

Non-Tank Vessel Masters Guide For Western Alaska APC Operating Procedures

Version 2.0

Non-Tank Vessel Masters Guide for Western Alaska APC Operating Procedures v2.0

I. Requirements of APC Coverage

1. Subject to the master's concurrence, this guidance shall be observed by vessels with VRP's citing the 1-Call Alaska APC when navigating within the Captain of the Port Western Alaska Zone while on a transit to or from a U.S. port. Vessels agree to observe these guidelines, in addition to meeting all USCG reporting requirements, as part of their enrollment with 1-Call Alaska.
2. Failure to follow APC routing measures outlined in this guide can place the vessel in violation of the Vessel Response Plan Requirements 33cfr 5010 to 5075.
3. When navigating in the area covered by the APC, enrolled vessels must carry on the bridge a copy of the 1-Call Alaska Compliance Certificate, the USCG APC approval letter, and a copy of these APC Vessel Operational Policies.
4. All reports required in accordance with the APC procedures must be submitted to the 1- Call Alaska Coordination Center by phone +1-907-243-0069 and email (ops@1callalaska.com). The 1- Call Alaska Coordination Center will respond with a confirmation of receipt for your records.
5. 96 hours prior to entering Western Alaska waters covered by this APC, the Master will submit a Notice of Transit via Email. The Notice of Transit will include:
 - a) Estimated date/time of arrival to the US EEZ off Alaska
 - b) Last port of call and next port of call
 - c) Detailed voyage plan with waypoints for your course through the area
 - d) The total quantity of each type of fuel & oil on board the vessel upon entering the US EEZ off Alaska
 - e) Vessel's contact information
 - f) Confirmation that the planned route does not enter any ATBA or that it remains more than 50nm from shore unless using an authorized pass or calling a port in Alaska
 - g) Confirmation that the vessel's AIS has been tested and found properly operational
6. 1-Call Alaska's reply to the notice of transit will confirm the Master's commitment to comply with APC guidelines to the extent considered safe by the Master.
7. While in the Aleutian Islands Subarea, the master shall sail on a route to maintain their position outside of the Aleutian Island Areas to Be Avoided (ATBA) at all times. Vessels should only approach within 50nm of land when transiting through one of the designated passes or its approaches, and/or hailing a US port in the area, or if they have secured a USCG deviation. (For more information on the deviation process please see Section IV.)
8. The Vessel Voyage Plan should be written to use only Unimak, Amchitka, Amukta, or Buldir passes as created by the IMO's designated ATBAs in the Aleutian area. Any use of the Northern Bering Sea/Strait will require the use of the mandatory route, unless granted a deviation that authorizes an alternative route.

9. Masters agree not to sail closer than 50 nautical miles of nearest land while in Alaskan waters except when utilizing an authorized pass or approaching and entering/leaving port.
10. Vessels may not sail within 50 nautical miles of Kodiak or its surrounding islands except when approaching and entering/leaving port.
- 11. Vessels may not use Shelikof Strait as a pass for transit or for sheltering/storm avoidance.**
12. If the vessel makes a course above 60 degrees North (not including weather deviations for Great Circle Traffic acknowledged by the USCG) then the vessel must adhere to the mandatory route.
13. If the Master judges it prudent to deviate from the intended course or must navigate within the ATBA for any reason, a deviation notice must be sent to the Resolve Marine Services Alaska Coordination Center indicating any course changes and the reason for the deviation.

1-Call Alaska is required to timely submit a deviation notice for your vessel to the USCG COTP Western Alaska. The master must submit a deviation notice to ops@1callalaska.com.

14. Prior to entering the ATBA or sailing closer than 50 nautical miles from shore. Failure to do so can result in USCG review, and potential fines.
15. Failure to report deviations to the 1-Call Alaska Coordination Center or failure to follow these guidelines will result in the 1-Call Alaska Coordination center contacting the vessel, Q.I., DPA, and potentially activating Response Assets.
16. Any casualty or otherwise hazardous conditions as defined in 33CFR160.204 or other event requiring reduced propulsion must be reported to the 1-Call Alaska Coordination Center via telephone at +1 907 243 0069.
 - a) Within one hour when outside the ATBA.
 - b) Within ½ hour when inside the ATBA no closer than 25 NM to any land mass.
 - c) Immediately if any land mass is less than 25 NM from the vessel.
 - d) Regular updates will be given to the 1-Call Alaska Coordination center until rectified and the voyage safely resumed. The updates should occur at least on the ½ hour and in no case shall they occur less than hourly.
17. A vessel stopping at any port in the area covered by this APC, whether a scheduled call or not, should comply with procedures proscribed in the applicable Sailing Directions for that port after filing a deviation notice per item 7 above.

II. AREAS TO BE AVOIDED IN THE REGION OF THE ALEUTIAN ISLAND ARCHIPELAGO

Reference charts: United States 16011, 2012 edition; United States 16012, 2005 edition. Note: These charts are based on North American 1983 Datum (NAD 83) which is equivalent to World Geodetic System 1984 Datum (WGS 84).

Description of the areas to be avoided.

To reduce the risk of a marine casualty and resulting pollution and damage to the environment "In the Region of the Aleutian Island Archipelago", all ships 400 gross tons and above solely in transit should avoid the areas to be avoided bounded by lines connecting the following geographical positions.

1. East ATBA

An area to be avoided is established and bounded by a line connecting the following geographical positions.

- | | |
|--------------------------------|---------------------------------|
| (1) 54° 07'.94 N 162° 19'.48 W | (7) 56° 19'.83 N 161° 04'.29 W |
| (2) 54° 22'.14 N 164° 59'.57 W | (8) 56° 04'.91 N 160° 29'.04 W |
| (3) 54° 43'.51 N 165° 09'.77 W | (9) 55° 40'.94 N 159° 32'.43 W |
| (4) 54° 59'.45 N 165° 14'.74 W | (10) 55° 22'.58 N 158° 49'.19 W |
| (5) 55° 43'.20 N 163° 38'.05 W | (11) 54° 41'.38 N 158° 31'.66 W |
| (6) 56° 08'.30 N 162° 22'.14 W | (12) 54° 21'.99 N 159° 11'.54 W |

Thence back to point (1).

