cloudy with scattered snow showers. Lows in the upper 20s. West wind 15 to 20 mph.

Wednesday...Mostly cloudy with scattered snow showers. Highs in the mid 30s. Northwest wind 15 to 20 mph.

Wednesday Night...Cloudy. Lows 25 to 30.

Thursday Through Saturday Night...Cloudy with a chance of snow. Highs in the mid 30s. Lows 25 to 30.

Sunday...Partly cloudy. Highs 30 to 35.

Visit your local NWS office at: <http://pafc.arh.noaa.gov>

Zapadni Bay, St. George Island

Shio 2.2

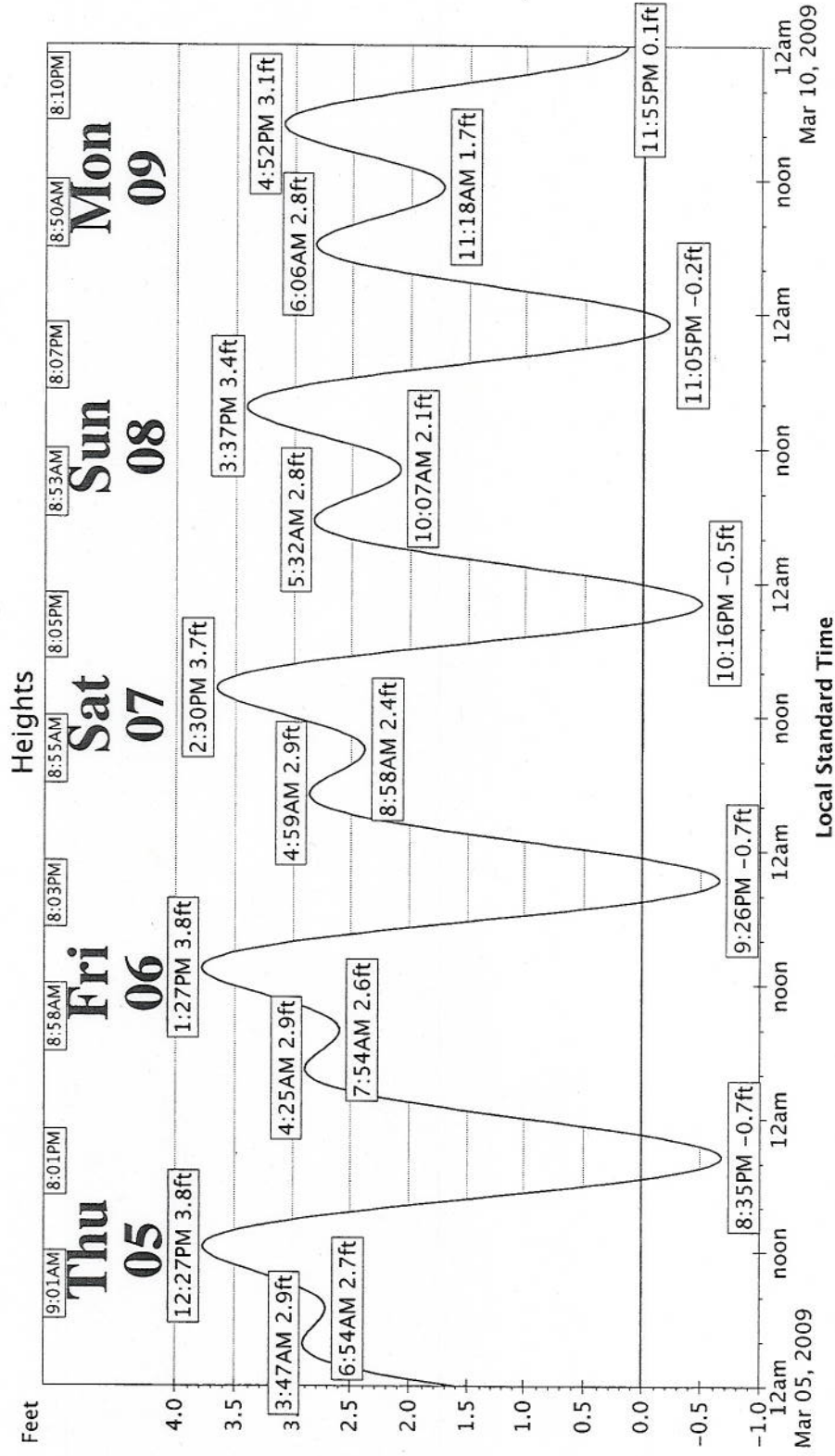
Tidal heights at Zapadni Bay, St. George Island, Bering Sea, ALASKA
Station No. 2347
Based on UNALASKA

