Masters Guide for Tank Vessels Operating under the 1-Call Alaska APC while in COTP W Alaska Waters

Version 1.0

Revision List

Version	Revision	Page

1. Policies of APC Coverage

A. Subject to the master's concurrence, this guidance shall be observed by tank 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.

B. 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 the 1-Call Alaska Master's Guide for Tank Vessels

C. All reports required in accordance with the APC procedures must be submitted to the1-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.

D. 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:

1. the intended date, time, point of arrival, and course through the area;
2. vessel contact information; voyage details; Last/Next Port of Call
3. confirmation that planned route does not enter any ATBA or that it remains outside 50nm of shore unless using an authorized pass or calling a port in Alaska.
4. confirmation that the vessel's AIS has been tested and found properly operational.
5. for planning and regulatory purposes, we need a report of bunkers and cargo at the point of entering the US EEZ. This can be submitted 96 hours prior to entry or upon entry.

E. 1-Call Alaska's reply to the notice of arrival will confirm the master's commitment to comply with APC guidelines to the extent considered safe by the Master.

F. As part of this APC the Master agrees that all areas within 50NM of shore are considered an ATBA, and as part of their tank vessel response plan in Captain of the Port Western Alaska, they will not come within 50nm (unless utilizing a Pass, or calling an Alaska Port) unless acknowledgement of the entry has been given by USCG Sector Anchorage.

G. While in the Aleutian Islands Subarea the master shall sail on a route to maintain their position outside of the Aleutian Islands 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 acknowledged deviation. **(For more information on the deviation process please see Section 5.)**

H. The Vessel Voyage Plan should be written to use only Unimak, Amchitka, Amutka, 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 a deviation request is acknowledged by the USCG which acknowledges the use of an alternative route.

I. Masters agree not to sail closer than 50 miles of nearest land while in western Alaska waters except when utilizing a strait, or approaching and entering/leaving port.

J. Tank vessels may not operate in any area North of the 63rd parallel North Latitude

K. All tank vessels entering the CISPRI Coverage Area (Calling a port in Cook Inlet, Alaska) must be a CISPRI member, and comply with all relevant routing measures/procedures found in the CISPRI PRAC guidelines.

L. Tank Vessels shall not utilize Amchitka, or Amutka Passes. As such, the "gaps" between these ATBA's are not to be utilized by tank vessels without acknowledgement or approval by the USCG. **All transitory passage should be routed through either Unimak or Buldir Pass.**

M. If the Master judges it prudent to deviate from the intended course or must navigate within the ATBA **or within 50nm** of land **for any reason other than calling an Alaska Port, or utilizing an approved pass**, a deviation notice must be sent to the 1-Call Alaska Coordination Center indicating any course changes and the reason for the deviation.

N. 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

O. **Prior to entering an ATBA** or **sailing closer than 50 miles from shore**, the Captain will contact the 1-Call Alaska Coordination Center and inform them of his intent to deviate into the ATBA. A formal review of the new route will occur; any route taking the vessel **within 50 nm of shore (except for the Aleutian Passes) will must be approved by the USCG COTP.** Failure to secure an acknowledged deviation request and entering one of these areas may result in USCG review.

P. 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.

Q. Any casualty or otherwise hazardous conditions as defined in 33CFR160.204 or other event requiring reduced propulsion must be reported to the National Response Center, and all other applicable authorities. The Master MUST ALSO contact the 1-Call Alaska Coordination Center via telephone at **+1 907 243 0069.**

1. Within one hour when outside the ATBA.
2. Within ½ hour when inside the ATBA no closer than 25 NM to any land mass.
3. Immediately if any land mass is less than 25 NM from the vessel.
4. Regular updates will be given to the1-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.

R. 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 subsequent to filing a deviation notice per item Q above

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2. IMO Designated ATBAS in the Aleutian Islands

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:

In order 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:

