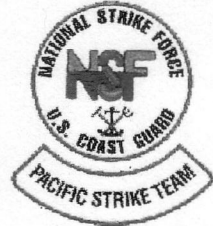


SEF OOC

Office of the Director of Ocean Engineering  
Supervisor of Salvage and Diving, USN



## **UNIFIED COMMAND**

### **INCIDENT ACTION PLAN**

#### **FOR OIL/HAZMAT RECOVERY FROM THE GROUNDING**

#### **F/V GENAI MARU #7**

**VALID 0900 28 NOV-0900 01 DEC 2002**

<b>INCIDENT OBJECTIVES</b>	1. Incident Name F/V GENEI MARU #7	2. Date 27 Nov 2002	3. Time 1200
4. Operational Period 0900 LCL 28 November 2002 to 0900 LCL 30 November 2002			
5. General Control Objectives for the Incident (include alternatives) 1. Continue to maintain and amend Incident Site Safety Plan to reflect current operations. 2. Maintain Community Outreach Program. 3. As conditions permit; execute the Waste Removal Plan for Oil, HAZMAT, and MARPOL solid waste. 4. Continue to monitor for environmental impacts 5. Follow the Incident Demobilization Plan. 6. Develop Long Range Plans & Requirements for termination of Oil/HAZMAT removal operations aboard, F/V GENEI MARU #7 aground in her current position. 7. Obtain oil samples from each accessible tank on board the F/V GENEI MARU #7.			
6. Weather Forecast for Period Valid to 0600 Thursday; Outlook to 0600 Friday Variable wind 15kts. Seas 3ft. Showers. Outlook winds increasing to NE 35kts. Seas 16ft. Extended forecast for Chiniak and Marmot Bays, valid Friday November 29, thru Sunday 01 December. Storms Friday morning thru Saturday morning, Gales Sunday.			
7. General Safety Message Continue to use care when moving any materials on the deck of the vessel due to its list and slippery surfaces. Personnel will use the written safety procedures as much as possible, but if something does not look safe do not do it. No testing or work on the refrigeration system without Unified Command approval. Full body harnesses will be worn by anyone going up or down the ladder from the bluff and vessel.  The Helo support personnel shall wear appropriate PPE and static discharge grounding wands shall be used when receiving loads or slings from the Helo particularly in high or very low humidity environments. Remember to decon before consuming allowed drinks or food.			
8. Attachments (mark if attached)			
<input checked="" type="checkbox"/> Organization List - ICS 203 <input checked="" type="checkbox"/> Medical Plan - ICS 206 <input checked="" type="checkbox"/> (Other) Wildlife Plan <input checked="" type="checkbox"/> Div. Assignment Lists - ICS 204 <input checked="" type="checkbox"/> Incident Map <input type="checkbox"/> Waste disposal/removal Plan <input checked="" type="checkbox"/> Communications Plan - ICS 205 <input checked="" type="checkbox"/> Air Coordination Plan <input checked="" type="checkbox"/> Demob Plan			
9. Prepared by (Planning Section Chief) LT Marty Smith		10. Approved by (Incident Commander) WISIC Matt Odom - Lt D. Whitey, POSCRM Harry Young SOSC	



<b>DIVISION ASSIGNMENT LIST</b>			1. Branch Operations/Air Operations		2. Division/Group AirSta Kodiak		
3. Incident Name Genei Maru 7			4. Operational Period Date: 28 - 30 November Time: 0900-0900				
5. Operations Personnel							
Operations Chief		MSTC Matt Odum/ LT Wiley		Division/Group Supervisor		AirSta Ops	
Branch Director				Air Attack Supervisor No.			
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader		Number Persons	Trans. Needed	Drop Off PT./Time		Pick Up PT./Time
HH60J	Duty A/C Commander		3	N/A	N/A		N/A
7. Control Operations As operational commitments permit, provide air transportation for CG personnel and retrieval of CG equipment on site; i.e. concrete anchor, tents, and oil recovery bladder (empty).							
8. Special Instructions							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
Command		Phones	Per comms listing	Logistics	T 159.465 R 151.160 DL 114.8	ADEC	23/9
Tactical Div/Group		VHF	69	Air to Ground		VHF	21A
Prepared by (Resource Unit Ldr.) LTJG Shadrack Scheirman		Approved by (Planning Sect. Ch.) LT Marty Smith			Date 27 November 2002		Time 1200

## **Air and Vessel Operations Procedures: MV GENEI MARU Response**

Access to the Site will be restricted due to limited transportation resources and accommodations on scene. All personnel must be approved by the unified command prior to scheduling flight.

### **Priority for personnel will be:**

- On Site Workers
- Safety Officers and Monitors
- Agency Representatives
- Others as approved by unified command
  
- Cargo will be prioritized on a daily basis and will be scheduled accordingly.

**Passenger and cargo lists will be provided to the air ops / vessel coordinator in the command post at the morning meeting.** Lists will be used to prepare tracking documents for Resource Unit.. Copies will be faxed or verbally provided to the transportation companies.

### **Commercial Air Operators**

Maritime Aviation (907-487-2784) shall supply administrative support person at the hanger to report the following information to the command post at 907-487-5699, extension 402 for each flight that arrives or departs;

- Aircraft Tail Number
- Names of Personnel
- Cargo

Other commercial airline companies shall be contacted by the air ops coordinator as required to meet the information needs for personnel tracking.

### **AIRSTA Kodiak**

All requests for AIRSTA Kodiak flights shall be made through Air Operations at 907-487-5889 or Schedules at 907-487-5887. Requests shall be approved by the Ops or Planning Officer.

Schedule AIRSTA as far in advance as possible, and consolidate missions to the maximum extent.

