



DEPARTMENT OF THE NAVY
COMMANDER MILITARY SEALIFT COMMAND
914 CHARLES MORRIS CT SE
WASHINGTON NAVY YARD DC 20398-5540

REFER TO:

COMSCINST 5090.6 CH-1
N7
4 October 2001

COMSC INSTRUCTION 5090.6 CHANGE TRANSMITTAL 1

Subj: SHIPBOARD OIL POLLUTION EMERGENCY PLAN (SOPEP)

Encl: (1) New pages 1-5 thru 1-7 and B-1 thru B-16

1. Purpose. To update Table 1 which identifies MSC ships covered by this Shipboard Oil Pollution Emergency Plan and to update Oil Spill Response telephone contacts and areas of responsibility.
2. Organizational Change. The Special Assistant for Environmental Protection (N00EP) was reorganized. The new title and code is Environmental Manager (N731). Please note this change wherever the old code N00EP is shown throughout this instruction.
3. Action. Remove pages 1-5 thru 1-7 and B-1 thru B-16 and replace with enclosure (1) as appropriate.

//S//

D. L. BREWER III

Distribution:

COMSCINST 5215.5

List I (Case A, B, C)

- SNDL 41B (MSC Area Commanders) (5)
- 41C (NFAF East/West) (5)
- T-100 (Masters, civil service manned ships)
- T-102 (Masters & operators, contract-operated FSS)
- T-103 (Masters & operators, contract-operated TAGOS)
- T-104 (Masters & operators, MPS)
- T-105 (Masters & operators, contract-operated LMSRs)
- T-106 (Masters & operators, contract-operated Prepo)
- T-107 (Masters, civil service Fast Combat Support Ships)

MSC time-chartered, voyage-chartered ships

COMSCINST 5090.6 CH-1

4 October 2001

Copy to:

SNDL 41D (MSC Offices)

41E (APMC)

41L (COMPSRONs)

41M (MSC TAGOS Project Office & Det)

CNO (N45)

COMNAVSEASYSKOM (N5V, OOC)

NEESA

Navy on Scene Coordinator

MARAD (700, 721, 742)

SUPSALV

USCG HQ (G-MEP-6)

USTRANSCOM TCJ3/4



DEPARTMENT OF THE NAVY
COMMANDER MILITARY SEALIFT COMMAND
WASHINGTON NAVY YARD BLDG 210
914 CHARLES MORRIS CT SE
WASHINGTON DC 20398-5540

COMSCINST 5090.6
N00EP
7 July 1999

COMSC INSTRUCTION 5090.6

Subj: SHIPBOARD OIL POLLUTION EMERGENCY PLAN (SOPEP)

- Ref: (a) OPNAVINST 5090.1B
(b) COMSCINST 5090.1B
(c) 33 CFR Part 151; Shipboard Oil Pollution Emergency Plans
(d) Oil Pollution Act of 1990 (OPA-90) (NOTAL)
(e) Regulation 26 of Annex I, MARPOL 73/78 (NOTAL)
(f) COMSCINST 5090.5
(g) COMSCINST 5090.4A
(h) SECNAVINST 5090.7

Encl: (1) Shipboard Oil Pollution Emergency Plan (SOPEP)

1. Purpose. To provide a shipboard oil pollution emergency contingency plan for Military Sealift Command (MSC) vessels as required by references (a) through (e).

2. Scope

a. Public Vessels. This instruction only applies to nontanker Government or contractor operated USNS vessels. Reference (f) applies to tankers and other vessels carrying oil as secondary cargo, which are owned or demise chartered by MSC, and to RRF tank vessels under MSC control.

b. Private Vessels. Privately owned vessels are required to develop similar Shipboard Oil Pollution Emergency Plans by federal and international regulations. Such vessels shall observe their respective vessel Shipboard Oil Pollution Emergency Plans in the event of any of the contingencies described herein. Nothing herein should be construed to supersede or otherwise to supplant the contractual obligations of a vessel owner, operator or Master under relevant charter party provisions.