2. Unalaska ATBA

An area to be avoided is established and bounded by a line connecting the following geographical positions.

- | | |
|---------------------------------|---------------------------------|
| (13) 51° 41'.19 N 170° 52'.93 W | (19) 54° 21'.96 N 165° 43'.77 W |
| (14) 51° 53'.22 N 171° 32'.60 W | (20) 54° 11'.15 N 163° 41'.63 W |
| (15) 52° 41'.95 N 171° 50'.08 W | (21) 53° 40'.84 N 163° 41'.67 W |
| (16) 53° 17'.64 N 171° 50'.31 W | (22) 53° 24'.39 N 164° 07'.37 W |
| (17) 54° 09'.49 N 169° 23'.53 W | (23) 52° 46'.62 N 165° 56'.33 W |
| (18) 54° 17'.62 N 168° 11'.32 W | (24) 51° 57'.40 N 168° 57'.60 W |

Thence back to point (13).

3. Atka ATBA

An area to be avoided is established and bounded by a line connecting the following geographical positions.

- | | |
|---------------------------------|--------------------------------|
| (25) 50° 38'.55 N 180° 00'.00 W | (30) 52° 41'.07 N 171° 56.15'W |
| (26) 51° 11'.83 N 179° 50'.46 W | (31) 51° 37'.86 N 171° 34.53'W |
| (27) 52° 39'.35 N 178° 39'.78 W | (32) 51° 15'.27 N 172° 36.40'W |
| (28) 53° 13'.18 N 173° 49'.18 W | (33) 50° 21'.63 N 179° 24.20'W |
| (29) 53° 02'.71 N 172° 51'.16 W | (33) 50° 21'.63 N 179° 24.20'W |

Thence back to point (25).

4. Amchitka ATBA

An area to be avoided is established and bounded by a line connecting the following geographical positions.

- | | |
|---------------------------------|--------------------------------|
| (34) 51° 51'.50 N 174° 47'.54 E | (39) 52° 36'.31 N 179° 22.09'W |
| (35) 52° 15'.54 N 174° 53'.24 E | (40) 51° 32'.27 N 179° 41.19'W |
| (36) 52° 46'.63 N 176° 15'.15 E | (41) 50° 33'.65 N 179° 33.12'E |
| (37) 52° 57'.86 N 177° 37'.91 E | (42) 50° 44'.11 N 178° 10.33'E |
| (38) 52° 48'.39 N 180° 00'.00 W | (43) 51° 21'.00 N 175° 59.57'E |

Thence back to point (34).

5. West ATBA

An area to be avoided is established and bounded by a line connecting the following geographical positions.

- | | |
|---------------------------------|---------------------------------|
| (44) 53° 40'.90 N 171° 50'.53 E | (50) 52° 08'.23 N 174° 21'.75 E |
| (45) 53° 49'.20 N 172° 29'.47 E | (51) 51° 40'.59 N 172° 45'.27 E |
| (46) 53° 47'.85 N 173° 25'.48 E | (52) 52° 20'.90 N 171° 29'.34 E |
| (47) 53° 24'.41 N 174° 54'.79 E | (53) 52° 40'.53 N 171° 10'.34 E |
| (48) 53° 07'.49 N 175° 18'.74 E | (54) 53° 00'.92 N 171° 06'.20 E |
| (49) 52° 19'.54 N 174° 51'.62 E | (55) 53° 23'.69 N 171° 19'.71 E |

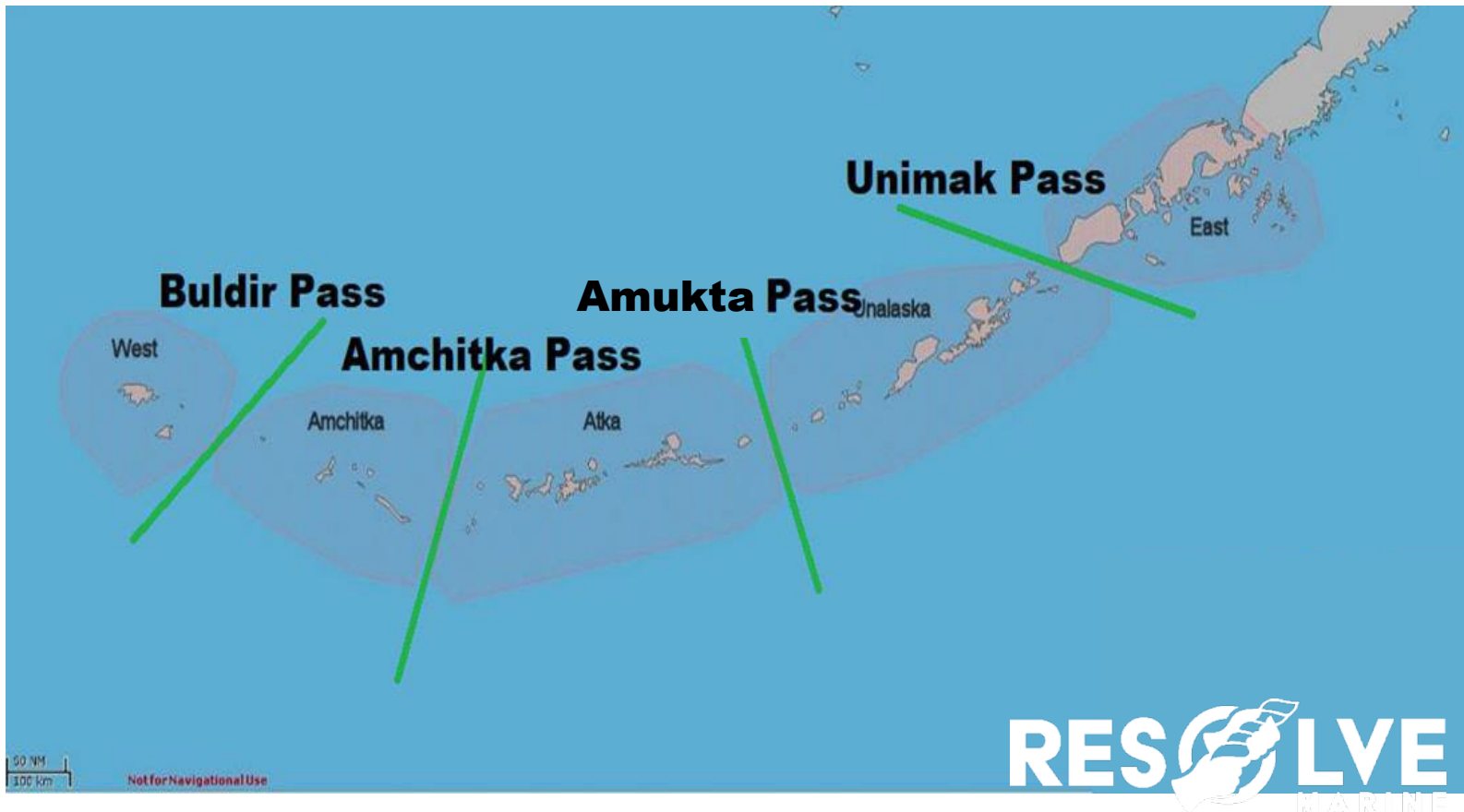
Thence back to point (44)