### **Vessel Traffic: Passenger and Cargo**

Personnel lists and cargo that will be transported to and from the scene via vessel will be provided at the morning meeting to the coordinator. Resource and Situation unit will use this information to track the assets.

Vessels will be required to provide a current list of crew members.

- MV Cape Douglas 907-654-3684
- Marmot Bay Excursions 907-360-2165

### **Command Post Air / Vessel Coordinator: 907-487-5699 ext 402**

This position shall track all personnel as they depart and return.

No personnel shall be scheduled without approval from Operations or Planning Officer.

All personnel shall be equipped with the PPE as required for their mission and weather conditions.

<b>DIVISION ASSIGNMENT LIST</b>				1. Branch Air Operations		2. Division/Group Recovery Group	
3. Incident Name Genei Maru 7				4. Operational Period Date: 28-30 November Time: 0900-0900			
5. Operations Personnel							
Operations Chief		MSTC Matt Odum		Division/Group Supervisor		Tom Halgren	
Branch Director		Tom Halgren		Air Attack Supervisor No.			
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader		Number Persons	Trans. Needed	Drop Off PT./Time		Pick Up PT./Time
Helo Pilot - Bell 206 L3 (Primary)	Howard Reed		1	N/A	N/A		N/A
Helo Pilot - Bell 212 (Stand-by)	Tom Walters		1	N/A	N/A		N/A
Air Coordinator	Ralph Hernandez		1	N/A	N/A		N/A
7. Control Operations As conditions permit, the designated primary aircraft shall provide air transportation for cleanup and safety personnel and sling load hazardous waste IAW the Disposal and Air Operations plans. Stand-by aircraft shall provide air transport services as necessary.							
8. Special Instructions All persons flying on incident aircraft must be cleared through the command post & the Air Coordinator using procedures outlined in the Air and Vessel Operations Procedures. Prior to conducting sling operations, an approved Air Operations Safety Plan Shall be in place.							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
Command		Phones	Per comms listing		T 159.465 R 151.160 DL 114.8	ADEC	23/9
Tactical Div/Group		VHF	69	Air to Ground		VHF	21A
Prepared by (Resource Unit Ldr.) LTJG Shadrack Scheirman		Approved by (Planning Sect. Ch.) LT Marty Smith		Date 27 November 2002		Time 1200	

DIVISION ASSIGNMENT LIST		1. Branch Oil/Hazmat Removal/Disposal		2. Division/Group Removal Group			
3. Incident Name Genei Maru 7		4. Operational Period Date: 28-30 November Time: 0900-0900					
5. Operations Personnel							
Operations Chief	MSTC Matt Odum/ LT Wiley	Division/Group Supervisor		Tom Halgren			
Branch Director	Tom Halgren	Air Attack Supervisor No.					
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader	Number Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time		
Removal Team	Tom Halgren	7	Yes	TBD	TBD		
Safety Monitor	DC1 Elpidio Macadeo	1	Yes	TBD	TBD		
Safety Monitor	DC2 Ben Perry-Thistle	1	Yes	TBD	TBD		
SUPSALV Pump Tech	Scott Partlow	1	Yes	TBD	TBD		
7. Control Operations							
<ul style="list-style-type: none"> <li>As conditions permit, continue to remove oil, hazmat, solid waste, and debris from the vessel in accordance with the Lightering/Hazmat Removal &amp; Disposal Plan. Oil, hazmat, solid waste, and debris will be transferred IAW the Air Ops Plan.</li> <li>Upon completion of solid waste removal, commence preparations and conduct test of Ammonia refrigeration system as outlined in the Ammonia Removal Plan. If the refrigeration system is found to be already free of NH<sub>3</sub>, the team should transition immediately to Reefer flats to sample for Hydrogen Sulfide gas, which may be a by-product to the decomposition of Squid or Foodstuffs. This effort will be to SAMPLE ONLY. If H<sub>2</sub>S is found to be present, the team is to egress, leave the space secured.</li> <li>As operations permit, conduct shoreline assessment for impacts from oil or debris.</li> <li>Ballasting shall be conducted only with direct approval via the Operations Section and the FOSCR.</li> <li>After removal from the vessel, all wastes shall be categorized and disposed of in the appropriate waste streams IAW the Hazardous Waste Disposal plan.</li> </ul>							
8. Special Instructions							
<p>The Operations Section Chief/FOSCR will provide updates to the FOSC twice daily. Prior to shifting from oil/solid waste removal to NH<sub>3</sub> testing/removal, the Operations Section Chief/FOSCR contact the FOSC. Prior to conducting Ballasting Operations, the Operations Section Chief/FOSCR contacts the FOSC.</p> <p>SUPSALV Pump Tech will not be able to participate in ballasting operations.</p>							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
Command		Phones	Per comms listing	Logistics	T 159.465 R 151.160 DL 114.8	ADEC	23/10
Tactical Div/Group				Air to Ground		VHF	21A
Prepared by (Resource Unit Ldr.) LTJG Shadrack Scheirman		Approved by (Planning Sect. Ch.) LT Marty Smith		Date 27 November 2002		Time 1200	