Longitude: 169° 41.00' W

Latitude: 56° 34.00' N

From Thu Mar 05, 2009 to Mon Mar 09, 2009 (4 days)

Local Standard Time



Zapadni Bay, St. George Island

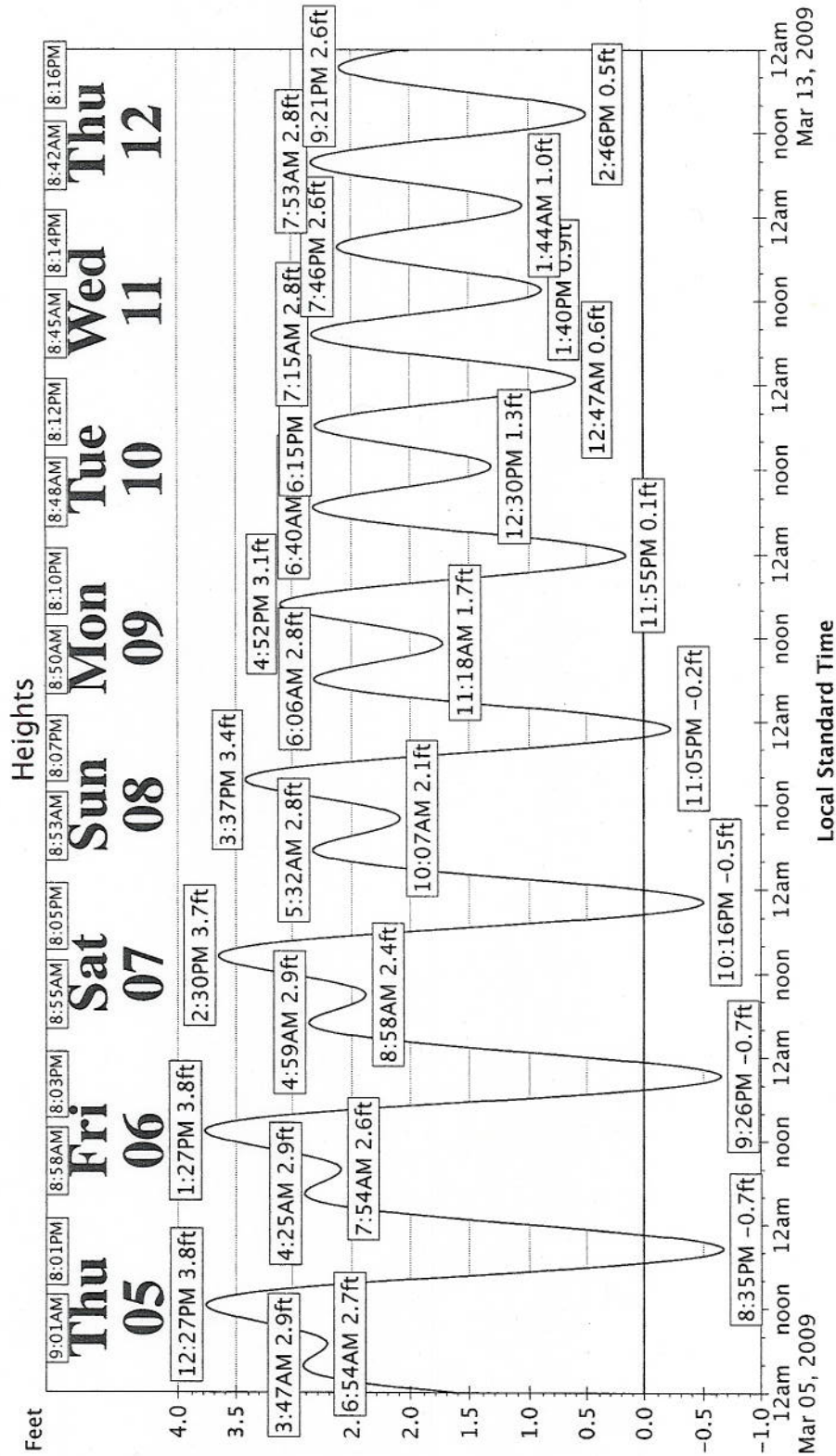
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Tidal heights at Zapadni Bay, St. George Island, Bering Sea, ALASKA
 Station No. 2347
 Based on UNALASKA