III. AREA TO BE AVOIDED AROUND KODIAK AND SURROUNDING ISLANDS

An area to be avoided is established and bounded by a line connecting the following geographical positions.

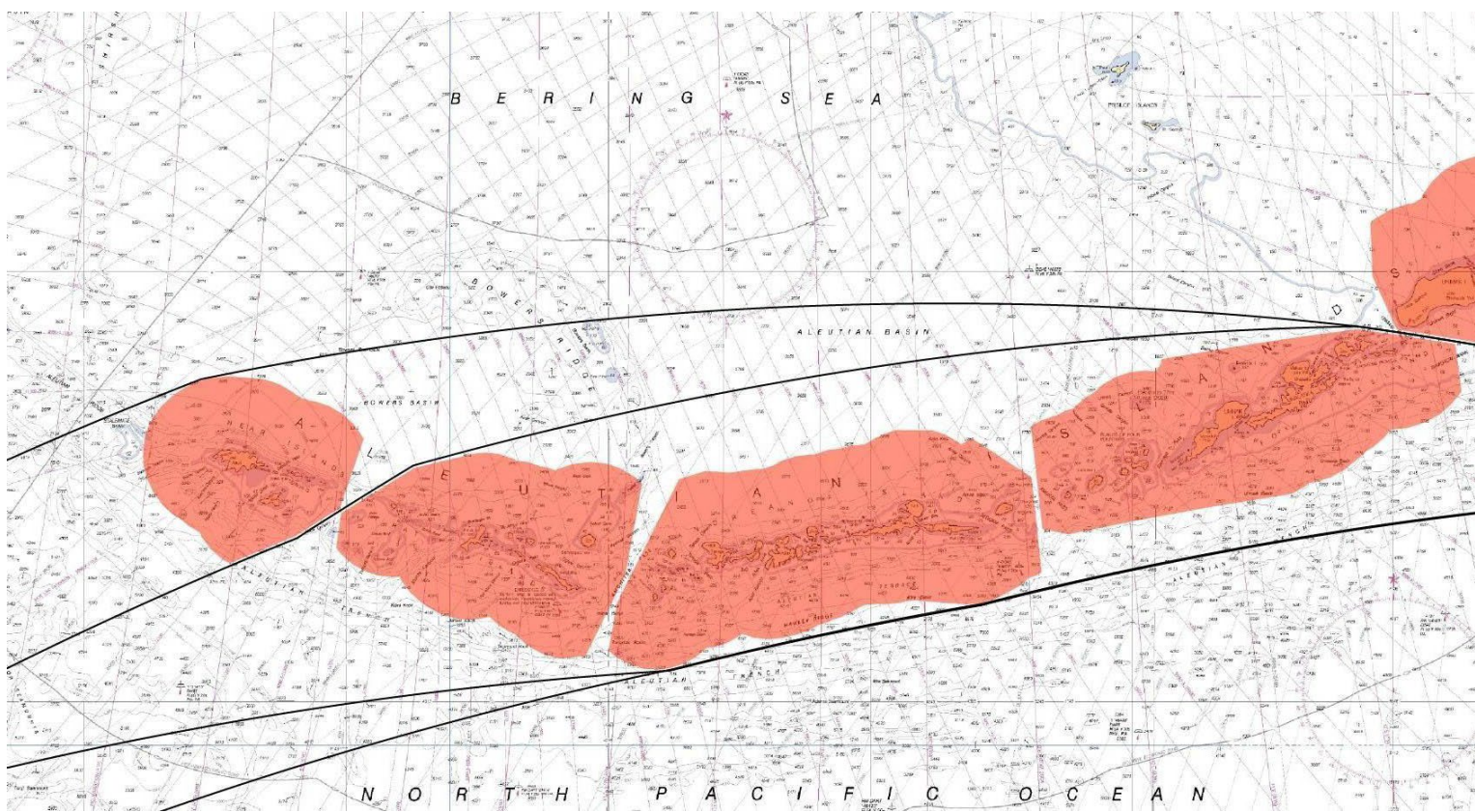
- (1) 55.376, -158.819 (55°22'33.6"N 158°49'08.4"W)
- (2) 56.883, -150.916 (56°52'58.8"N 150°54'57.6"W)
- (3) 58.2, -150.166 (58°12'00.0"N 150°09'57.6"W)
- (4) 58.68321439738641, -151.0715719383691 (58°40'59.6"N 151°04'17.7"W)
- (5) 58.77246677529321, -150.2674538163874 (58°46'20.9"N 150°16'02.8"W)
- (6) 58.85983406269432, -149.8241147676656 (58°51'35.4"N 149°49'26.8"W)
- (7) 59.03880813047393, -148.9818919376354 (59°02'19.7"N 148°58'54.8"W)