<b>DIVISION ASSIGNMENT LIST</b>			1. Branch Oil/Hazmat Removal/Disposal		2. Division/Group Recovery Group		
3. Incident Name Genei Maru 7			4. Operational Period Date: 28-30 November Time: 0900-0900				
5. Operations Personnel							
Operations Chief		MSTC Matt Odum/ LT Wiley		Division/Group Supervisor		Tom Halgren	
Branch Director		Tom Halgren		Air Attack Supervisor No.			
6. Resources Assigned this Period							
Strike Team/Task Force/ Resource Designator	Leader		Number Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time	
M/V CAPE DOUGLAS	Doug Pederson		3	N/A	N/A	N/A	
Waste Coordinator	FSE Personnel		1	Yes	TBD	TBD	
7. Control Operations As conditions permit, continue to receive oil transferred from F/V GENEI MARU 7. Receive materials removed from F/V GENEI MARU 7 for future disposal. Provide logistical platform for recovery operations.  After removal from the vessel, all wastes shall be categorized and disposed of in the appropriate waste streams IAW the Hazardous Waste Disposal plan.							
8. Special Instructions							
9. Division/Group Communication Summary							
Function	Frequency	System	Channel	Function	Frequency	System	Channel
Command		Phones	Per comms listing	Logistics	T 159.465 R 151.160 DL 114.8	ADEC	
Tactical Div/Group		VHF	69	Air to Ground		VHF	21A
Prepared by (Resource Unit Ldr.) LTJG Shadrack Scheirman		Approved by (Planning Sect. Ch.) LT Marty Smith		Date 27 November 2002		Time 1200	





## WILDLIFE RESPONSE PROCEDURES

1. Assign one person to walk beach north of and adjacent to grounded vessel.
  - ☞ Person should walk along tidal debris lines and investigate large piles of kelp to locate potentially hidden carcasses. Walk tideline within two hours after hightide.
2. Document your findings.
  - ☞ Maintain a daily log to note what, if anything, is found. Note if no carcasses were found.
  - ☞ If a carcass is found, prepare an identification tag by using a pencil or permanent pen (e.g., Sharpie<sup>®</sup> pen). Note date, time found, location, and species (if known), and any other pertinent information. Attach tag to carcass if possible. If not, place safely in plastic bag with carcass. Place carcass in plastic bag and tie it closed. Seal with tape, and if possible, write identical information on tape as on tag. If no bag is available, use any materials present to separate and protect it from other objects.
3. Collect carcasses in designated location near the helicopter landing zone.
4. Transport carcasses to Kodiak on a daily basis to remove them from scavenging animals and to minimize attraction of bears. This will help prevent secondary poisoning of other wildlife and spread of pollutants.
5. Prior to or upon arrival in Kodiak, contact Tonya Brockman, (Kodiak National Wildlife Refuge, 487-2600) to arrange for pick-up or delivery. If after normal working hours or during a weekend, leave a message at 487-2696.
6. If carcasses cannot be turned over to Refuge personnel immediately, protect carcasses from decomposing by refridgerating (preferably) or freezing.
7. Refuge personnel will complete a "Chain of Custody" form. A copy should be made and the original placed with the specimens (i.e., if possible, box specimens together, tape box closed, and freeze in secure storage).
8. Refuge personnel will then contact Catherine Berg, (FWS, WAES, 271-1630) to transport carcasses.

### GEAR LIST:

plastic bags (assorted sizes)  
rubber gloves  
paper, identification tags  
pencils, permanent markers  
tape (1" strapping or duct)  
knife

## LIVE WILDLIFE ENCOUNTERS

*Catherine — the bear section is where I'm getting bogged down. How much detail??*

A. Brown bears:

Avoid bear encounters by keeping the work area clean. Be alert for fresh bear sign and inform the Safety Officer if any sign is found. Don't travel far from the work area or travel in groups. Make noise to warn a bear of your approach. If you should come upon a bear, stay at least 100 yards from it. Back away

B. Other wildlife:

Healthy - Upon approach, most healthy wildlife will depart the area. No special concerns.