A. 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).

B. 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).

C. Alaska 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).

D. 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).

E. 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)

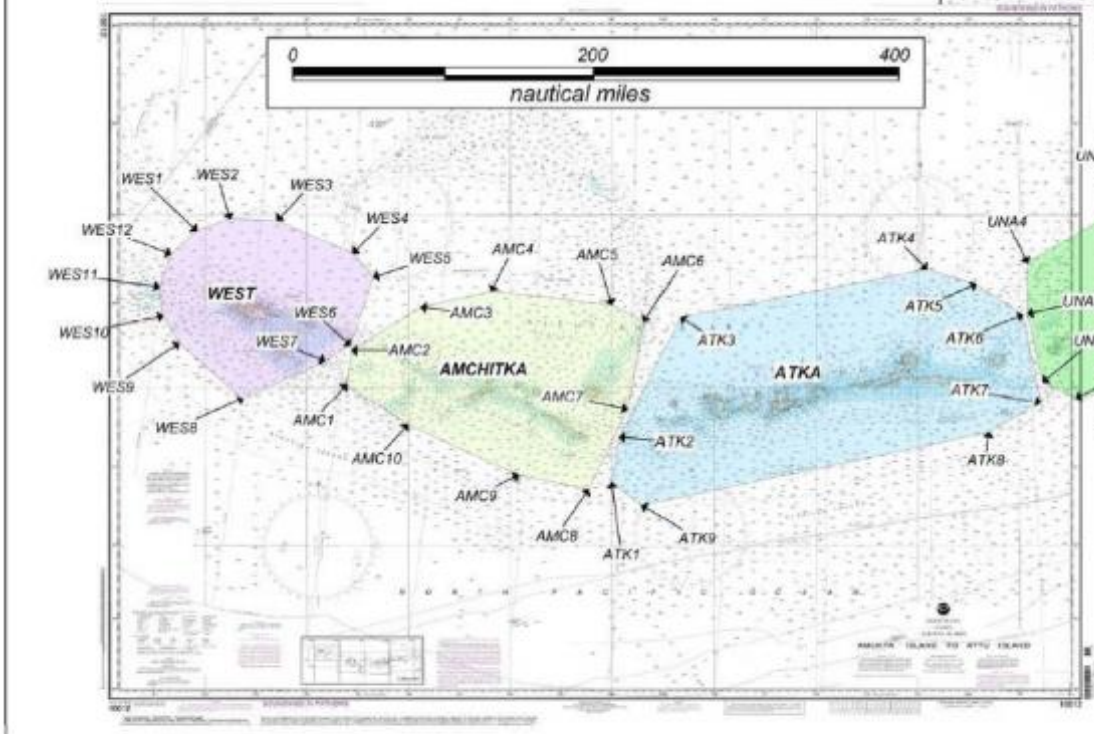
Point ID	ATBA Name	Latitude	Longitude
WES1	West	53°40.90'N	171° 50.53'E
WES2	West	53°49.20'N	172° 29.47'E
WES3	West	53°47.85'N	173° 25.48'E
WES4	West	53°24.41'N	174° 54.70'E
WES5	West	53°07.49'N	175° 18.74'E
WES6	West	52°19.54'N	174° 51.62'E
WES7	West	52°08.23'N	174° 21.75'E
WES8	West	51°40.59'N	172° 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°57.86'N	177° 37.01'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° 40.18'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