DESIGNATED PASSES IN THE ALEUTIAN ISLAND ARCHIPELAGO





**ATBAS IN THE ALEUTIAN ISLAND ARCHIPELIGO
COMMONLY USED GREAT CIRCLE ROUTE THROUGH THE ALEUTIAN ISLAND ARCHIPELI**

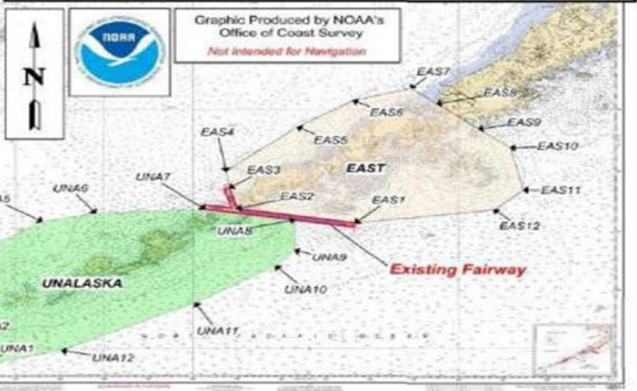


Point ID	ATBA Name	Latitude	Longitude
WES1	West	53°40.90'N	171° 50.53'E
WES2	West	53°49.20'N	172° 29.47'E
WES3	West	53°47.85'N	173° 25.48'E
WES4	West	53°24.41'N	174° 54.79'E
WES5	West	53°07.49'N	175° 18.74'E
WES6	West	52°19.54'N	174° 51.62'E
WES7	West	52°08.23'N	174° 21.75'E
WES8	West	51°40.59'N	172° 45.27'E
WES9	West	52°20.90'N	171° 29.34'E
WES10	West	52°40.53'N	171° 10.34'E
WES11	West	53°00.92'N	171° 06.20'E
WES12	West	53°23.69'N	171° 19.71'E

Point ID	ATBA Name	Latitude	Longitude
AMC1	Amchitka	51°51.50'N	174° 47.54'E
AMC2	Amchitka	52°15.54'N	174° 53.24'E
AMC3	Amchitka	52°46.63'N	176° 15.15'E
AMC4	Amchitka	52°57.80'N	177° 37.03'E
AMC5	Amchitka	52°48.39'N	180° 00.00'W
AMC6	Amchitka	52°36.31'N	179° 22.09'W
AMC7	Amchitka	51°32.27'N	179° 41.19'W
AMC8	Amchitka	50°33.65'N	179° 33.12'E
AMC9	Amchitka	50°44.11'N	178° 10.33'E
AMC10	Amchitka	51°21.00'N	175° 59.57'E

Point ID	ATBA Name	Latitude	Longitude
ATK1	Atka	50°38.55'N	180° 00.00'W
ATK2	Atka	51°11.83'N	179° 50.46'W
ATK3	Atka	52°39.35'N	178° 39.78'W
ATK4	Atka	53°13.18'N	173° 40.10'W
ATK5	Atka	53°02.71'N	172° 51.16'W
ATK6	Atka	52°41.07'N	171° 56.15'W
ATK7	Atka	51°37.86'N	171° 34.53'W
ATK8	Atka	51°15.27'N	172° 36.40'W
ATK9	Atka	50°21.63'N	179° 24.20'W

Aleutian Islands Areas to be Avoided



This Graphic Created on November 17th, 2014
NOAA Charts 16011 and 16012 Depicted

Point ID	ATBA Name	Latitude	Longitude
UNA1	Unalaska	51°41.19'N	170° 52.93'W
UNA2	Unalaska	51°53.22'N	171° 32.60'W
UNA3	Unalaska	52°41.95'N	171° 50.08'W
UNA4	Unalaska	53°17.64'N	171° 50.31'W
UNA5	Unalaska	54°09.49'N	169° 23.53'W
UNA6	Unalaska	54°17.67'N	168° 11.32'W
UNA7	Unalaska	54°21.96'N	165° 43.77'W
UNA8	Unalaska	54°11.15'N	163° 41.63'W
UNA9	Unalaska	53°40.84'N	163° 41.67'W
UNA10	Unalaska	53°24.39'N	164° 07.37'W
UNA11	Unalaska	52°46.62'N	165° 56.33'W
UNA12	Unalaska	51°57.40'N	168° 57.60'W

Point ID	ATBA Name	Latitude	Longitude
EAS1	East	54°07.94'N	162° 19.48'W
EAS2	East	54°22.14'N	164° 59.57'W
EAS3	East	54°43.51'N	165° 09.77'W
EAS4	East	54°59.45'N	165° 14.74'W
EAS5	East	55°43.20'N	163° 38.05'W
EAS6	East	56°08.30'N	162° 22.14'W
EAS7	East	56°19.83'N	161° 04.29'W
EAS8	East	56° 04.91'N	160° 29.04'W
EAS9	East	55°40.94'N	159° 32.43'W
EAS10	East	55°22.58'N	158° 49.19'W
EAS11	East	54°41.38'N	158° 31.66'W
EAS12	East	54°21.99'N	159° 11.54'W

IV. MANDATORY ROUTE IN THE REGION OF THE BERING SEA

As part of our APC, you are required to utilize the following route when you navigate through the Bering Sea North of 60 degrees.

- A. Mandatory routing does not apply to vessels engaged in fishing.