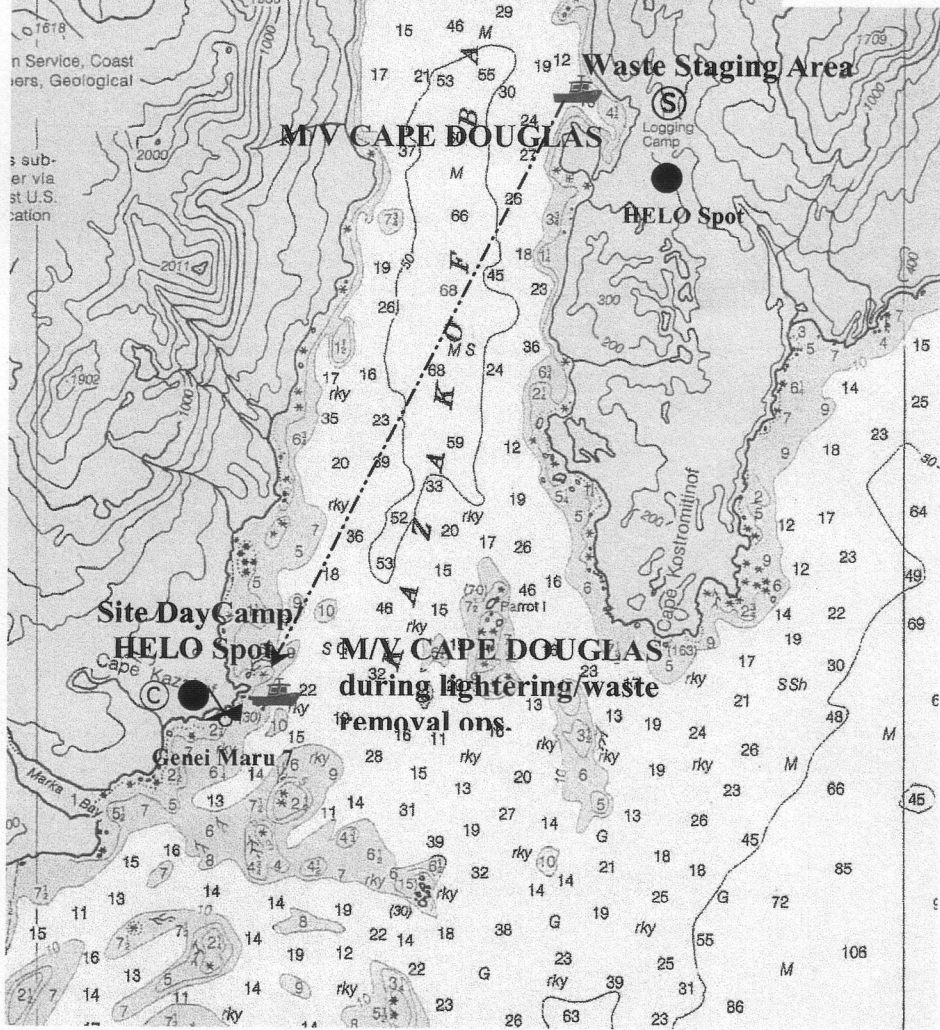
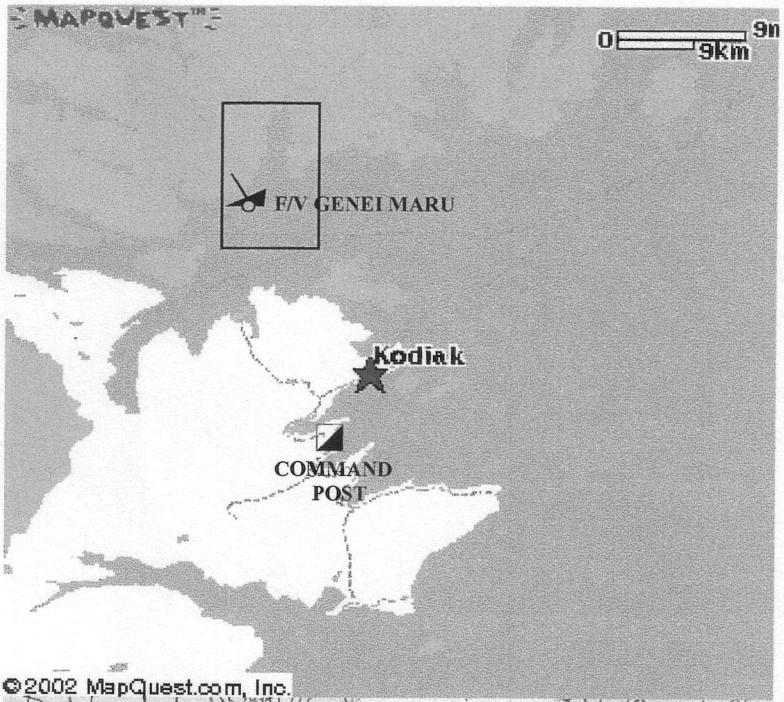
Injured - There is a possibility that wildlife may be injured or impaired from contact with spilled fuel. Individuals often become lethargic and plumage or pelage will look soiled and wet. Insulation provided by their feathers or fur is compromised when contacted by petrochemicals, resulting in hypothermia. Animals may also ingest these harmful substances in the process of grooming themselves. Do not approach injured wildlife. Instead, leave the area quietly. Continue "tracking" the progress of the animal by observing it from a distance on a daily basis. Record observations daily, and in particular, note the species, where it was found, when it was found, its activity, and its condition.

GEAR LIST:

paper or log book  
pencil or permanent pen

<b>INCIDENT RADIO COMMUNICATIONS PLAN</b>		1. Incident Name F/V GENEI MARU #7		2. Date/Time Prepared 20 November 2002 - 1500		3. Operational Period Date/Time VALID UNTIL FURTHER NOTICE	
4. Basic Radio Channel Utilization							
Radio Type/Cache	Channel	Function	Frequency/Tone	Assignment	Remarks		
Alaska	23	Command & Control	T 159.465 R151.160 DL114.8	OPS/Reporting	Primary		
DEC	9						
VHF	69	Tactical On Scene		FOSS Env Crews/ Maritime Helicopters M/V CAPE DOUGLAS			
VHF	16	SAFETY		Safety/Hailing	SAFETY		
King							
NIFC							
King							
NIFC							
King							
NIFC							
King							
NIFC							
King							
NIFC							
5. Prepared by (Communications Unit) Art Pilot							

<b>MEDICAL PLAN</b>	INCIDENT NAME Genei Maru #7	DATE PREPARED Nov. 25, 2002	TIME PREPARED 1600	OPERATIONAL PERIOD Valid until amended				
<b>5. INCIDENT MEDICAL AID STATIONS AND AMBULANCES</b>								
MEDICAL AID STATION	LOCATION			PARAMEDICS				
First Aid Kit	On Genei Maru			YES	NO			
First Aid Kit	On Bluff above the Genei Maru			EMT	X			
First Aid Kit	On board the M/V Douglas				X			
<b>7. HOSPITALS</b>								
NAME	ADDRESS	TRAVEL TIME		PHONE	HELIPAD		BURN CENTER	
		AIR	GROUND		YES	NO	YES	NO
Providence Kodiak Is. Medical Center		20 minutes		486-9578	X			
CG Air Station Kodiak		20 minutes		487-5156 Channel 16	X			
<b>8. MEDICAL EMERGENCY PROCEDURES</b>								
For any medical emergencies that the patient can move on their own with assistance: In good weather, the patient will be assisted into a skiff and moved to the Cape Douglas or the staging area at the logging camp. From this point the patient will be air lifted to Kodiak Hospital.								
For medical emergencies that the patient is not movable on their own.								
In Good weather the patient will be loaded into a skiff, taken to the Cape Douglas and air lifted to the Kodiak Hospital.								
In adverse weather, the Coast Guard will be called to air lift the patient to the Kodiak hospital.								
ICS206.FRM 2-96	9. PREPARED BY (MEDICAL UNIT LEADER)				10. REVIEWED BY (SAFETY OFFICER) Stan Shields, CWO			





**F/V GENEI MARU #7  
DEMOBILIZATION PLAN**

**I. Purpose:**

- A. To efficiently and cost effectively manage resources assigned to this incident, throughout the operational period, the Operations Section Chief may determine that certain resources and personnel be reassigned to different tasking, or released from the incident. Once the determination to release personnel and/or resources is made, proper checkout must be conducted in order to release payment for services.