Graphic Produced by NOAA's Office of Coast Survey
Not Intended for Navigation

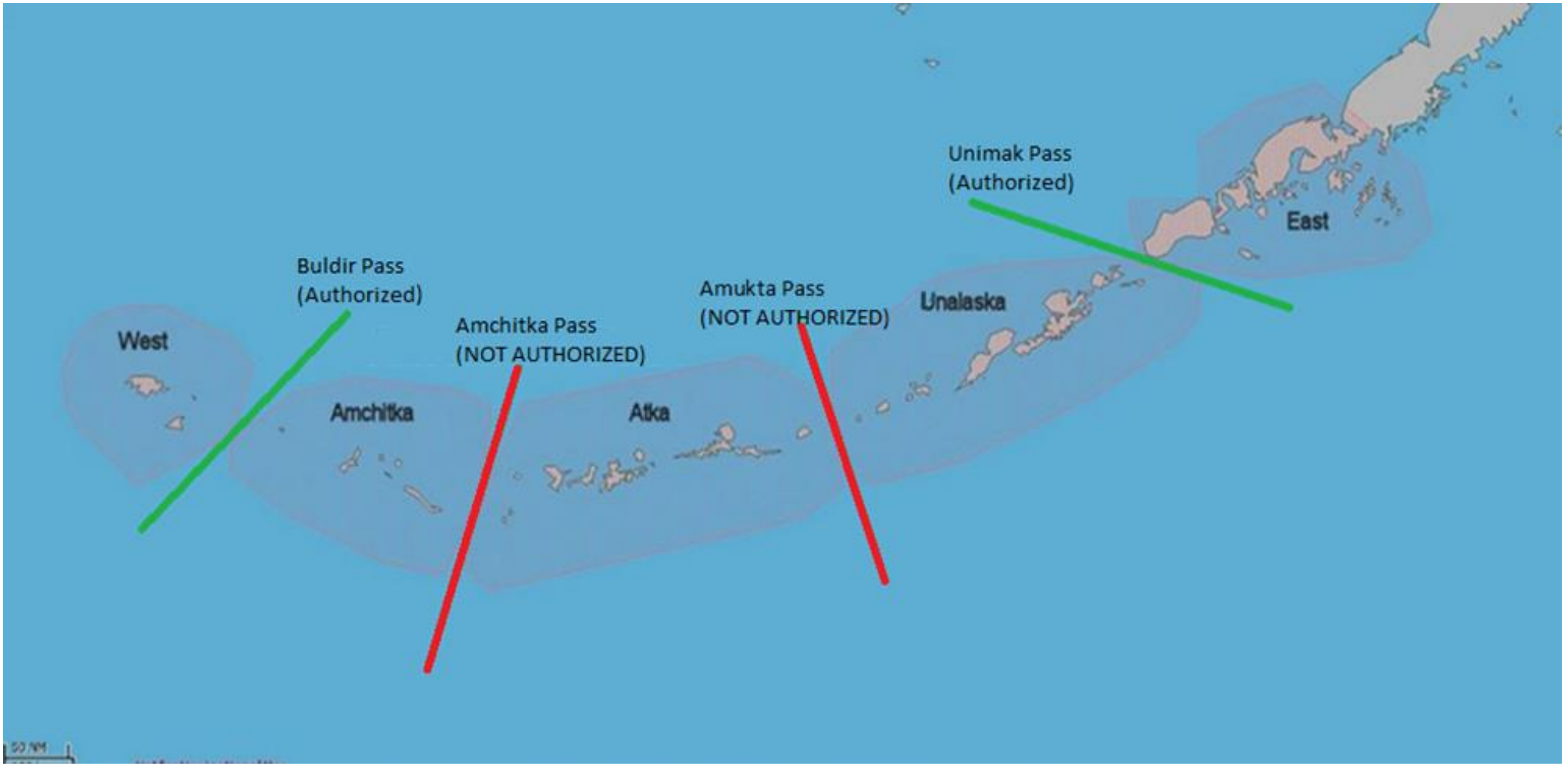


This Graphic Created on November 17th, 2014
NOAA Charts 16011 and 16012 Depicted

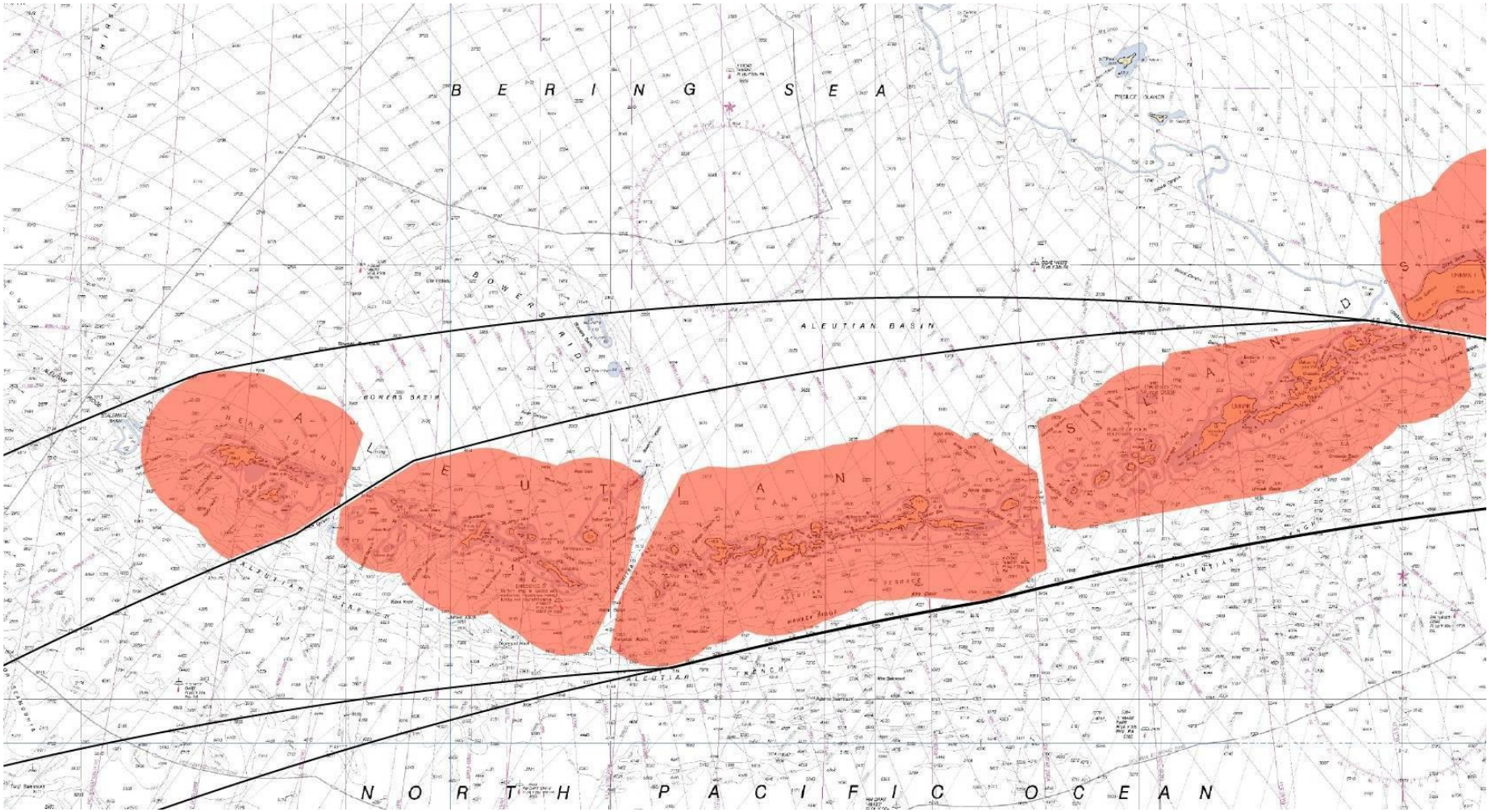
Point ID	ATBA Name	Latitude	Longitude
UNA1	Unalaska	51°41.19'N	170° 52.93'W
UNA2	Unalaska	51°53.22'N	171° 32.60'W
UNA3	Unalaska	52°41.95'N	171° 50.08'W
UNA4	Unalaska	53°17.64'N	171° 50.31'W
UNA5	Unalaska	54°09.49'N	169° 23.53'W
UNA6	Unalaska	54°17.62'N	168° 11.32'W
UNA7	Unalaska	54°21.96'N	165° 43.77'W
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

DESIGNATED PASSES IN THE ALEUTIAN ISLAND ARCHIPELIGO



COMPLIANT GREAT CIRCLE ROUTES THROUGH THE ALEUTIAN ISLAND ARCHIPELIGO



3. Areas to be avoided in the Bering Sea

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 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 both the USCG and 1-Call Alaska.

Tank Vessels citing 1-Call Alaska shall not traverse further North in the Bering Sea than the 63rd parallel north latitude.

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).