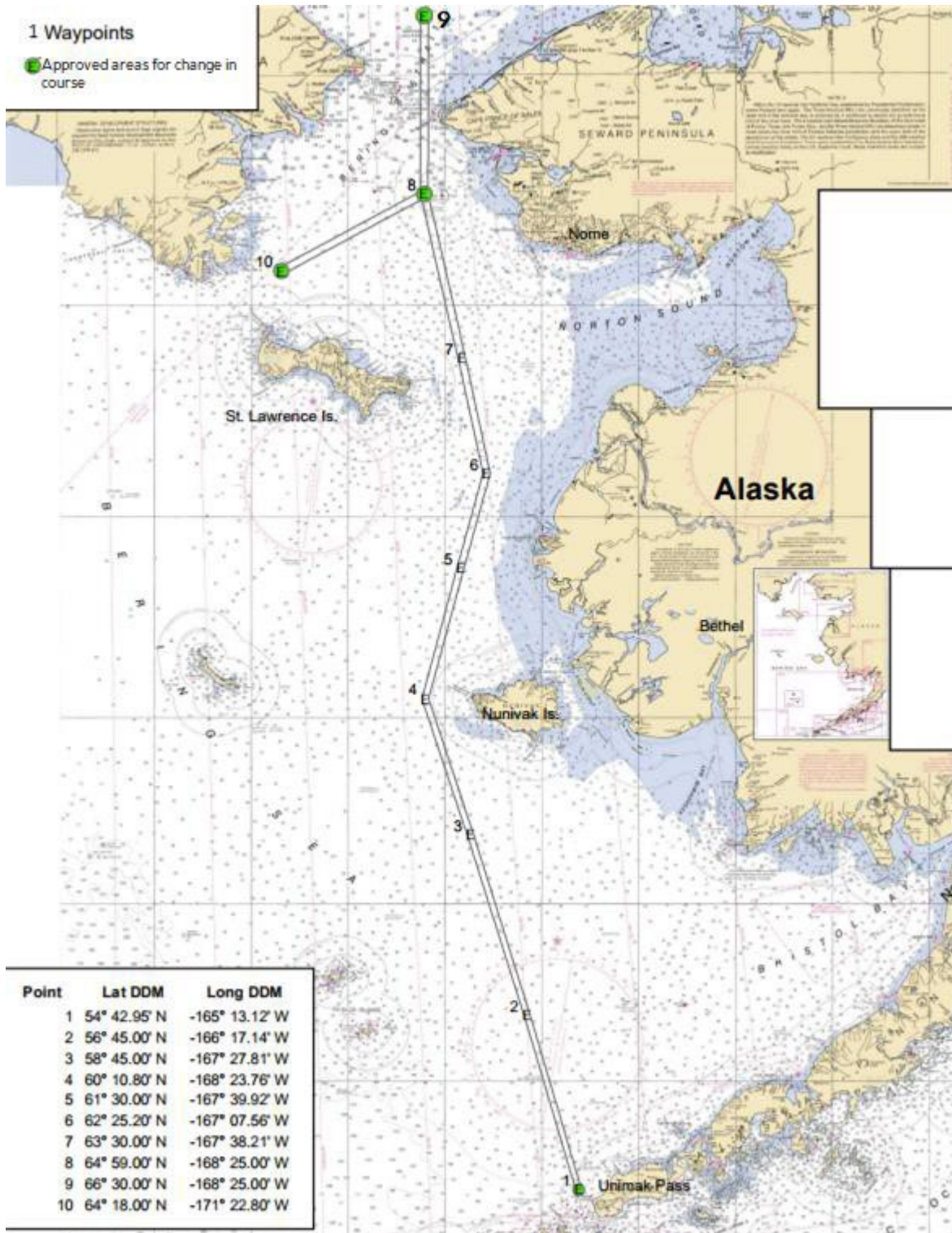
Deviations from this route must be submitted to 1-Call Alaska for acknowledgment via the USCG.

Reference charts: United States 16066, 2015 edition; United States 16220, 2013 edition. Note: These charts are based on North American 1983 Datum (NAD 83) which is equivalent to World Geodetic System 1984 Datum (WGS 84).

WAYPOINTS ARE AS FOLLOWS

54° 42.95' N	165° 13.12' W
56° 45.00' N	166° 17.14' W
58° 45.00' N	167° 27.81' W
60° 10.80' N	168° 23.76' W
61° 30.00' N	167° 39.92' W
62° 25.20' N	167° 07.56' W
63° 30.00' N	167° 38.21' W
64° 59.00' N	168° 25.00' W
66° 30.00' N	168° 25.00' W
64° 18.00' N	171° 22.80' W

Mandatory Route Through the Bering Sea



V. AREAS TO BE AVOIDED IN THE REGION OF THE BERING SEA

In addition to the mandatory routing, all 1-Call Alaska Vessels must comply with our Areas to Be Avoided (ATBA's) within the Bering Sea. These areas should not be used in normal operations or as a potential place of refuge. Should the vessel need to utilize them for storm weather deviations, casualty, or another circumstance beyond the scope of normal operations, a deviation form must be acknowledged by 1-Call Alaska.

The ATBA's are established and bounded by the geographical points listed below.

Reference charts: United States 16066, 2015 edition; United States 16220, 2013 edition. Note: These charts are based on North American 1983 Datum (NAD 83) which is equivalent to World Geodetic System 1984 Datum (WGS 84).

1. Bering Strait ATBA

An area to be avoided is established and bounded by a line connecting the following geographical positions.

- a. 66° 14.4000'N 168° 58.6166'W
 - b. 66° 14.4000'N 168° 30.0000'W
 - c. 65° 30.7800'N 168° 30.0000'W
 - d. 65° 30.7800'N 168° 58.6166'W
- Thence to point a

2. King Island ATBA

An area to be avoided is established and bounded by a line connecting the following geographical positions.