**II. General Demob procedure:**

- A. Resource released from tactical assignment and incident
- B. Complete all assignments, unit logs, and subordinate evaluations.
- C. Resource owner or contract representative reports to Resource Unit at the Command Post and obtains an Incident Demob Check-Out form. The Resource Unit Leader or Demob Unit Leader will determine which of the following personnel need to be seen, and the Demob Check-Out initialed by them prior to release from the incident.
  - 1. Immediate Supervisor
    - (a) Complete and counsel personnel on incident performance evaluation.
  - 2. Operations Section Chief
    - (a) To verify release
  - 3. Finance Section Chief
    - (a) To ensure proper termination of Contracts
    - (b) Ensure any damage/injury claims submitted
  - 4. Logistics Section Chief
    - (a) Ensure turn-in of issued equipment, i.e. radios, and other equipment.
    - (b) Ensure travel arrangements are made and personnel are checked out of billeting or hotels.
  - 5. Safety Officer
    - (a) Ensure proper rest periods have been observed if resource is being driven/flown to leave incident.
    - (b) Ensure proper safety inspection of equipment, i.e. vehicles or aircraft. If repairs to equipment are necessary due to use on the incident, the completion and documentation for incident compensation must be provided to the Finance Section Chief, to ensure payment/reimbursement. Repairs affected AFTER Demobilization will not be held charged to the incident.
  - 6. Demob Unit Leader/Resources Unit Leader
    - (a) Last one to be seen
    - (b) Verify all other check-outs completed
    - (c) Initial Demob Check-Out form and pull T-Card. All documentation will be forwarded to the Documentation Unit once personnel or resources are demobed.



### **III. ADEC**

#### **A. Comms Gear**

1. Once the determination has been made that ADEC support for comms is no longer necessary, Ops may release the Comms Unit Leader and the comms gear.
2. Comms Unit Leader, follow General Demob Procedures.
3. All other communications gear brought to the incident is the responsibility of those that brought it to the incident.

### **IV. U. S. Coast Guard**

- A. Once the determination has been made that any Coast Guard personnel is no longer required on the incident, Ops, FOSCR, or the Incident Commander may direct their release.
- B. The released Coast Guard personnel should follow the general Demob procedures.
- C. Upon return to their unit, any Coast Guard personnel shall complete a Travel Claim for reimbursement of costs incurred while assigned to the incident. Once the Travel Claim has been processed and liquidated, a copy of the Travel Verification Summary (TVS) shall be forwarded to the Finance Section Chief or the designated FOSCR tracking the Incident Costs.
- D. Local Coast Guard personnel, follow general Demob procedures.
- E. **Priorities for USCG equipment release are as follows:** All equipment will be properly decontaminated prior to release.
  1. Canflex Bladder and some Support Items (two orange tow lines, yellow abrasion pad, helo net & pendant): USCG H60 required: 24 hour notice Flight arrangements to be made with Schedules at 907-487-5887.
  2. 3 ea peristaltic pumps
  3. 1200 ft 2" hose.
  4. SkimPac 4200 Skimmer with 3-piece wand.
  5. 40 ft ladder: Return to ISC Kodiak Base Contractor: Mike Slagel POC.
  6. 1200 lb sinker: USCG H60 Required: return to USCGC Firebush. Flight arrangements to be made with Schedules at 907-487-5887.

### **V. Alaska National Guard Tents**

- A. General Demob requirements shall be followed for demobing the tents on the Bluff. Demob shall be initiated by contacting Army National Guard SSGT Grunst in Anchorage, at (907) 428-6358.

### **VI. Contractor Personnel/Equipment**

- A. Follow the general Demob procedures and company policies to complete demob from the response.

# Demobilization Flowchart

## Operations Section

Resource released  
From tactical assignment.  
**NOT INCIDENT!**

## Planning Section

RESOURCES UNIT  
- Verify with Ops



Not Needed

Needed

Reassign Resource

Can Resource be used elsewhere?



Needed

## Logistics Section

SUPPLY UNIT  
- Verify with Res. Unit



Can Resource be used elsewhere?

Not Needed

## Finance / Admin Section

TIME / COST UNITS  
- Verify time / orders complete.  
- Release Resource from Incident.

Follow the Demob. Checklist ICS-221

**DEMOBILIZATION CHECKOUT**

1. Incident Name/Number GENEI MARU#7		2. Date/Time	3. Released By Operations Section Chief
4. Unit/Personnel Released			
5. Transportation Type (How are you leaving the incident?)			
6. Actual Release Date/Time		7. Reassigned <input type="checkbox"/>	
8. Destination		9. Notified:	
10. Unit Leader Responsible for Completing Performance Evaluation			
11. Unit/Personnel			
You and your resources have been released subject to sign off from the following: <i>Demob. Unit Leader check the appropriate box</i>			
Logistics Section			
<input type="checkbox"/>	Supply Unit	_____	
<input type="checkbox"/>	Communications Unit	_____	
<input type="checkbox"/>	Hotel Check-Out	_____	
<input type="checkbox"/>		_____	
Planning Section			
<input type="checkbox"/>	Documentation Unit		
Finance Section			
<input type="checkbox"/>	Contracts/Comps & Claims		
Other			
<input type="checkbox"/>	Safety		
<input type="checkbox"/>			
<input type="checkbox"/>			
12. Remarks			
13. Prepared by (include Date and Time)			

**Instructions for completing the Demobilization Checkout (ICS form 221)**

Prior to actual Demob Planning Section (Demob Unit) should check with the Command Staff (Liaison Officer) to determine any agency specific needs related to demob and release. If any, add to line Number 11.