Longitude: 169° 41.00' W

From Thu Mar 05, 2009 to Thu Mar 12, 2009 (7 days)

Local Standard Time



RESOURCES AT RISK SUMMARY
SUBSTITUTE ICS 232-OS FORM

1. Incident Name: F/V MAR-GUN
2. Operational Period: 06MAR09 1000 – 07MAR09 1000
3. Environmentally Sensitive Areas and Wildlife Issues

Summary of Resources at Risk for Mar-Gun Grounding Site:

Northern Fur Seals:

Staraya Artil is a Northern Fur Seal rookery; North (bluff) to the east of the grounding is another, much larger, fur seal rookery; East Reef and East Cliffs (4-5 miles east of the grounding site) are also fur seal rookeries.

The rookeries are not occupied at this time of year. Fur seals begin to recolonize rookeries in late spring (May).

Steller Sea Lion (Endangered species):

Steller Sea Lion may be present at this time of year along the shorelines on St. George Island. The grounding site is not a known haulout, but sea lions may be in the area. The largest winter sea lion haulout is at Dalnoi Point, approximately 7 miles west of the grounding site. Sea lions also haul out at East Reef and East Cliffs (4-5 miles east of the grounding site).

Harbor Seals:

Harbor seals are present in the nearshore at St. George and may be in the grounding site vicinity. Harbor seals are known to haulout at Suskaralough Point, approximately 6 miles west of the grounding site.

Migratory Birds:

Threatened Steller's Eider and Spectacled Eider may be present in the area, but in low numbers. Nearshore bird species that could potentially be in the grounding site vicinity include King Eider, Harlequin Duck, Long-tail Duck, Emperor Geese, scoters, and Bufflehead Duck. Sea bird species potentially present in the grounding site vicinity include Black-legged and Red-legged Kittiwakes, cormorants, Crested Auklets, Glaucous-winged Gull, Northern Fulmar, murre, and Pigeon Guillemots.

Intertidal Marine Resources:

Sensitive intertidal marine resources at the grounding site include V-kelp, sea urchins, and mussels.

Cultural Resources:

Cultural resources include an important archeological site at Staraya Artil at the grounding site.

This includes information from ADFG, NOAA-NMFS, USFWS, and St. George Traditional Council.

Site#	Priority	Site Name and/or Physical Location	Site Issues
1	To be determined by NMFS	Tolstoi Point / Sea Lion Point, at southeast end of St George Island	Sea lion haulout concentrations
2	High (due to proximity of grounding and likely vector of oil sheen)	North Anchorage, northeast side of St George Island	Fur seal haulout concentrations and fur seal rookeries
3	Low (due to location being on opposite side of St George Island)	Zapadni Bay, southwest side of St George Island	Fur seal rookeries, fur seal haulout concentrations, and sea lion rookeries
4	To be determined by NMFS	Rush Pt. and Dalnoi Pt., northwest side of St George Island	Sea lion rookeries
5	To be determined by USFWS	Throughout coastal areas and island-wide	Seabird colonies in concentrations greater than 100,000 birds
6	Medium (due to these species being benthic or pelagic and not generally found nearshore)	Marine environment surrounding St George Island	Fisheries resources including Pacific cod, halibut, Pollock, Tanner crab, snow crab, red king crab, blue king crab and hair crab, miscellaneous flat fish and rock fish

Narrative: Info for Site #1,2,3,4,5 from map, Most Environmentally Sensitive Areas, map MESA27, taken from Aleutians Subarea Contingency Plan, Sept 1999. Info for Site #6 from Forrest Bowers, ADFG Fisheries Biologist.