- a. 65° 03.1200'N 168° 19.5600'W
 - b. 65° 05.5260'N 167° 52.9200'W
 - c. 64° 53.5440'N 167° 46.9800'W
 - d. 64° 51.0120'N 168° 14.8200'W
- Thence to point a

3. St. Lawrence Island ATBA

An area to be avoided is established and bounded by a line connecting the following geographical positions.

- a. 63° 01.7760'N 168° 04.3800'W
- b. 62° 46.1400'N 168° 21.2400'W
- c. 62° 44.3820'N 168° 58.3200'W
- d. 61° 00.0000'N 169° 00.0000'W
- e. 61° 00.0000'N 171° 27.0000'W
- f. 63° 08.5740'N 173° 31.0200'W
- g. 63° 54.7980'N 171° 50.9400'W
- h. 63° 59.9460'N 171° 06.1800'W
- i. 63° 17.9940'N 168° 12.5400'W

Thence to point a

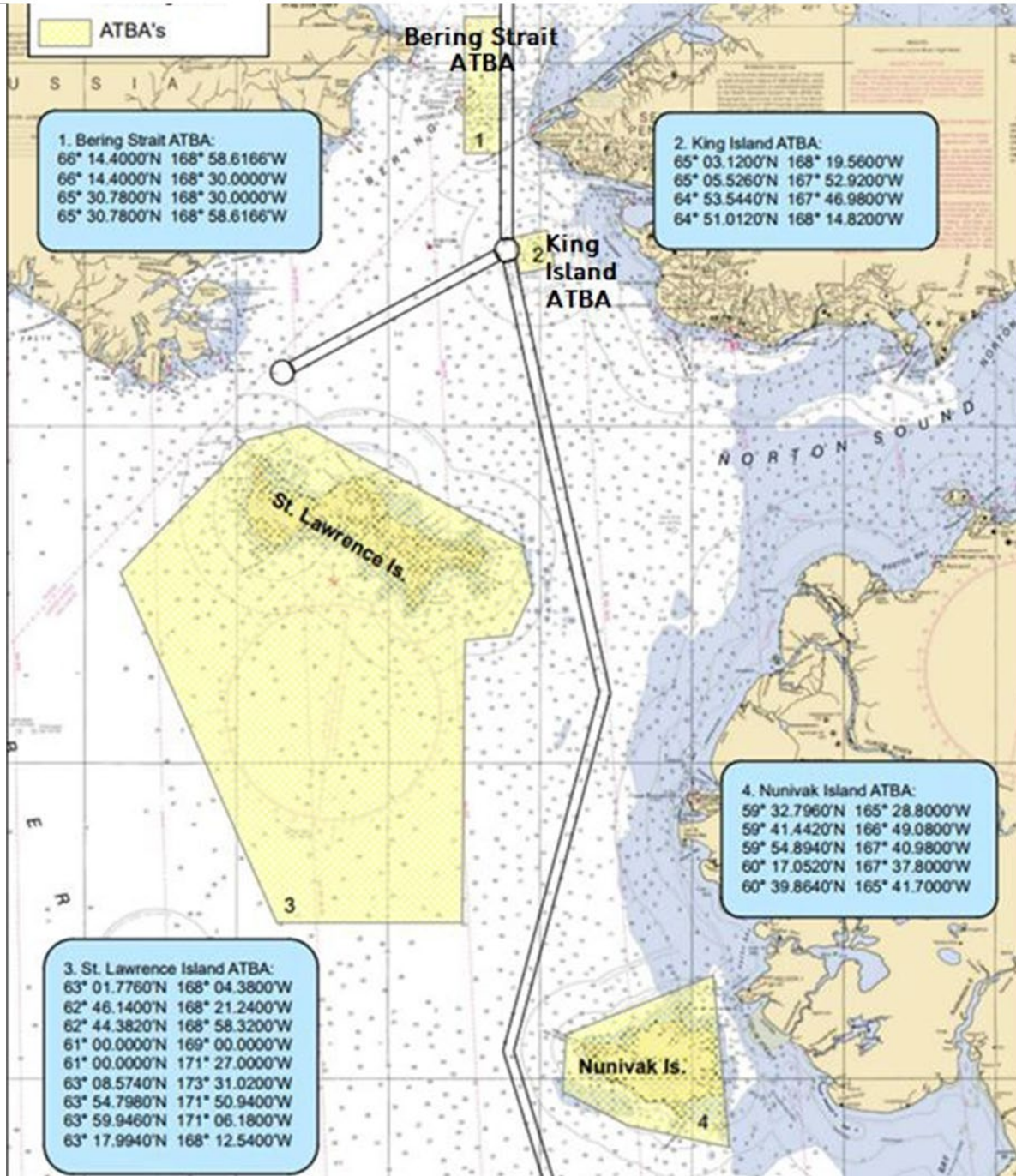
4. Nunivak Island ATBA

An area to be avoided is established and bounded by a line connecting the following geographical positions.

- a. 59° 32.7960'N 165° 28.8000'W
- b. 59° 41.4420'N 166° 49.0800'W
- c. 59° 54.8940'N 167° 40.9800'W
- d. 60° 17.0520'N 167° 37.8000'W
- e. 60° 39.8640'N 165° 41.7000'W

Thence to point a

ATBAS IN THE NORTHERN BERING SEA/STRAIT AREA



VI. Deviation Process

The Deviation process is initiated when the captain determines the need to change course or route through WAK waters or to reduce speed to drift. The captain is expected to inform 1-Call Alaska of the change via email AS SOON AS POSSIBLE, so that the 1-Call Alaska coordination center can process and seek acknowledgment for his new routing plan. This process applies to both innocent and non-innocent passage ships.

There are two types of deviations that are issued by 1-Call Alaska, please see the lists below for an idea of what circumstances require specific deviation acknowledgement procedures.