7 July 1999

3. Discussion

a. U. S. Navy policy requires MSC to manage its activities in a manner to preserve the environment and natural resources. This requirement impacts MSC operations worldwide. In recognition of environmental responsibilities, enclosure (1) has been prepared to ensure that a prompt response is provided to any oil spill or hazardous substance release from an MSC vessel wherever they may operate. This SOPEP is consistent with the requirements of Regulation 26 Annex I of the International Convention for the Prevention of Pollution from Ships, for vessel operators pursuant to reference (e), and relies primarily on the Navy's worldwide spill response system for the prompt removal of any spilled oil or hazardous substances from the marine environment.

b. The plan describes the mutli-tiered, worldwide, Navy On-Scene Coordinator (NOSC) response organization and includes notification points of contact for MSC personnel, NOSCs and national coordination points of contact for foreign countries.

4. Policy. Protection of the environment and natural resources is a priority concern at MSC. MSC will strive to meet both the letter and spirit of laws and regulations enacted to accomplish that purpose. All USNS vessels will comply with the requirements of this plan. Privately owned: time or voyage chartered ships will comply with their own Shipboard Oil Pollution Emergency Plans as provided by contract.

5. Action

a. Commander, Military Sealift Command (N00EP) shall:

(1) In coordination with the Director, Operations and Plans (N3/5), manage, coordinate and administer the MSC Afloat Oil-Hazardous Substance Spill Drill Program, as detailed in reference (g).

(2) Advise the Commander and subordinate commanders on spill response and contingency planning matters.

(3) Provide routine reports to the Chief of Naval Operations as required on program costs and effectiveness.

(4) Provide oversight of Program Manager's spill preparedness.

(5) Provide updates to the point of contact list every 6 months.

7 July 1999

b. MSC Program Managers shall:

(1) Implement the MSC Afloat Oil-Hazardous Substance Spill Drill Program as detailed in reference (g).

(2) Participate in periodic OHS spill command post exercises in coordination with Area Commanders and COMSC by drill requirements of enclosure (1), Section 5.

(3) Ensure monitoring of spill response requirements during command inspections and quality assurance inspections.

(4) Maintain a copy of this instruction in all ashore watch offices.

c. Masters shall:

(1) Ensure compliance with spill reporting requirements detailed in enclosure (1). All spills must be reported.

(2) Conduct periodic OHS spill training drills per enclosure (1). Drills shall be reported on the monthly Training and Drill Report and logged in the ship's log.

(3) Take immediate action to contain, control and mitigate OHS spills.

(4) Maintain an OHS Spill Containment and Clean-up Kit per enclosure (1).

(5) Maintain a copy of this instruction on the bridge.

(6) Ensure that the Shipboard Pollution Control Regulation (MSC 5090/4) (10/97) is posted in conspicuous locations aboard the ship. A pocket-sized version of OHS Spill Notification (MSC 5090/3)(10/97) is available for distribution to all crewmembers.

6. Forms. Copies of MSC 5090/3 and MSC 5090/4 are available from COMSC (N0021).

7. Reports. The reporting requirements prescribed in enclosure (1) are assigned report control symbols OPNAV 5090-2 and OPNAV 5090-3 and approved for 3 years from date of this instruction.

/S/

JOHN J. BEPKO III
Deputy Commander

Distribution:

COMSCINST 5090.6

7 July 1999

COMSCINST 5000.19

List I (Case A, B, C)

SNDL 41B (MSC Area Commanders) (5)
41C (NFAF East/West) (5)
T-100 (Masters, civil service manned ships) (*T-AH, T-ATF only*)
T-102 (Masters & operators, contract-operated FSS)
T-103 (Masters & operators, contract-operated TAGOS)
T-104 (Masters & operators, MPS)
T-105 (Masters & operators, contract-operated LMSRs)

Copy to:

SNDL 41D (MSC Offices)
41E (APMC)
41G (MSC Det Surge)
41L (COMPSRONS)
41M (MSC TAGOS Project Office & Det)

CNO (N45)

COMNAVSEASYSYSCOM (N5V, OOC)

NEESA

Navy on Scene Coordinator

MARAD (700, 721, 742)

SUPSALV

USCG HQ (G-MEP-6)

USTRANSCOM TCJ3/4

7 July 1999

IF YOU HAVE A SPILL

1. GO TO APPENDIX A AND CONSULT THE NOTIFICATION CHECKLIST.

Telephone numbers not found on the Telephone Log are provided in Appendix B.