Item No.	Item Title	Instructions
1.	Incident Name/No.	Enter Name and/or Number of Incident.
2.	Date & Time	Enter Date and Time prepared.
3.	Released by Ops Section Chief	Ops Section Chief note that personnel/resources are releasable.
4.	Unit/Personnel Released	Enter appropriate vehicle or Strike Team/Task Force ID Number(s) and Leader's name or individual overhead or staff personnel being released.
5.	Transportation	Enter Mode or Method of transportation back to home unit. <i>Additional specific details should be included in Remarks, block # 12.</i>
6.	Actual Release Date/Time	To be completed at conclusion of Demob at time of actual release from incident. <i>Would normally be last item of form to be completed.</i>
7.	Reassignment Information	If personnel/equipment are reassigned to another incident, check the block and reference in remarks, block #12.
8.	Destination	Enter the location to which Unit or personnel have been released. <i>i.e. Area, Region, Home Base, Airport, Mobilization Center, etc.</i>
9.	Area/Agency/Region Notified	Identify the Area, Agency, or Region notified and enter date and time of notification.
10.	Person Responsible for Completing Performance Evaluation	Self-explanatory. <i>Not all agencies require these ratings.</i>
11.	Resource Supervision	Demob Unit Leader will identify with a check in the box to the left of those units requiring check-out. Identified Unit Leaders are to initial to the right to indicate release.  Blank boxes are provided for any additional check, (unit requirements as needed), i.e. Safety Officer, Agency Rep., etc.
12.	Remarks	Any additional information pertaining to demob or release.
13.	Prepared by	Enter the name of the person who prepared this Demobilization Checkout, including the Date and Time.

Incident Name: F/V Genie Maru Kodiak, Alaska  
Waste Management and Disposal Plan  
Oil Spill Mitigation and Cleanup Operations  
Date prepared : 11/20/02 10:36 AM  
Attachment: Ammonia Removal Plan

**NOTE:** AMMENOMENTS TO THIS PLAN MAY BE ~~ANNOTATED~~ <sup>ANNOTATED</sup> DURING THE OPERATIONAL PERIOD, WITH UNIFIED COMMAND APPROVAL.

Assessment

*WMA  
PLANS  
SECTION  
CHIEF.*

An initial inspection of the vessel's ammonia refrigeration system and on deck cylinders suspected to contain ammonia was conducted on 11/20/02 by representatives of Alaska Refrigeration of Anchorage, Alaska. The following summarizes the observations and conclusions of that inspection:

#### **On deck ammonia tanks**

All three tanks were exposed to high heat and relief valves vented during vessel fire. No ammonia is left in those tanks.

#### **Refrigeration System**

After air monitoring was completed, engine room was entered and refrigeration system component which were accessible (above water) were inspected.

Pressure gauge was located but internal gauge parts were missing, and gauge could not be read.

Located and traced ammonia vent line to outdoor source located at left side at rear of wheel house.

Refrigeration equipment was subjected to high heat, relief valve may have blown all refrigeration charged in system at time of fire.

Under current circumstances it is impossible to determine how much (if any) ammonia refrigerant is left in the system, and if there is any pressure charge in the system. The system's compressors are located in the flooded portion of the engine room which is not accessible.

#### **Proposed action**

Based on the damaged and inaccessible nature of the system's components, FES proposes to neutralize any ammonia remaining in the system by dissolving through a water filter system, and then discharging the process water to the ocean.

Incident Name: F/V Genie Maru Kodiak, Alaska  
Waste Management and Disposal Plan  
Oil Spill Mitigation and Cleanup Operations  
Date prepared : 11/20/02 10:36 AM  
Attachment: Ammonia Removal Plan

**NOTE:** AMMENOMENTS TO THIS PLAN MAY BE ~~AMMEND~~ <sup>ANNOTATED</sup> DURING THE OPERATIONAL PERIOD, WITH UNIFIED COMMAND APPROVAL.

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Located and traced ammonia vent line to outdoor source located at left side at rear of wheel house.

Refrigeration equipment was subjected to high heat, relief valve may have blown all refrigeration charged in system at time of fire.

Under current circumstances it is impossible to determine how much (if any) ammonia refrigerant is left in the system, and if there is any pressure charge in the system. The system's compressors are located in the flooded portion of the engine room which is not accessible.

### **Proposed action**

Based on the damaged and inaccessible nature of the system's components, FES proposes to neutralize any ammonia remaining in the system by dissolving through a water filter system, and then discharging the process water to the ocean.

Incident Name: F/V Genie Maru Kodiak, Alaska  
Waste Management and Disposal Plan  
Oil Spill Mitigation and Cleanup Operations  
Date prepared : 11/20/02 10:36 AM  
Attachment: Ammonia Removal Plan

### **Proposed removal procedure**

NOTE: Extreme caution must be exercised while conducting this procedure.

Areas must be cleared of debris and hazards to allow unrestricted access and egress to equipment.

Personnel conducting this procedure must be completely familiarized with location of vent lines and isolation valves prior to commencing operations. Due to heat/fire damage valves stem packing (if any is left) may leak and leaks may not be able to be stopped.

There is a high probability that all refrigerant was vented during fire.

Prior to commencing venting operations:

- Secure all hatches to the machinery space in the open position
- Wear air pack & PPE ( Enhanced Level B)

### **Rescue Plan**

- The Ammonia Responders will be comprised of three (3) SCBA trained and equipped personnel.
- A qualified FES person will be designated as the Rescue Team Leader. The Rescue Team Leader will maintain communications access to Kodiak via sat phone at all times during the ammonia removal operations.
- The support helo will be available on station at an appropriate location during the duration of the ammonia removal operations to provide medical evacuation if required.
- Ammonia responders will maintain a visual communications with the Rescue Team Leader to act as the monitor at all times. The monitor will be located outside of the potential hot zone.
- Two responders will remain at the entrance to the machinery space while the other responder is conducting operations in the machinery space (opening the vent line valve). These Responders will execute the extraction of the Responder in the machinery space should that be required for any reason.
- If sea conditions allow, a skiff will be maintained on station at the nearest point of the vessel deck to allow emergency egress from the vessel.

