

VESSEL DECONTAMINATION PLAN

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Approvals:

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Plan for Saturday 26 JUL 08

TABLE OF CONTENTS

PURPOSE	3
DECONTAMINATION SITE SPECIFICS	3
SAFETY	3
CONCEPT INTERVIEW	4
METHODOLOGY	4
PREPARING DECONTAMINATION ZONES	4
VESSEL DECONTAMINATION PRIORITY	5
CERTIFICATE OF DECONTAMINATION	5

PURPOSE

This plan serves to identify general guidance procedures to be followed by vessels impacted by oil. Because these operations may involve transiting through slicks we may assume that vessel hulls and other areas may be impacted with oil. This plan will be used for all vessels, either contaminated or suspected of being contaminated with oil, to return to a non-oiled state.

DECONTAMINATION SITE SPECIFICS

BOOTHVILLE ANCHORAGE

Site Location: MM13-18 LMR

Site Description: Anchorage area near Boothville, LA

Contact Person: _____

Phone: _____

SAFETY

All required Personal Protective Equipment shall be utilized at all times during decontamination operations. In addition to the normal safe work practices used on scene, when using high pressure washing systems, full face shields and eye protection shall be utilized.

In the event the vessels being decontaminated are not able to anchor and machinery is running, the decontamination team leader shall use their discretion concerning the distance from the stern the crews can safely operate, and shall under no circumstances enter within 45 degrees of either side of the stern of the vessel.

In the event the decontamination team leader feels the team can not safely operate due to weather or other considerations, they shall cease operations and report the circumstances to the designated person at the Unified Command Post.

Decontamination operations shall begin no earlier than one half hour after sunrise, and shall cease no later than one half hour before sunset. In the event the team leader wishes to operate outside of these parameters they must obtain permission from the designated person at the Unified Command Post.

In addition to the crews conducting the decontamination work, each vessel being decontaminated shall have a safety spotter vessel working with them to provide safety oversight and as a platform for a Coast Guard FOSCR and vessel representative to observe the operation if they wish.

CONCEPT OVERVIEW

In view of the extensive number of vessels affected by oil in this incident, the Unified Command Representative will oversee gross decontamination of vessels; establish and oversee temporary berthing of oiled vessels and oversee final decontamination impacted vessels.

The primary focus of this operation will be to expedite cleanup of oiled vessels in a safe, organized, and efficient manner while minimizing further damage to the environment and waste generation. Team leaders on scene conducting decontamination operations will be responsible for coordination of operations with the Unified Command Post.

All vessels will undergo full decontamination prior to release from the decontamination site. If during decontamination it is found that using anything other than water is necessary, the FOSCR shall coordinate with the Unified Command Post, through the Regional Response Team, for consideration to use surface washing agents.

Any vessels wishing to perform independent vessel decontamination operations may be authorized to do so in accordance with the procedures detailed in this plan. However, vessels that choose to self-clean will not be moved to the top of the prioritization list, as determined by the Maritime Transportation Recovery Unit. Furthermore, any vessel wishing self-clean should coordinate with the Vessel Traffic Center for a post-cleaning inspection performed by a Federal On-Scene Coordinator Representative (FOSCR).

METHODS

Decontamination of vessels will be completed by removing all spilled product on the hull of affected vessels. Upon completion of decontamination by the decontamination team, the team will allow final inspection by vessel representatives and FOSCR's. This does not preclude FOSCR's from monitoring cleaning of the vessels as it occurs.

Prior to commencement of steam cleaning operations, containment boom will be placed downstream of the vessel. Adsorbent sweep materials will be placed inside the containment boom to collect any residual oil being removed. No detergents or chemicals will be utilized during the decontamination process. All

oiled adsorbent material will be bagged and placed in appropriate containers for disposal at an approved TSD facility. One work boat, pressure washer and crew of 3 will go down each side of the vessel cleaning the oil from bow to stern.

Removed oil will be allowed to float into downstream boom and removed. Upon completion of vessel decontamination, each vessel will be inspected and approved by the FOSCR, in accordance with this plan.

No vessel decontamination will be done in the vicinity of fresh water intakes, environmentally sensitive areas or in areas where the public could be affected.

Pressure washing will require a Landa (or like) hot/cold pressure washer with a temperature range up to 220° F and a pressure rating up to 3000 psi. Every attempt will be exercised to mitigate noise-generating equipment by placing it in insulated areas.

Where permissible, decontamination will be completed on all solid surfaces by hot or cold pressure washing. Non-permissible areas are locations where worker safety could potentially be endangered, such as the stern of the vessel.

Where possible, each work area will be pre-boomed to contain any free floating oil that enters the water and will be immediately collected using sorbent pads or mechanical skimming techniques as appropriate. Response vessels will be provided at the decontamination site to meet this need.

Preplanning, in order to ensure for the protection of adjacent areas, especially water intake locations must be the primary focus of the decontamination teams. Floating sorbent materials shall be utilized where necessary to retain free-floating oil. These sorbents shall be tended continuously by the on scene response vessels.

It is not anticipated that any confined space entry will be necessary during this operation, but in the event it is, a Confined Space Entry Permit will be completed for entry into Confined Spaces as defined in the Health & Safety Plan. A sample of the Confined Space Permit is also available in the Health & Safety Plan.

All disposable equipment and PPF should be segregated and disposed of according to the Disposal Plan.

PREPARING DECONTAMINATION ZONES

Vessels requesting decontamination at the Boothville Anchorage site, must proceed to the nearest safe anchorage. At least three assist tugs, of adequate horsepower, shall be used to ensure safe anchoring practices are used at all times. These tugs must remain on site through decontamination as a safety

observer, and may be used as an observation and certification platform for the FOSCR.

VESSEL DECONTAMINATION EQUIPMENT

The following outlines the necessary equipment to be used to conduct hull decontamination of marine vessels prior to departure from the Captain of the Port New Orleans zone. The purpose of the plan is to ensure timely and cost effective decontamination of impacted assets related to the casualty and subsequent oil spill.

Decontamination Task Forces are to be utilized with additional systems as needed. Each task force will consist of the following:

- (4) Work Boats
- (2) Pressure washer
- Containment Boom & Sufficient quantity to trap any oil from the vessel being cleaned
- Adsorbent Materials i.e. snare

VESSEL DECONTAMINATION PRIORITY

The Maritime Transportation System Recovery Unit will collect the vessel particulars for all vessels located in the contaminated area and prioritize the scheduling and permission of movement for vessels requiring decontamination. Once the prioritization list is compiled, the MTRU staff will coordinate with the Vessel Traffic System New Orleans to coordinate movement of vessels to/from the appropriate decontamination area.

CERTIFICATE OF DECONTAMINATION

For this project, the vessel owner's representative will certify that vessels have been properly decontaminated. In the event of a dispute, the Federal On-Scene Coordinator's Representative (FOSCR) shall provide final certification of decontamination.

Additionally, the FOSCR shall maintain a log capturing the vessels name being decontaminated, the date and time the operation begins and is completed, and signature by the FOSCR and vessel representative acknowledging completion of the decontamination for each vessel.