4. Archaeo-cultural and Socio-economic issues:

Subsistence use information is documented in a 1981 report, "A Preliminary Baseline Study of Subsistence Resource Utilization in the Pribilof Islands" by Douglas W. Veltre Ph.D., and Mary J. Veltre, B.A., ADFG Subsistence Division Technical Paper Number 57. That report indicated historical and current (through 1980) subsistence harvest of the following resources at St. George Island:

- Fur seals – commercially harvested until 1972; moratorium imposed until 1980; limited subsistence harvest under federal NMFS regulations allowed since 1981.
- Sea lions (northern or Steller) – The 1980-81 harvest of 10-20 animals at St George Island was considered poor. Current harvest levels, if any, are unknown at this time.

- Hair seals – Only occasionally used for food, very few hunted in 1981.
- Whales and walrus – Reported in 1981 that whales and walrus may have been used from time to time if washed ashore.
- Reindeer – Small herd on St George Island in 1980, with no hunting to take place for many years. Current status unknown.
- Halibut, cod and other fish – Fishing has always been of major importance to the subsistence of Pribilof Aleuts. Salmon and other anadromous fish are absent, but halibut and cod were abundant and were harvested. Halibut and cod fishing areas were offshore, including on the north side of St George.
- Murres and murre eggs – Murres were hunted, and murre eggs were collected, in many locations around the coast of St George.
- Kittiwakes (especially red-legged, but also black-legged) were hunted. Kittiwake eggs were collected in the past, but were apparently no longer being gathered in 1981.
- Cormorants were hunted on many stretches of coastline on St George.
- Least auklets were hunted, primarily just west of the village on the way to the airstrip.
- Least auklet eggs were gathered, in upland areas, different from the places where the birds were hunted.
- Ducks were hunted on lakes.
- Sea ducks were hunted along the coast of St George, especially along the northern coast.
- Birds and their eggs -- Past utilization included geese, glaucous-winged gulls, sandpipers, fulmar eggs, Pacific turnstones, horned and tufted puffins.
- Marine invertebrates -- Sea urchins, clams, mussels, limpets and chitons were reported to be rarely used for food. Hair crabs were collected on the north side of St George. Octopus was formerly considered a delicacy, but little effort to obtain them was made in 1981. Sea cucumbers could be cleaned and eaten raw when washed up on the beach.
- Berries were gathered on the uplands along the road system, August through October.
- Other plants were gathered. In the past, kelp was gathered along the beach and eaten raw or cooked; little use was made of kelp in 1981.

IMPORTANT NOTE: Before relying on the subsistence use information reported above, now 28 years old, more time is needed to consult with ADFG Subsistence Division staff for updates. The US National Marine Fisheries Service and local St George hunters may also provide more updated information on subsistence harvest of these resources.

5. Prepared by: Gayle Martin, Habitat Biologist III, ADFG on 3/5/09 at 1630 hrs.

FUEL REMOVAL PLAN



F/V "MAR-GUN"
St. George Island
Pribilof Islands, Alaska
March 2009

ICS FUEL REMOVAL PLAN – F/V MAR-GUN

Title: F/V "MAR-GUN" Fuel Removal Plan

Location: Staraya Artil, north shore St. George Island, AK

Date: March, 2009

Client: Margun Enterprises LLC. (PRP)

Scope of Work: Provide salvage and environmental services to assist in the fuel removal of grounded vessel.

In order to provide information in a clear and concise manner the Fuel Removal Plan has been divided into five sections identified by the following headings.