Incident Name: F/V Genie Maru Kodiak, Alaska  
Waste Management and Disposal Plan  
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**To establish presence of ammonia in system and remove from system:**

Step One: Replace existing hose on vent line on vessel house. Present hose is not in good condition.

Step Two: Install ammonia pressure gauge and shut off valve "in line" on vent hose on vessel house.

Note: Depending on what method is approved for disposal there is a possibility that once started, venting may not be able to be stopped. Pressure in system could be as high as 60 PSI. If any transfer of ammonia is attempted, all hoses and equipment should be strong enough to withstand these pressures. This plan does not contemplate transferring or recovering the ammonia to a receiving tank.

Step Three: Weigh down end of vent line in the bottom of a 55 gallon drum of water located on the deck. Circulate a constant flow of water through the barrel.

Open vent line valves in equipment room and vacate area. If any ammonia is present, open refrigerant valve and vent into barrel. Ammonia will dissipate into solution in the circulating water and vent to the atmosphere.

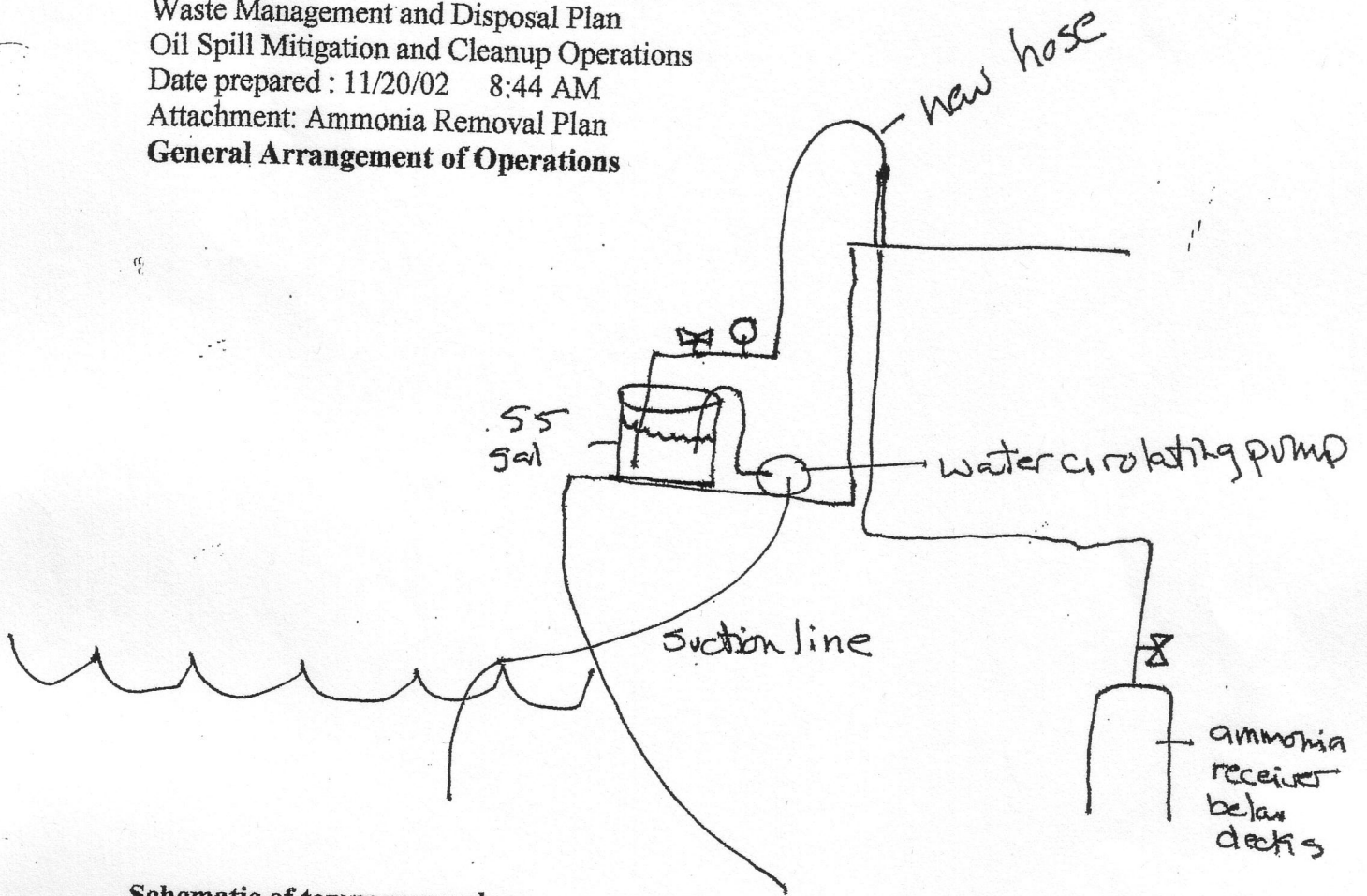
Continue venting and running water through barrel until all refrigerant pressure is relieved (no pressure). Overflow water will discharge to the ocean through the deck.

Step Four: After completion and jobsite is cleared, vent valve could remain open to eliminate any vapors.