Deviations requiring USCG Acknowledgement (Call 1-Call Alaska for a deviation request ASAP)	Deviations requiring 1-Call Alaska Acknowledgement (Email 1-Call Alaska with new coordinates/information ASAP)
<ul style="list-style-type: none"> a. Entering the ATBA for any reason b. Utilizing the ATBA for storm weather avoidance c. Changing course to come within 50 nm of shore (except when using the designated passes or mandatory Bering Sea Route) d. Plotting a course in the Northern Bering Sea/Strait that does not utilize Mandatory Route. e. Stopping/drifted the vessel anywhere within the US EEZ for mechanical casualty, f. Any time the vessel broadcasts a “Not Under Command” status 	<ul style="list-style-type: none"> a. Deviating from planned course to any beyond 50nm from shore b. Stopping or slowing speed in areas greater than 50nm to perform drills or routine maintenance.

1. Requesting a USCG Acknowledged Deviation

USCG Acknowledged Permits require the vessel to fill out a storm weather avoidance form. This can be acquired by the captain by calling the Coordination Center or emailing ops@1callalaska.com . Once we provide the form to you, please fill it out, ensuring every box has an answer, and return it to us. The 1-Call Alaska coordination center will ensure the form is complete and accurate and then submit it to Sector Anchorage on your behalf.

If acknowledged by Sector Anchorage, 1-Call Alaska will email the Captain the acknowledgement and serve as the point of contact for both the Ship and USCG Sector Anchorage. If initial acknowledgement is not granted, we will contact the ship with the USCG’s requirements and help with the resubmission of another deviation request.

2. Status Updates During Deviation

Once your vessel has begun the deviation, you are required to report status updates to 1-Call Alaska at the following frequency.

- a) Casualties required to be reported under 33 CFR 160.204: updates should occur at least on the ½ hour and in no case shall they occur less than hourly.
- b) Weather related deviations: 12-hour status reporting.
- c) Mechanical related deviations: 2-hour reporting.
- d) All other Deviations: 6-hour reporting until vessel is greater than 50nm from shore.

Reporting should include the following information.

- a) Ships condition
- b) Ships speed (if not applicable please provide ships drift speed)
- c) Wind direction
- d) Swell height
- e) Mechanical repair progress (if applicable)
- f) Estimate of time remaining in area

3. Requesting a 1-Call Alaska **Acknowledged** Deviation

1-Call Alaska acknowledged deviations are requested by sending the updated course to ops@1callalaska.com.

Our watch standers will log your new course/delay/etc. and send a confirmation email to the vessel, at which point the vessel is free to begin adjusting its course to the deviation route it had submitted.

For routine mechanical related delays, the vessel shall report to the 1-Call Alaska Coordination Center at two-hour intervals and should include:

- a) Ships condition
- b) Ships speed (if not applicable please provide ships drift speed)
- c) Ships heading/course.
- d) Wind direction
- e) Swell height
- f) Routine maintenance progress (if applicable)
- g) Estimate of time remaining not under command

VII. Contact Information

1-Call Alaska Coordination Center

+1 907 243 0069 (24 hr number) ops@1callalaska.com (24 hr Email)

USCG Sector Anchorage

+1 907 428 4100 (24 hr number) sector.anchorage@uscg.mil (24 hr Email)

VIII. Maritime Emergency Response Assets

1. Unalaska/Dutch Harbor

Emergency Towing

1-Call Alaska towing vessels along with towing vessels that are part of the 1-Call Rapid Response Network (R2N) are available to conduct emergency towing should the need arise. 1-Call Alaska holds USCG approved agreements with Dunlap, Foss, Harley Marine, AMAK, Survey Point and other towing companies. The 1-Call Alaska Coordination center actively tracks the location of towing vessels in the area.

Marine Fire Fighting

The Dutch Harbor MFF Package has a 6,000 GPM fire pump, various monitors and nozzles, hose, and 1,200 gallons of 1 x 3 AR-AFFF foam concentrate. Bunker gear and SCBA's for a 4-man team.

Boom

The 1-Call Alaska boom inventory in Unalaska includes a total of 32,000+ feet of 18, 24, and 42-inch boom, to be used for protection and containment of oil. The boom is stored with anchoring and towing systems in 20 ft intermodal containers at the 1-Call Alaska facility in Dutch Harbor and ready for rapid deployment.

Skimming Ability

Type	Quantity	EDRC (Derated)
Elastec X-150	1	4600 bbl (Inland/Oceans)
Elastec Ocean Skimmer	1	8914 bbl (Inland/Oceans)
Crucial C-Disk 13/24 Fuzzy	1	581 EDRC
Skim Pack	2	648 EDRC Each
	TOTAL	14743 bbl/day

Temporary Storage Capacity

Size –Gallons	Description	Fixed / Portable	Notes
40,000	Yaveh Barge	Fixed	
8,000	Vertical	Fixed	2X4,000
8,000	Skid Mounted	Portable	2X4,000
43,000	FRAC Tank	Portable	2x500bbl
10,000	Skid Mounted	Portable	2X5,000
24,000	ISO Tanks	Portable	
22,000	Skid Mounted	Portable	
924,500	IBIS Barge	Portable	
1,079,500 gal			25,104 BBL

2. Nome

Staged at the Port of Nome, the 1-Call Alaska MMPD Package is staged for rapid deployment to the Southern Chukchi Sea, Bering Strait, and Northern Bering Sea Regions.

Boom

2,000 Feet of Optimax I - S/S top tension 7" Freeboard 12" draft "OptiMax I - 19 Series" 4 Tow Bridles with Floats.

Skimming Ability

Type	Quantity	EDRC (De-rated)
TDS 118G Grooved drum Skimmer system (Skimmer head, D10 Hyd Power Pack, E-150 Transfer pump)	1	614
	TOTAL	614 bbl/day

Temporary Storage Capacity

Size –Gallons	Description	Fixed / Portable	Notes
4,000	USG Pillow tanks w/ ground cover and carry bag	Portable	4 x 1,000 gal units
4,000 gal			95 bbl

3. Homer

Miscellaneous Support Gear:

Non-Tank Vessel Clean UP Kit, Includes PPE Decon, shoreline clean up, bird hazing etc. as required by ADEC.