- 1.0 General Information,
- 2.0 Site Conditions,
- 3.0 Vessel Information,
- 4.0 Fuel Removal Operations.
- 5.0 Pollution Control Contingency
- 6.0 Fuel/Oil Disposal

This document is to assist the various interested parties to determine impacts upon such issues as safety, the environment, and intertidal marine and cultural resources in the area of the grounding, the casualty and the response operation.

This plan is not intended to replace the expertise of a qualified Salvage Master, Salvage Engineer or Naval Architect, nor is this plan intended to incorporate all safety issues commensurate with a vessel fuel removal operation. This plan has been developed in cooperation with the Project Salvage Master.

Respectfully Submitted,

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1.0 General Information

On March 5th, 2009, the fishing vessel MAR-GUN became grounded on the north shore of St. George Island at Staraya Artil. The crew was safely evacuated. Prior to abandoning the vessel the crew began the process of transferring fuel from #2 Port FO Wing Tank to #2 Stbd FO Wing Tank. Subsequent to her abandonment the vessels generator ran out of fuel and it is believed that fuel oil gravitated from the starboard tank back to port side tanks. At the time of this writing, attempts to gauge the tanks have been hampered by severe weather and sea conditions and actual quantities are unknown.

2.0 Site Conditions

The site is on the north shore of St. George Island at Staraya Artil, which is a rocky cobble ocean beach exposed to the heavy wind and weather that regularly occurs in the Bering Sea.

3.0 Vessel Information

The vessel is a 112' long fishing vessel with a beam of 30' 6" and a molded depth to deck of 12' 4". It has a welded steel hull and superstructure. All its machinery is believed to remain on board and be intact at this time.

The tanks known to contain Diesel Fuel Oil at the time of grounding are:

- FO Wing Tanks 2 Port and 2 Stbd
- FO Double Bottom Tanks 1 Port and 1 Stbd
- FO Double Bottom Tanks 2 Port and 2 Stbd

Other items of interest:

- All other Fuel Tanks
- Hydraulic Oil Tank
- Lube Oil Tank
- Waste Oils
- Loose Oil in Engine Room
- HAZMAT Items

3.1 Vessel Location

The vessel is located on the north shore of St. George Island at Staraya Artil, within the surf zone.

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3.1.1 Initial Condition

At the time of grounding, the vessel was structurally intact. All machinery is reportedly intact and in place. According to the Vessel Captains' recollection, the vessel had roughly 14,600 gallons of diesel fuel on board, 600 gallons of lube and hydraulic oil. This quantity was located in the full Double Bottoms and #2 P and S Wing Tanks.

3.1.2 Post Casualty Condition

The vessel is heavily aground, starboard side to sea and lying hard to port. The vessel has sustained damage to the port side and the integrity of the port side fuel tanks is suspect. The vessel is lying in the surf zone. When sea conditions are safe, the vessel is accessed by high-line and inflatable rubber boat. A boarding ladder is rigged port side aft.

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Pushed ashore by seas striking the starboard side the vessel has displaced boulders from the seabed forming a pile along the port side turn of the bilge midship.

The vessel is roughly 500' from the upland interim storage site described below.

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4.0 Fuel Removal Operations

The fuel removal operation is an in situ vessel removal operation, which requires pumping the fuels and oils directly from the tanks utilizing portable pumps. The purpose of removing the fuel is to remove the pollution threat in a managed effort.

- If conditions allow, Magone Marine intends to establish an upland interim storage site which will include 2 spill containment cells (1 @ 15' x 46' and 1 @ 12' x 21') with non-woven geo-textile material underlayment to protect the integrity of the containment cell. All temporary storage receptacles not located on vehicles will be within the containment area.
- ±1000' of 2" ANSI Arctic Service discharge hose is staged on the beach.
- The intention is to utilize approximately 300~350' of hose to reach the vessel from the close shore point. This hose will be supported by a tension line.
- Approximately 500' of hose will be used to run from the close shore point along the beach to the Wilden pump. This pump will "push" the fuel oil up the hill (±200') to the waiting tank truck.