A. St. Lawrence Island ATBA:

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

1. 63° 01.7760'N 168° 04.3800'W
2. 62° 46.1400'N 168° 21.2400'W
3. 62° 44.3820'N 168° 58.3200'W
4. 61° 00.0000'N 169° 00.0000'W
5. 61° 00.0000'N 171° 27.0000'W
6. 63° 08.5740'N 173° 31.0200'W
7. 63° 54.7980'N 171° 50.9400'W
8. 63° 59.9460'N 171° 06.1800'W
9. 63° 17.9940'N 168° 12.5400'W

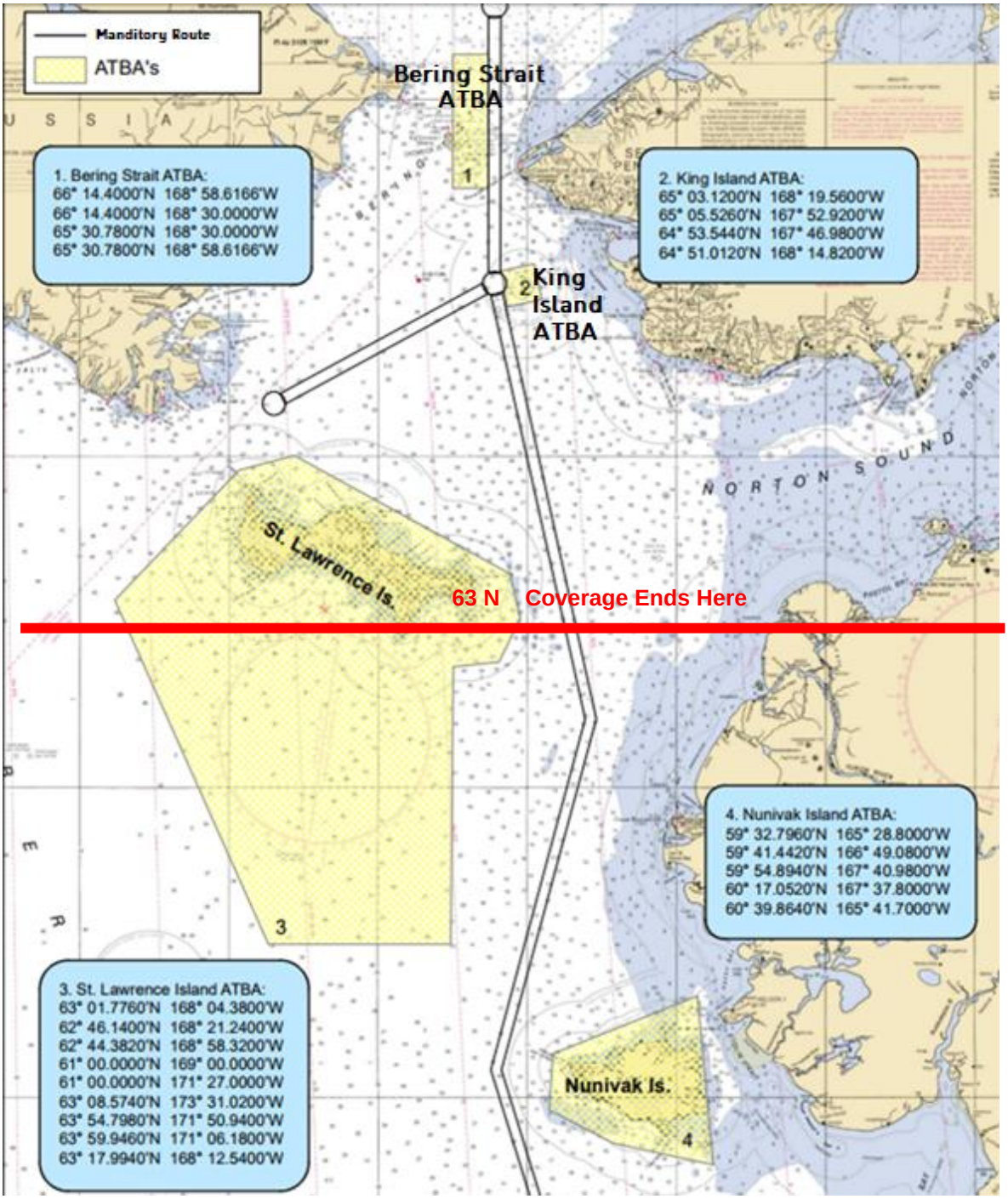
Thence to point a

B. Nunivak Island ATBA:

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

1. 59° 32.7960'N 165° 28.8000'W
2. 59° 41.4420'N 166° 49.0800'W
3. 59° 54.8940'N 167° 40.9800'W
4. 60° 17.0520'N 167° 37.8000'W
5. 60° 39.8640'N 165° 41.7000'W