Staged at Moore and Moore, Homer Alaska the RMG WCD1 Package is ready for rapid deployment to The Cook Inlet and Northern Gulf of Alaska.

Boom

30,000 ft 19" Boom - Optimax I - S/S top tension 7" Freeboard 12" draft "OptiMax I - 19 Series," 2,200 ft 42" Boom - Supermax II S/S top tension 15" freeboard 27" draft "Supermax II Series"

Skimming Ability

Type	Quantity	EDRC (Derated)
TDS118G Grooved drum Skimmer system (Skimmer head, D10 Hyd Power Pack, E-150 Transfer pump)	1	614 EDRC
Ocean Skater weir skimmer system (Skimmer head, D100 hyd power pack, Pump, Hoses, hose reel)	2	8914 EDRC
	TOTAL	18,442 bbl/day

Temporary Storage Capacity

Size –Gallons	Description	Fixed / Portable	Notes
35,000	USG Towable bladder (XR-5 Fabric)	Portable	10 x 3,500 gal units
35,000 gal			833 bbl

Miscellaneous Support Gear: Non-Tank Vessel Clean Up Contractor (NVCC) kit, Includes PPE Decon, shoreline clean up, bird hazing, etc. as required by ADEC.

4. Anchorage

Staged at Resolve Aviation, 6321 S Airpark Place Anchorage Alaska is Resolve’s rapidly deployable air response kit. The Kit can be taken anywhere in state to begin initial spill response capability. The Kit is designed for both Source Control and Oil Spill Response, depending on the assignment.

Boom

500 feet of 17.5” Inflatable boom (Airmax River Series) 8” freeboard 8” draft, ready for airborne deployment from the RESOLVE PILATUS. 426 feet of shore sealing boom as part of our “fly away” package.

Skimming Ability

Type	Quantity	EDRC (Derated)
Mini Max Air Operated Skimmer with transfer pump and accessories kit	1	342 bbl (Inland/Oceans)
Lamor Mini Max 50	1	1589
	TOTAL	1931 bbl/day

Temporary Storage Capacity

Size –Gallons	Description	Fixed / Portable	Notes
1000	USG Pillow tanks w/ ground cover and carry bag	Portable	2 X 1000 gal units
3000	Lamor Quicktank	Portable	6 X 3000 gal units
Total:	20,000 gal 475 BBL		

Marine Firefighting Package

4,500 gpm pump with monitor nozzles, fire hose, and associated equipment. Bunker gear and SCBA’s for 6-man team 1,100 gal of 1 x 3 AFFF-ATC Concentrate.

Source Control Kit

Source Control Kit w hydraulic submersible and diaphragm pumps

Miscellaneous Support Gear

6-man radio package, Miko Magnets MAM Light Model with Air Freight Box, hose, PPE adapters and tools for fly away, and a 4-stroke boom inflator.

5. Seward

Staged at JAG Shipyard, 3306 Sorrel Rd, Seward, AK 99664, this depot is readily accessible to Cook Inlet and surrounding waters.

Boom

5000 feet of 19" Boom - Optimax I - S/S top tension 7" Freeboard 12" draft, 426 feet of shore sealing boom.

Skimming Ability

Type	Quantity	EDRC (Derated)
TDS 136 G Skimming System	1	1162 bbl
Manta Ray Skimming System	2	293
	TOTAL	1748 bbl/day

Temporary Storage Capacity

Size –Gallons	Description	Fixed / Portable	Notes
2750 gal	Elastec Quicktank	Portable	1 X
Total: 2750 gal 65 BBL			

Source Control Kit

Source Control Kit w hydraulic submersible and diaphragm pumps

Miscellaneous Support Gear

Non-Tank Vessel Clean Up Contractor (NVCC) kit, Includes PPE Decon, shoreline clean up, bird hazing, etc. as required by ADEC.

6. Dillingham

Staged at Bristol Alliance Fuel at 109 N Pacific Ct., Dillingham, AK 99576, this depot is ready to serve Bristol Bay clients.

Boom: 3000 feet of 19" Boom - Optimax I - S/S top tension 7" Freeboard 12" draft.

Skimming Ability

Type	Quantity	EDRC (Derated)
Lamor Mini Max 50	2	1589 EDRC Each
	TOTAL	3178 bbl/day

Temporary Storage Capacity

Size –Gallons	Description	Fixed / Portable	Notes
3000 gal	Lamor Quicktank	Portable	1 X
Total: 3000 gal 71 BBL			

Miscellaneous Support Gear

Non-Tank Vessel Clean Up Contractor (NVCC) kit, Includes PPE Decon, shoreline clean up, bird hazing, etc. as required by ADEC.

7. Kodiak

Staged at Kodiak’s Pier 2, Shelikof St, Kodiak, AK 99615, this depot contains equipment to serve Kodiak Island and surrounding waters.

Boom

3000 feet of 19" Boom - Optimax I - S/S top tension 7" Freeboard 12" draft.

Skimming Ability

Type	Quantity	EDRC (Derated)
Lamor Mini Max 50	3	1589 EDRC Each
	TOTAL	4767 bbl/day

Temporary Storage Capacity

Size –Gallons	Description	Fixed / Portable	Notes
3000 gal	Lamor Quicktank	Portable	5 X
Total: 15000 gal 355 BBL			

Source Control Kit

Source Control Kit w hydraulic submersible and diaphragm pumps

Miscellaneous Support Gear

Non-Tank Vessel Clean Up Contractor (NVCC) kit, Includes PPE Decon, shoreline clean up, bird hazing, etc. as required by ADEC.