- 2 each – 2” pumps (US Coast Guard Pacific Strike Team equipment) will be used in the transfer. One pump has been placed onboard the vessel (Multiquip) and will be used to pump from the vessel to shore. The intention is to place the second pump (Wilden) between the close shore point and the tank truck.
- Anticipated transfer rate <200gpm. The transfer hose(s) shall be monitored for any drips etc.
- Prior to “start-up” all hose and connections shall be inspected by the transfer operations personnel to assure tight connections, etc.
- A pre-task meeting shall be conducted prior to commencement of transfer activities. Any hazards and mitigation/control procedures associated with this operation shall be discussed and shall be understood by all affected personnel.
- Prior to commencement of pumping operations a communications check shall be conducted.
- Dan Magone together with CWO Gregory shall give final approval to begin the transfer.
- Magone Marine will utilize a truck with a 3000 gallon tank to receive the oil pumped ashore. When full, the tank will be transported to S/V MAKUSHIN BAY, moored in the harbor. The fuel oil will be pumped into the S/V MAKUSHIN BAY fuel oil tanks. The truck and tank will return to the job site where the process will be repeated until all recoverable fuel has been removed from the vessel. A Delta Western Fuel truck has been contracted to assist in the transfer if necessary.
- 2 each temporary storage bladders-1@3500g and 1@500g (placed in containment cells) will be staged and utilized if appropriate.
- By utilizing stingers, direct access to the tanks, or through the manifold, fuel will be pumped out of the various tanks and pumped to the on-shore storage/transfer tank.
 - Within the run of the fuel transfer hose, valves will be installed (as appropriate) to allow for control of the flow of the fuel within the anticipated 1000’ hose run.
 - Miscellaneous fittings and adaptors are available for various connections to existing plumbing on the vessel as necessary.
- During the transfer, Magone personnel shall monitor for indications of hull stress. They shall take frequent soundings of the tanks and will observe any fluctuations in trim and heel.
- The Task Force Leader will be on board the vessel during the pumping operations. TFL will make all decisions regarding ballasting empty tanks with sea water. These decisions will be predicated on the vessel stability as the fuels are removed.
- This process will continue until all the recoverable fuels and oils are removed or until weather or site conditions deteriorate and safe and effective operations are unable to continue.

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- The various fuels/lubes have been prioritized in order of removal. As conditions allow, the persistent and heavy oils will be removed first followed by the diesel fuel.
 - The priority of product removal order:
 - Product from holed tanks
 - Persistent oils
 - Non-persistent oils
 - HAZMAT: items will be removed via the skiff and/or Highline access to shore. These items will be held in a contained storage area on shore.
- Sequence of tank pumping: the goal to remove all the fuels from the damaged port side first:
 - Port wing tank #3
 - Port wing tank #2
 - Port wing tank #1
 - Persistent oils, double bottom tanks, starboard wing tanks will follow as safely accessible.
- The communications equipment to be utilized during this operation:
 - Saber II VHF Intrinsically safe hand-held radios.
 - VHF CH 22A will be the primary communication frequency
 - VHF 21A will be the back-up frequency.
 - Visual signals will be established prior to operations, all team members shall be made aware of these signals during the Pre-task meeting. Note: if at any time during this operation, communications are lost, the transfer shall shut down.
- Normal shut-down condition shall have a 3-minute radio notification prior to securing operations. Transfer rates shall be reduced/gradually slowed to minimize and sudden pressure changes in the transfer line/hose.
- An Emergency Shut-down condition shall exist when any member of the transfer team or observer witness an unsafe condition e.g. leaks, injury, fire.
- Following an orderly shut-down, hoses will be capped after disconnection. Containment ("Duck Pond") shall be in place any time a hose is disconnected.
- This operation will be considered complete when all recoverable fuel/lubes/HAZMAT items have been removed from the "Mar-Gun".