Notification by voice:

Whenever possible, notification to the National Response Center should be by voice. Other parties that may be involved in the response to the incident will also appreciate a "heads up" telephone call prior to the OHS spill report. Those parties not notified by voice should receive a copy of the OHS Spill Report.

If the incident warrants voice notification of MSC HEADQUARTERS (a major spill), be prepared to provide the who, what, when, where and why of the situation to the Command Control Center Duty Officer so that he/she may then take the necessary steps to notify additional parties in the chain of command and to get help on the way.

2. SELECT THE APPROPRIATE EMERGENCY PROCEDURES CHECKLIST (ALSO IN APPENDIX A) AND ENSURE THAT ALL ITEMS ON THE CHECKLIST ARE ADDRESSED.

These checklists do not replace the Damage Control Manual or other emergency procedures developed for each ship. They are a condensed list of major items that should not be overlooked.

3. Prepare an OHS spill report (pg A-5) to notify all parties.

7 July 1999

**MILITARY SEALIFT COMMAND
SHIPBOARD OIL POLLUTION EMERGENCY PLAN (SOPEP)**

TABLE OF CONTENTS

SECTION	SUBJECT	PAGE
1	General Information	1-1
2	Oil and Hazardous Substance (OHS) Spill/Discharge Reporting Procedures	2-1
3	Shipboard Spill Mitigation Procedures	3-1
4	Shore Based Response Activities	4-1
5	Pollution Prevention/Response Training	5-1
6	Drills and Exercises	6-1
7	Plan Review and Update Procedures.....	7-1

APPENDICES

A	EMERGENCY RESPONSE PROCEDURES	A-1
B	Contact List.....	B-1
C	Vessel Particulars.....	C-1
D	Substance Spill Emergency Response Team.....	D-1
E	Oil Transfer Procedures.....	E-1
F	OHS Spill Response Kit	F-1
	GOil Spill Prevention and Mitigation Journal.....	G-1
H	Estimating Oil Spill Movement and Volume	H-1

7 July 1999

SECTION 1

GENERAL INFORMATION

1. **Background.** All vessels covered by this plan are public vessels of the United States of America, operated by the U. S. Navy's Military Sealift Command (MSC). The vessels are listed in Table 1. This list includes all MSC T-AGOS, T-AGS, FSS, LMSR, T-ATF and T-AH class vessels. This plan contains procedures for reporting, containment, control, recovery and disposal of spills of oil and hazardous substances (OHS) and contact information for fleet and shoreside Navy On Scene Coordinators (NOSCs). The NOSC is the Navy official pre-designated to coordinate Navy OHS pollution contingency planning and direct pollution response efforts for a pre-assigned area. The NOSC acts as the incident commander for all spills outside the area of responsibility assigned to Facility Incident Commanders (FICs), and for spills that exceed the capabilities of the FICs. Chapter 4 describes the Shore Based Response Organization in more detail.

a. This plan was developed to ensure the highest level of protection to the environment, public health and welfare of the United States and other areas throughout the world in which the Navy operates. Though public vessels are exempt from many of the environmental protection regulations that affect commercial (i.e., non-public) vessels, the Navy and MSC choose voluntarily to meet or exceed these requirements within the constraints of MSC's mission to provide sea transportation of equipment and supplies to support U. S. forces around the world. The Navy Oil and Hazardous Substance contingency planning program is designed to meet or exceed federal and foreign response planning requirements. This program is built on a series of plans starting with ship's individual plans, shore and fleet command plans and regional and area plans.

b. This plan was developed to provide a level of environmental protection consistent with the requirements of the following:

- (1) 33 CFR Part 151 Shipboard Oil Pollution Emergency Plans
- (2) Oil Pollution Act of 1990 (OPA-90)
- (3) Federal Water Pollution Control Act (FWPCA) of 1973 as amended
- (4) Regulation 26 of ANNEX I, MARPOL 73/78
- (5) International Maritime Organization, IMO MEPC 32/20 Annex 4; Guidelines for the Development of Shipboard Oil Pollution Emergency Plans

7 July 1999

(6) OPNAVINST 5090.1B, Environmental and Natural Resources Program Manual

c. The assumption must be made that there will be local political and press interest following a significant OHS spill. Your chain of command needs to be able to respond in an informed manner to inquiries. In addition, the Federal Waterways Pollution Control Act of 1973, as amended, requires reporting of all spills that cause a visible sheen on or visible emulsion or sludge below the surface of the water. **All OHS spills into the water occurring within the limits of the Exclusive Economic Zone (EEZ) of the United States must be reported to the National Response Center (NRC).** Compliance with the letter and spirit of the law is MSC policy.

**In the event of an oil/hazardous substance spill,
it must be reported immediately!**

d. This plan provides guidance for spill notification and response, and lists points of contact for all coastal States (as compiled by the International Maritime Organization (IMO)) and USCG Captain of the Port (COTP) Zones. Key organizations requiring notification and/or providing response services/assistance are described below.

(1) The **NRC** is a joint Coast Guard and the Environmental Protection Agency (EPA) command center that will notify the appropriate local EPA and Coast Guard offices of OHS spills reported in U. S. waters. Notifying the NRC and appropriate spill responders meets the reporting requirements of 33 CFR 153.

(2) Hazardous material spill response information may be obtained on a 24-hour basis from the **Chemical Transportation Emergency Center (CHEMTREC)** at 1-800-424-9300. NRC can establish a three-way telephone connection between a caller, NRC and CHEMTREC.

(3) **USCG National Strike Force** - The National Strike Force (NSF) assists Federal On Scene Coordinators (FOSCs) in preparing for and responding to oil and hazardous material spills as directed by the National Oil and Hazardous Substance Pollution Contingency Plan. The Strike Force consists of three Strike Teams and the National Strike Force Coordinating Center. The Strike Teams can rapidly deploy with specialized equipment to assist the FOSC.

(4) **U. S. Navy Supervisor of Salvage and Diving (SUPSALV)** - SUPSALV assists the NOSCs in a manner similar to the National Strike Force support provided to the FOSC. SUPSALV can provide personnel and equipment for oil and hazardous materials spill response, salvage operations, diving and ocean engineering.

7 July 1999

(5) **Regional Environmental Coordinators (REC)** - Individuals who represent Senior Navy Commanders for environmental matters within a region. RECs can provide information on contingency planning requirements for the region. The REC is usually the NOSC for the region.

e. **If an incident occurs in U. S. waters**, a report must be made to the U. S. Coast Guard NRC, the relevant MSC command, the cognizant NOSC (see Appendix A - Notification List). An incident can be a spill or a situation that creates a threat of a spill. The NRC will initiate a series of notifications to local Coast Guard commands and other parties. The local COTP should receive notification from both the spiller and the NRC. This is a deliberate check in the system to ensure that local authorities find out about a spill quickly. Boundaries of the COTP zones and Coast Guard districts are found in 33 CFR Part 3 and are repeated in the Coast Pilots. A diagram showing the approximate COTP Zone boundaries appears in Appendix B. EPA zones and phone numbers are found in 33 CFR 153, Subpart B, Table 1.

f. **If an incident occurs in international or foreign territorial waters** the provisions of IMO Resolution A 648 (16) and OPNAVINST 5090.1B, require immediate reporting of the incident to relevant parties within the Navy, and to any nation that may be affected by the spill (see Appendix A - Notification List).

g. Response to OHS incidents from vessels that are under time or voyage charters to MSC (non-public vessels) is the responsibility of the vessel owner or operator under the relevant chartering contract. OHS incidents involving these vessels will be reported to COMSC and the NOSC. The Navy and MSC will monitor any such incidents to safeguard the interests of the United States and the Navy.