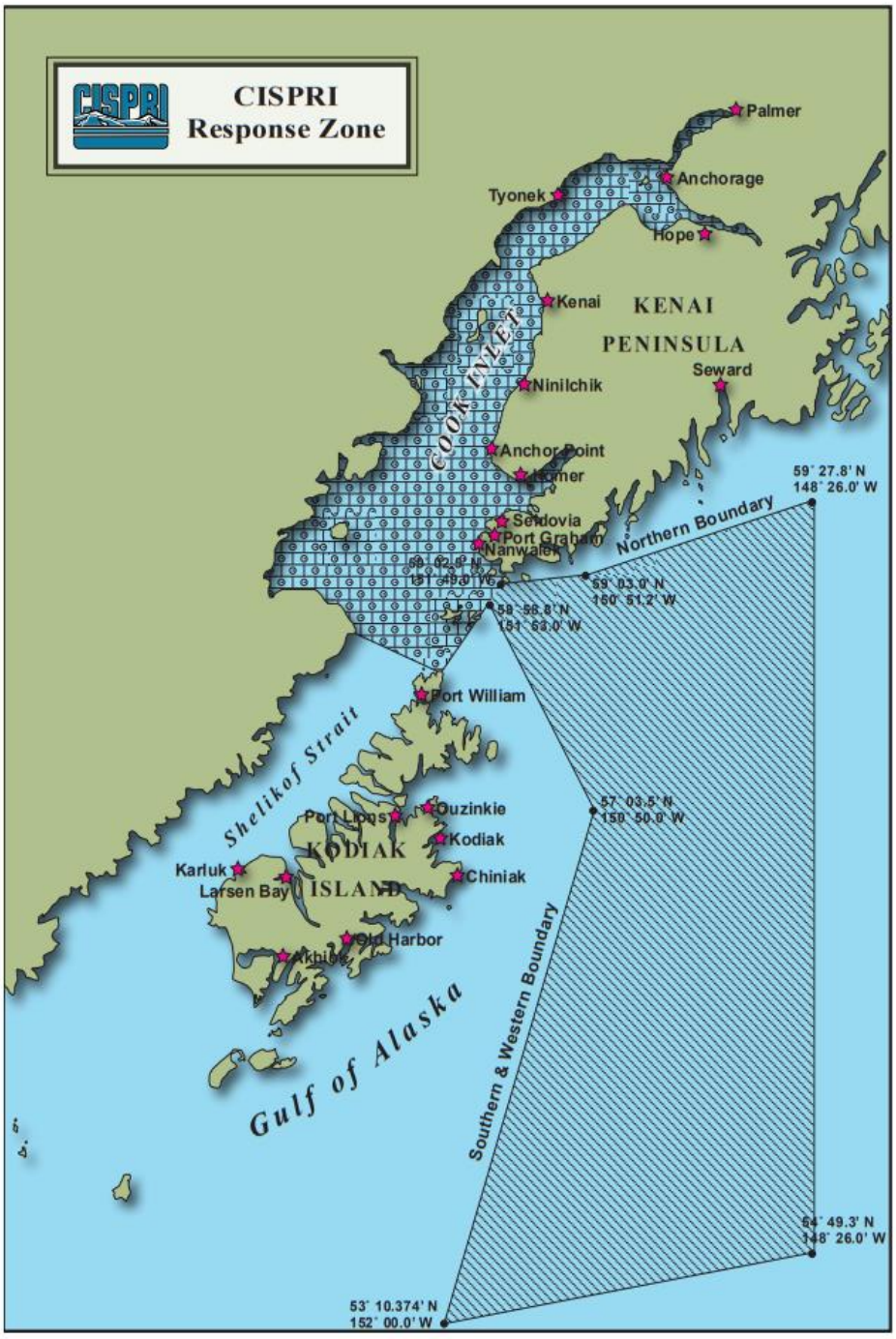
ATBAS IN THE NORTHERN BERING SEA/STRAIT AREA



4. Mandatory Approach to Enter Cook Inlet

Vessels may only enter the Cook Inlet when calling an Alaska Port of Call. Entries into this area require the use of a Pilot, and membership/PRAC coverage from Cook Inlet Spill Prevention and Response Inc (CISPRI.)

Tankers calling port in Cook Inlet that only use waters in CISPRI's Response Zone should follow CISPRI instructions while in CISPRI's Offshore Zone or inside the Cook Inlet. See the map below for this area:



Tank Vessels MAY NOT use Shekilof Strait at any time as an approach into or out of Cook Inlet or for any reason.

Vessels must respect the 50 nm ATBA off of Kodiak Island and its surrounding islands, unless operating within the fairway described below:
The following coordinates depict an approach to or from the Homer Pilot Station when transiting into or out of the Cook Inlet. Upon taking on a Pilot, tank vessels are no longer under any sort of routing measures, and should defer to the local knowledge of the Pilot.

If Vessels are approaching from the East they shall make bearing for the area between points 13&14 before following the remainder of the approach to the Homer Pilot Station.

Waypoints for the Cook Inlet Approach:

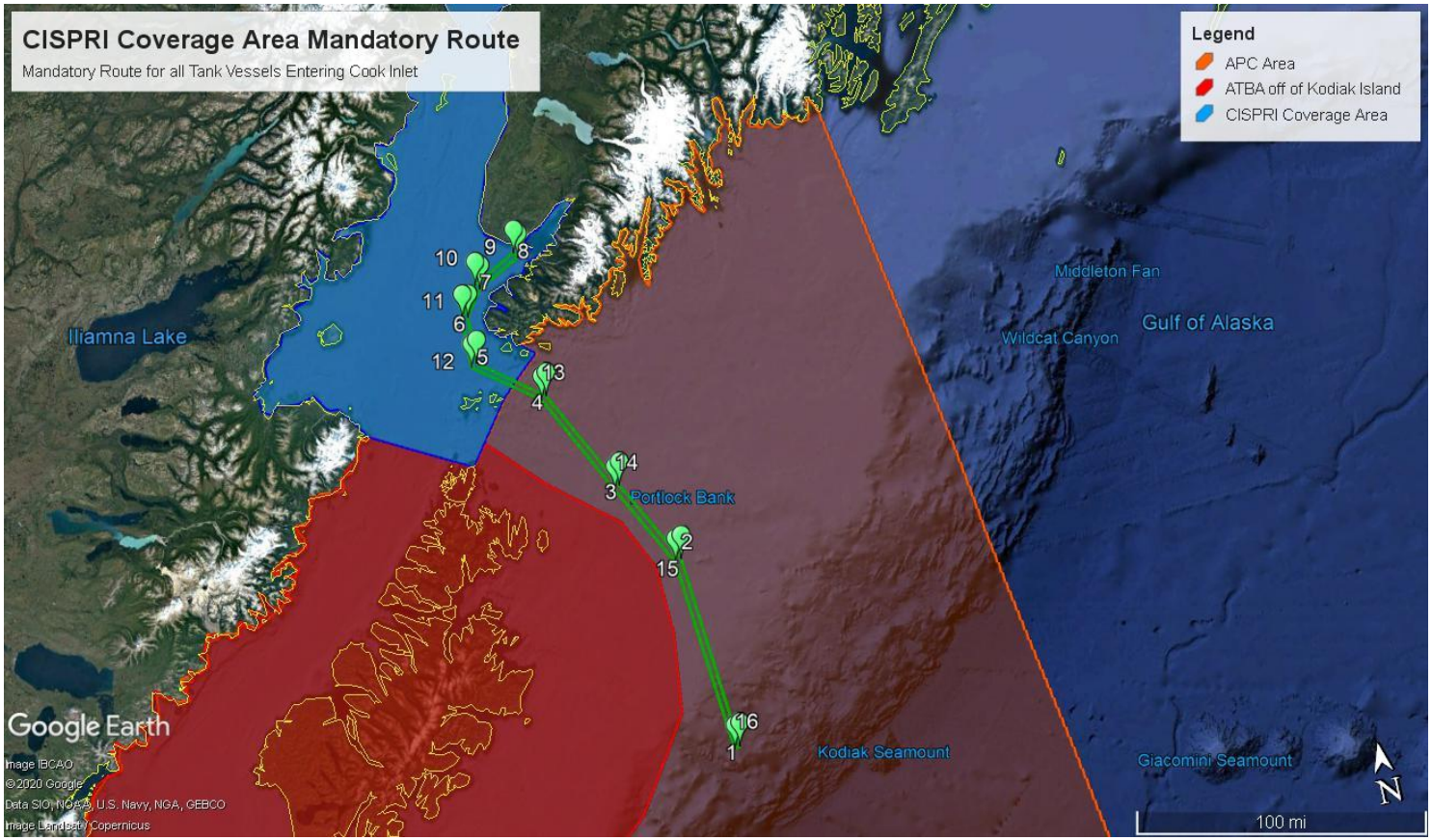
Waypoint	Latitude	Longitude
1	57° 3'42.73"N	150°28'44.58"W
2	58° 0'1.99"N	150°38'39.98"W
3	58°23'24.92"N	151° 2'37.91"W
4	58°53'32.45"N	151°33'28.88"W
5	59° 6'31.50"N	152° 8'23.23"W
6	59°19'56.85"N	152° 8'24.51"W
7	59°27'26.47"N	151°58'49.13"W
8	59°34'15.99"N	151°34'25.40"W
9	59°35'40.21"N	151°36'18.12"W
10	59°28'39.33"N	152° 1'11.76"W
11	59°28'39.33"N	152° 1'11.76"W
12	59° 5'35.00"N	152°11'34.73"W
13	58°52'40.83"N	151°36'23.08"W
14	58°23'13.68"N	151° 6'23.22"W
15	57°59'24.23"N	150°42'3.50"W
16	57° 3'13.92"N	150°31'37.28"W