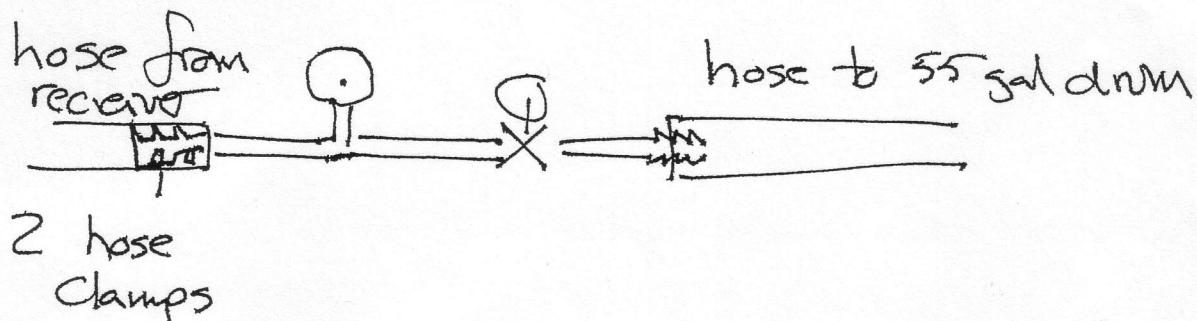
A schematic of the temporary valving to be installed by the responders is shown on the next page:



Incident Name: F/V Genie Maru Kodiak, Alaska  
Waste Management and Disposal Plan  
Oil Spill Mitigation and Cleanup Operations  
Date prepared : 11/20/02 8:44 AM  
Attachment: Ammonia Removal Plan  
**General Arrangement of Operations**



Schematic of temporary valves



**HIGH NOVEMBER**

**LOW NOVEMBER**

DATE DAY	DOTS™ GUIDE	A.M.		P.M.		A.M.		P.M.	
		TIME	FT.	TIME	FT.	TIME	FT.	TIME	FT.
1 Fri	●	11:06	8.2	11:14	8.1	4:35	0.5	5:10	1.3
2 Sat	●	11:45	9.1	....	...	5:22	0.3	6:00	0.0
3 SUN	●	0:11	8.5	12:22	10.0	6:06	0.4	6:47	-1.1
4 Mon	●	1:04	8.7	1:00	10.7	6:48	0.6	7:33	-1.8
5 Tues	●	1:54	8.7	1:39	11.1	7:29	0.9	8:18	-2.2
6 Wed	●	2:43	8.5	2:19	11.1	8:10	1.5	9:04	-2.1
7 Thur	●	3:33	8.2	3:01	10.8	8:52	2.1	9:50	-1.6
8 Fri	●	4:25	7.7	3:45	10.1	9:37	2.7	10:40	-0.9
9 Sat	●	5:22	7.1	4:32	9.3	10:26	3.3	11:34	-0.1
10 SUN	●	6:28	6.7	5:27	8.3	11:25	3.9	....	...
11 Mon	●	7:46	6.5	6:35	7.4	0:36	0.7	12:43	4.2
12 Tues	●	9:01	6.7	8:00	6.8	1:47	1.2	2:24	4.0
13 Wed	●	9:59	7.0	9:27	6.6	2:58	1.5	3:51	3.4
14 Thur	●	10:42	7.5	10:38	6.7	3:57	1.7	4:49	2.7
15 Fri	●	11:15	8.0	11:32	6.9	4:43	1.8	5:33	1.9
16 Sat	●	11:43	8.4	....	...	5:21	1.9	6:09	1.1
17 SUN	●	0:17	7.2	12:09	8.9	5:54	2.0	6:42	0.5
18 Mon	●	0:56	7.4	12:35	9.3	6:25	2.2	7:13	0.0
19 Tues	●	1:33	7.5	1:02	9.6	6:56	2.4	7:45	-0.3
20 Wed	●	2:08	7.6	1:32	9.8	7:27	2.7	8:17	-0.5
21 Thur	●	2:44	7.5	2:03	9.9	7:59	2.9	8:51	-0.6
22 Fri	●	3:21	7.3	2:36	9.8	8:32	3.2	9:28	-0.5
23 Sat	●	4:01	7.1	3:12	9.5	9:08	3.4	10:09	-0.3
24 SUN	●	4:46	6.8	3:53	9.1	9:49	3.7	10:54	-0.1
25 Mon	●	5:38	6.6	4:42	8.5	10:39	3.9	11:45	0.2
26 Tues	●	6:38	6.5	5:42	7.9	11:43	4.0	....	...
27 Wed	●	7:42	6.8	6:57	7.3	0:43	0.6	1:05	3.8
28 Thur	●	8:43	7.3	8:22	6.9	1:47	0.8	2:35	3.1
29 Fri	●	9:36	8.0	9:47	7.0	2:50	1.1	3:52	2.0
30 Sat	●	10:23	8.9	11:01	7.2	3:49	1.2	4:55	0.8

DATE DAY	DOTS™ GUIDE	
1 SUN	●	11
2 Mon	●	C
3 Tues	●	1
4 Wed	●	1
5 Thur	●	2
6 Fri	●	3
7 Sat	●	4
8 SUN	●	5
9 Mon	●	6
10 Tues	●	7
11 Wed	●	8
12 Thur	●	9
13 Fri	●	10
14 Sat	●	11
15 SUN	●	12
16 Mon	●	1
17 Tues	●	
18 Wed	●	
19 Thur	●	
20 Fri	●	
21 Sat	●	
22 SUN	●	
23 Mon	●	
24 Tues	●	
25 Wed	●	
26 Thur	●	
27 Fri	●	
28 Sat	●	
29 SUN	●	
30 Mon	●	
31 Tues	●	

A.M. TIDES  
LITE TYPE

• BIGGER THE DOT - BETTER THE FISHING®  
**ALASKA STANDARD TIME**

P.M. TIDES  
BOLD TYPE

A.M. TIDES  
LITE TYPE