h. **DO NOT DELAY** transmission of initial reports while gathering information. Updated reports can be transmitted later as more information is obtained. **Remember: The more information you can provide in a timely manner, the better outside agencies will be able to assist in the containment and removal of the spill. The more you understand of what is expected, the better information you can provide. Appendices H and I outline some of the information you can be expected to provide.**

i. The ship's force is responsible for containment and clean up of spills that are confined to the ship's deck. If the incident exceeds the limited clean-up capability of the ship's force, the FIC or NOSC will generally assume direction of the spill clean-up activities outside of the ship. The Master will remain in command of activities on the ship, and will provide assistance to the FIC/NOSC as required. Though some MSC ships are equipped to provide limited on water cleanup capabilities; the ship's crew will

COMSCINST 5090.6

7 July 1999

generally not be involved in extensive on-water spill recovery efforts. FICs and NOSCs in each area are responsible for maintaining a spill contingency plan, establishing liaison with other agencies and providing spill response resources. The above plans are maintained by supporting shore staff including COMSC Operations (N3/5) but are not maintained aboard each MSC ship.

j. For spills that exceed the response capabilities of the FIC or NOSC, the Naval Sea Systems Command (NAVSEA (00C)) provides additional support with the equipment and personnel of SUPSALV. Maps showing the approximate boundaries of the areas of responsibility for various NOSCs appear in Appendix B. MSC will be required to assist the FIC or NOSC by providing financial and accounting data as necessary to properly fund the response operations, and by providing a technical advisor familiar with the specific ship and cargo. Section 4 discusses the shore-based response activities.

Table 1

T-AGOS FLEET			
Vessel Name	Country of Registry	Call Sign	Official Number
USNS Stalwart (T-AGOS 1)	United States of America	NCJE	CG002635
USNS Vindicator (T-AGOS 3)	United States of America	NODF	CG001964
USNS Indomitable (T-AGOS 7)	United States of America	NKVY	CG004089
USNS Prevail (T-AGOS 8)	United States of America	NYRW	CG004621
USNS Assertive (T-AGOS 9)	United States of America	NAFY	CG05810
USNS Bold (T-AGOS 12)	United States of America	NIEY	CG007964
USNS Capable (T-AGOS 16)	United States of America	NKSZ	CG023672
USNS Victorious (T-AGOS 19)	United States of America	NVIC	CG030681
USNS Able (T-AGOS 20)	United States of America	NABL	CG031713
USNS Effective (T-AGOS 21)	United States of America	NCWL	CG031716
USNS Loyal (T-AGOS 22)	United States of America	NLYL	CG031719
USNS Impeccable (T-AGOS 23)	United States of America	NINT	CG040579
T-AGM FLEET			
Vessel Name	Country of Registry	Call Sign	Official Number
USNS Invincible (T-AGM 24)	United States of America	NIYJ	CG006224
LMSR FLEET			
Vessel Name	Country of Registry	Call Sign	Official Number
USNS Shughart (T-AKR-295)	United States of America	NAOQ	CG049098
USNS Gordon (T-AKR-296)	United States of America	NAKL	CG050017
USNS Yano (T-AKR-297)	United States of America	NAQH	CG049262
USNS Gilliland (T-AKR-298)	United States of America	NAMJ	CG050620
USNS Bob Hope (T-AKR-300)	United States of America	NHNM	CG053430
USNS Fisher (T-AKR-301)	United States of America	NHMX	CG053433
USNS Seay (T-AKR-302)	United States of America	NZIN	
USNS Mendonca (T-AKR-303)	United States of America	NBMK	CG058235
USNS Piliilau (T-AKR-304)	United States of America	NBKY	CG058236
USNS Brittin (T-AKR-305)	United States of America	NBVJ	CG058237
USNS Benavidez (T-AKR-306)	United States of America		
USNS Watson (T-AKR-310)	United States of America	NHLS	CG050895
USNS Sisler (T-AKR-311)	United States of America	NZIX	CG052474
USNS Dahl (T-AKR 312)	United States of America	NZJB	CG053825