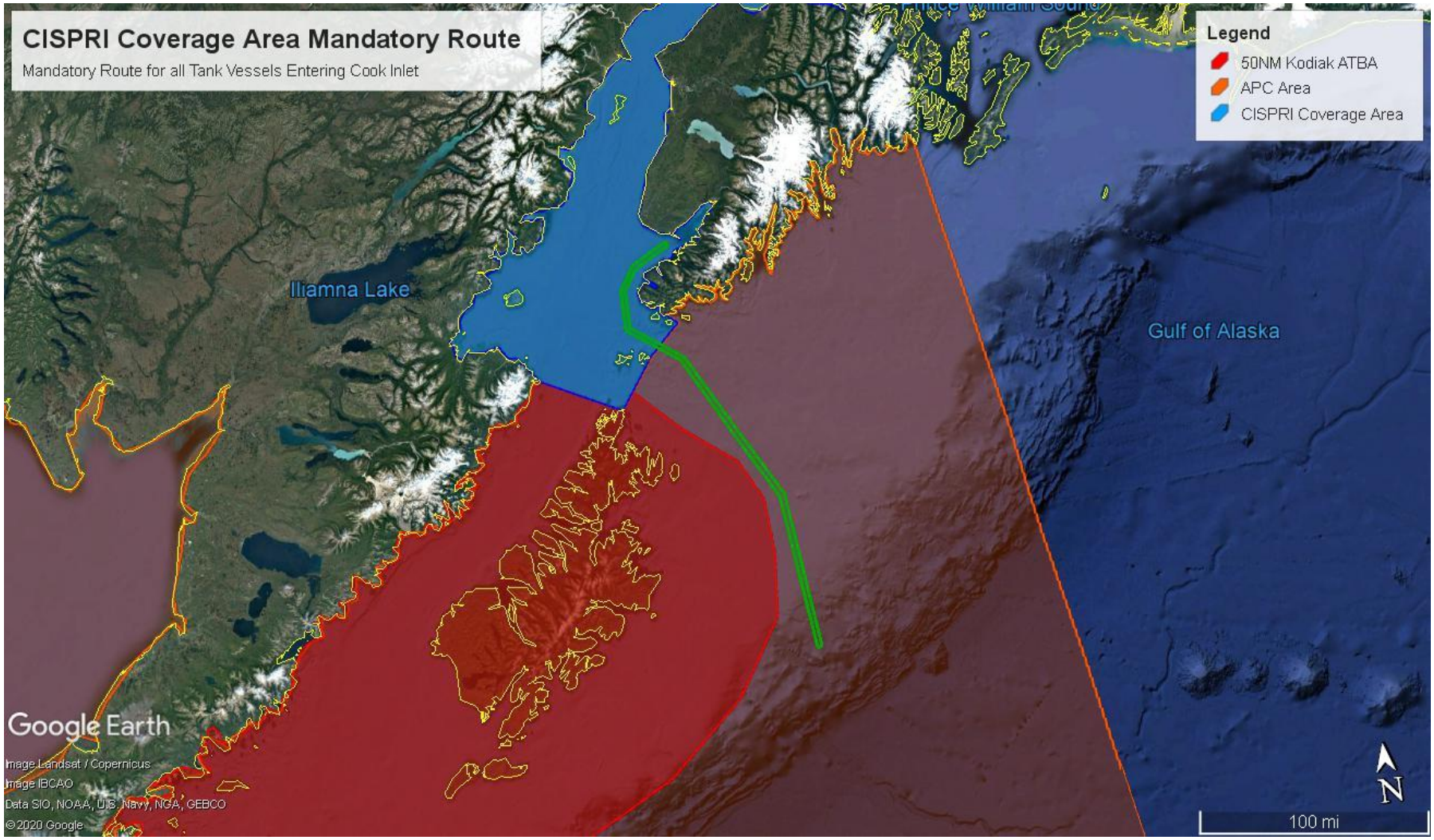
And thence back to point 1

Fairway can be assembled using the following waypoints. Please note the larger waypoints are westerly, lesser waypoints are easterly.

1. 57° 3'42.73"N 150°28'44.58"W
2. 58° 0'1.99"N 150°38'39.98"W
3. 58°24'15.86"N 151° 3'29.18"W
4. 58°53'32.45"N 151°33'28.88"W
5. 59° 6'31.50"N 152° 8'23.23"W
6. 59°19'56.85"N 152° 8'24.51"W
7. 59°27'26.28"N 151°58'50.91"W
8. 59°34'15.99"N 151°34'25.40"W
9. 59°35'40.21"N 151°36'18.12"W
10. 59°28'39.33"N 152° 1'11.76"W
11. 59°20'7.53"N 152°11'41.07"W
12. 59° 5'35.00"N 152°11'34.73"W
13. 58°52'40.83"N 151°36'23.08"W
14. 58°23'13.68"N 151° 6'23.22"W
15. 57°59'24.23"N 150°42'3.50"W
16. 57° 3'13.92"N 150°31'37.28"W

    And thence back to point one




CISPRI Coverage Area Mandatory Route
Mandatory Route for all Tank Vessels Entering Cook Inlet
Legend
50NM Kodiak ATBA
APC Area
CISPRI Coverage Area
Iliamna Lake
Gulf of Alaska
Google Earth
Image Landsat / Copernicus
Image IBCAO
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
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5. 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 inform1-Call Alaska of the change via email **AS SOON AS POSSIBLE**, so that the Coordination Center can process and seek confirmation for this 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 confirmation procedures.

Deviations requiring USCG Acknowledgement (Call 1-Call Alaska for a deviation request ASAP) -Entering the ATBA **for any reason except when entering or leaving an Alaska Port** -Utilizing the ATBA for storm weather avoidance -Changing course to come within 50 nm of shore (except when using Unimak/Buldir passes or mandatory Bering Sea Route south of 63 degrees North) -Plotting a course in the Northern Bering Sea/Strait that does not utilize Mandatory Route. -Stopping/drifting the vessel anywhere within the US EEZ for mechanical casualty, -Any time the vessel broadcasts a "Not Under Command" status	**Deviations requiring 1-Call Alaska Acknowledgement** (Email the 1-Call Alaska with new coordinates/information ASAP) -Deviating from planned course beyond 50nm from shore - Stopping or slowing speed in areas greater than 50nm to perform drills or routine maintenance.

A. Requesting a USCG Acknowledged Deviation

Vessel routing and distance from shore were two strategies by which your VRP gained approval from the US Coast Guard for operations in Western Alaska. Any nearing of shore that isn't related to using a designated pass or calling an Alaska Port require the USCG to acknowledge a deviation in your vessel response plan in the area.

Your vessel is required to fill out a storm weather avoidance form. This can be acquired by the captain by calling or emailing the 1-Call Alaska Coordination Center or emailing ops@1callalaska.com. Once we provide the form to you, please fill it out and return it to us, we will 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 throughout the deviation. If initial approval is not granted, we will contact the ship with the USCG's requirements and help with the resubmission of another deviation request.

B. Status Updates During Deviation

Once your vessel has the begun the deviation, you are required to report status updates to1-Call Alaska at the following frequency.