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ICS FUEL REMOVAL PLAN – F/V MAR-GUN

The following is a comprehensive list of equipment Magone Marine has provided for the operation:

- 50 each – 55 gallon barrels with caps
- 4 each – 55 gallon barrels JP 50 jet fuel
- Bung wrenches
- Barrel slings with hooks
- Barrel pump
- 1 each - 1" x 10' pvc wand (stinger)
- 1 each - 1 1/4" x 10' pvc wand (stinger)
- 1 each - 1 1/2" x 10' pvc wand (stinger)
- 1 each - 2" sandpiper pneumatic pump with hose
- 1 each - 1" sandpiper pneumatic pump with hose
- Misc – Pneumatic air hoses with fittings
- 1 each - 1" Jabsco pump
- 1 each - 1" Gear pump
- 1 each - 2" trash pump with ANSI Arctic Grade Service Discharge hose
- 1 each - 3" trash pump with ANSI Arctic Grade Service Discharge hose
- 8 bags - Oil absorbent pads
- 15 each - waste oil bags
- 1 each - fuel bladder with CamLok, tee'd with bleed and shutoff valve
- 1 each - 500 gal helo fuel bladder
- 1 each - aviation cargo net
- 1 spool - 1/4" line
- 1 spool - 3/8" line
- 1 spool - 1/2" line
- 8 rolls - duct tape
- 12 each - knives

- 2 VHF radios
- 1 each - aluminum ladder
- 1 each - throwing hook w 10mm line
- 1 each - tool bag with pipe wrenches, union wrench, bung wrench, pliers, cutters, hammer
- bladders
- 2 each – Inflatable boats with paddles

The following is a comprehensive list of equipment USCG has provided for the operation:

- 1 each - Peristaltic Pump 2"
- 1 each – Multiquip Pump
- 200' x 2" Suction/discharge hose 50' sections
- 180' x 3" Suction/discharge hose 20' sections
- 1 each – 1"x10" PVC Stinger w/3" CamLok
- 1 each - 2" x10" PVC Stinger w/3" CamLok
- 100' 1" double braid nylon line
- 1 each – 3t tripod
- 1 each - Dynamometer
- 2 each – 2-ton C clamp
- 1 set ¾" Wire Rope Clamps
- 7 each - ¾" Shackles
- 1 each - ¾" Shackles
- 1 each - ½" Shackles
- 7 each – AC Straps
- 8 each – 8' Lifting Sling
- 4 each – 6' Lifting Sling

4.1 Fuel Removal Personnel and Responsibilities

The following is a list of personnel and their responsibilities.

Task Force Leader:	Dan Magone The TFL is responsible for the supervision of the effort as a whole. Will coordinate all phases of the fuel removal operation and give direction to all parties involved.
Deputy	CWO Mark Gregory Follow direction of Task Force Leader. Supervise the crew in various pumping operations.
Lightering Safety Officer:	DC1 Bianca Witkowski The Safety Officer is responsible for the safe and orderly operations of the transfer. Conduct the Pre-task Safety briefing. Has the authority to Stop Work, should conditions require.
Crewmen	Follow the procedures and directions from the management team. Ensure all connections are made fast; ensure all response contingency equipment is operational and available. Operate the pumps when required to do so.

Note: If at any time during this operation, conditions become unsafe, any member of the team has the authority to Stop Work.

This crew will attend a pre-task meeting. Topics will include all potential hazards and mitigation/elimination procedures. All questions will be answered and operations will only proceed when the Task Force Leader deems it prudent. All Supervisors will stay in close communication with the Task Leader and will alert him to any changes in conditions. The operation shall be manned at all times during active lightering operations.

5.0 Pollution Control Contingency

During fuel removal operations adequate pollution prevention/spill response equipment and supplies (e.g. duck ponds and oil absorbent pads) will be maintained at the site to affect immediate response to contain and cleanup any oil product escaping from the fuel transfer operation.

6.0 Fuel/Oil Disposal

The recovered fuel will be transported to St. George harbor for transfer to the existing fuel oil tanks aboard M/V MAKUSHIN BAY.

****NOTE:**

This plan is subject to change as a result of survey and changes in conditions.