1. 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.
2. Weather related deviations: 12 hour status reporting
3. Mechanical related deviations: 2 hour reporting
4. All other Deviations: 6 hour reporting until vessel is greater than 50nm from shore
5. Reporting should include the following information
    - Ships condition
    - Ships speed (if not applicable please provide ships drift speed)
    - Wind direction
    - Swell height
    - Mechanical repair progress (if applicable)
    - Estimate of time remaining in area

C. Requesting a Deviation, or Loss of Propulsion

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:

- Ships condition
- Ships speed (if not applicable please provide ships drift speed)
- Ships heading/course
- Wind direction
- Swell height
- Routine maintenance progress (if applicable)
- Estimate of time remaining not under command

6. 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)

CISPRI
+1 907 776 5129 tpaxton@cispri.com

7. Maritime Emergency Response Assets

A. Unalaska/Dutch Harbor

Emergency Towing:
Resolve towing vessels along with towing vessels that are part of the Resolve Rapid Response Group are available to conduct emergency towing should the need arise. Resolve holds USCG approved agreements with many 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 Resolve Marine 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)
Aqua Guard Triton 35	1	1137 bbl ((Inland)
Desmi Mini Max	4	4525 bbl (Inland)
	TOTAL	19176 bbl/day

Temporary Storage Capacity:

Size –Gallons	Description	Fixed / Portable	Notes
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			24,152 BBL

B. Nikiski

CISPRI's primary equipment is strategically deployed in the middle of the Cook Inlet in Nikiski, Alaska. The OSV Endeavor and its associated response equipment would be the primary response assets in the Cook Inlet region.

Activation of these resources can be requested by calling 1-Call Alaska who will facilitate deployment with CISPRI.

CISPRI APC EQUIPMENT				
	Asset Description	**EDRC (BPD)**	**Temp Storage (BBLS)**	**Notes**
Mobilized from Cook Inlet within 4 hours plus travel time to location				
	OSV Endeavor	946	1236	Includes Crucial 13-30 skimmer and vessel collection skirt as normal compliment, onboard temp storage, crew of six
Onboard	Site Characterization Kit			Atmoshperic monitor, calibration kit, documentation, Ipad
Endeavor:	1000' inflatable 50" Ocean Boom			On hydraulic reel with gas-powered inflator and support equipment
	1000' inflatable 50" Ocean Boom			On hydraulic reel with gas-powered inflator and support equipment
	NOFI Current Buster II Oil Collection System			On hydraulic reel with gas-powered inflator and support equipment
	"Little E" jet skiff			22' aluminum skiff w/ 330HP diesel
	UAV aerial surveillance package			Mavic drone with support equipment, pilot onboard Endeavor
	vessel mounted infared camera			
	CISPRI Responder Barge		12405	
Onboard	1000' inflatable 50" Ocean Boom			On hydraulic reel with gas-powered inflator and support equipment
Barge:	1000' inflatable 50" Ocean Boom			On hydraulic reel with gas-powered inflator and support equipment
	Crucial 56-30 Skimmer	2757		
	249bbl barge		249	
	249bbl barge		249	
	249bbl barge		249	
	249bbl barge		249	
	Insitu fire boom kit			500' hydro-boom kit with pumps and ignition system in container
	satellite based tracking buoys			
	Small vessel lightering kit			Two DOP 250 submersible pumps w/ hoses and portable HYPU

Nikiski Airborne Package

CISPRI APC EQUIPMENT				
	Asset Description	**EDRC (BPD)**	**Temp Storage (BBLS)**	**Notes**
Mobilized from Anchorage and Nikiski via air carrier within 6 hours.				
	Corexit 9500A Dispersant	**Volume (Gall)**		
	Anchorage-based	10890	Stored in 330 and 550 gal chem totes at Univar	
	Nikiski-based	2420	Stored in 330 gall chem totes at CISPRI's Nikiski base	
	Vessel mounted spray arms			
	Helibucket spray systems (3)		Required rotorcraft with slingload capability, bucket capacities is 350 gall, 240 gall, and 200 gall, dispersant weighs 8# per gall.	
	Total	13310		

C. Nome

Staged at the Port of Nome, the RMG 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 (Derated)
TDS 118G Grooved drum Skimmer system (Skimmer head, D10 Hyd Power Pack, E-150 Transfer pump)	1	5760
	TOTAL	5760 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

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

D. Homer

Staged at Moore and Moore, Homer Alaska the RMG WCD1 Package is ready for repid 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," 2,000 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)	2	11,520 bbl EDRC (2x5760)
Ocean Skater weir skimmer system (Skimmer head, D100 hyd power pack, Pump, Hoses, hose reel)	2	44570 bbl EDRC (2x22285)
	TOTAL	56,090 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 Kit , Includes PPE Decon, shoreline clean up, bird hazing etc as required by ADEC

E. Kodiak

CISPRI APC EQUIPMENT

	Asset Description	EDRC (BPD)	Temp Storage (BBLS)	Notes
Mobilized from Kodiak within 6 hours plus travel time to location				
	Cook Inlet Responder 5 w/ Nearshore package			34' Kvichak response vessel with twin 250HP Cummins diesels w/ 10KW genset and deck crane, 3 crew mobilized from Cook Inlet
Onboard Responder 5:	Crucial 13-30 Disc Skimmer	946		using onboard hydraulics and recovered product lobe transfer pump
	Oil collection skirt			
	Small vessel personnel decon kit			

F. Anchorage

Staged at Resolve Aviation, 6321 S Airpark Place Anchorage Alaska is 1-Call Alaska'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

Skimming Ability:

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

Temporary Storage Capacity:

Size –Gallons	Description	Fixed / Portable	Notes
2000	USG Pillow tanks w/ ground cover and carry bag	Portable	2 X 1000 gal units

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.

8. Coverage Area Map