4 October 2001

Table 1 (cont'd)

LMSR FLEET (Cont'd)			
Vessel Name	Country of Registry	Call Sign	Official Number
USNS Red Cloud (T-AKR-313)	United States of America	NEHM	CG055235
USNS Charlton (T-AKR-314)	United States of America	NJTC	CG056554
USNS Watkins (T-AKR-315)	United States of America	NJIB	
USNS Pomeroy (T-AKR 316)	United States of America		
USNS Soderman (T-AKR 317)	United States of America		
T-AGS FLEET			
Vessel Name	Country of Registry	Call Sign	Official Number
USNS John McDonnell (T-AGS 51)	United States of America	NJMD	CG033760
USNS Littlehales (T-AGS 52)	United States of America	NLIT	CG034222
USNS Pathfinder (T-AG 60)	United States of America	NPTH	CG045610
USNS Sumner (T-AGS 61)	United States of America	NZAU	CG46042
USNS Bowditch (T-AGS 62)	United States of America	NWBW	CG048043
USNS Henson (T-AGS 63)	United States of America	NENB	CG053518
USNS Bruce C. Heezen (T-AGS 64)	United States of America		
USNS Mary Sears (T-AGS 65)	United States of America		
USNS Waters (T-AGS 45)	United States of America	NWAT	
USNS Hayes (T-AG 195)	United States of America	NRLW	
T-ATF FLEET			
Vessel Name	Country of Registry	Call Sign	Official Number
USNS Catawba (T-ATF 168)	United States of America	NCDS	
USNS Navajo (T-ATF 169)	United States of America	NOYK	
USNS Mohawk (T-ATF 170)	United States of America	NCRP	
USNS Sioux (T-ATF 171)	United States of America	NJOV	
USNS Apache (T-ATF 172)	United States of America	NIGP	

Table 1 (cont'd)

FSS FLEET			
Vessel Name	Country of Registry	Call Sign	Official Number
USNS Algol (T-AKR-287)	United States of America	NAMW	CG003320
USNS Altair (T-AKR-291)	United States of America	NRZA	D550722
USNS Antares (T-AKR-294)	United States of America	NPEJ	D542200
USNS Bellatrix (T-AKR-288)	United States of America	NHLL	CG002549
USNS Capella (T-AKR-293)	United States of America	NBXO	L7223508
USNS Denebola (T-AKR-289)	United States of America	NDSP	CG003492
USNS Pollux (T-AKR-290)	United States of America	NMVG	D550721
USNS Regulus (T-AKR-292)	United States of America	NLWA	CG003156
T-AK FLEET			
Vessel Name	Country of Registry	Call Sign	Official Number
USNS 1 st LT Harry L Martin (T-AK 3015)	United States of America	NDFH	
USNS LCPL Roy M Wheat (T-AK 3016)	United States of America		
USNS GYSGT Fred W Stockham (T-AK 3017)	United States of America		
T-AH FLEET			
Vessel Name	Country of Registry	Call Sign	Official Number
USNS Mercy (T-AH 19)	United States of America	NMER	
USNS Comfort (T-AH 20)	United States of America	NCOM	

7 July 1999

2. **Relevant Terms and Definitions.** The U. S. Coast Guard and the EPA have established certain terms that are relevant to OHS spill response planning and operations. The following definitions summarize the more detailed definitions found in the regulations. The applicable regulations should be consulted for more specific legal definitions of these terms (see 40 CFR Part 300 and 33 CFR Part 151.26).

a. **Captain of the Port Zone:** A zone specified by 33 CFR part 3, and for coastal ports, the seaward extension of that zone to the outer boundary of the exclusive economic zone (EEZ).

b. **Discharge/Release**

(1) **Discharge (oil):** Any spilling, leaking, pumping, pouring, emitting, emptying or dumping of oil, unless the discharge is allowable by permit.

(2) **Release (hazardous substances):** Any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping or disposing of hazardous substances into the environment. This includes abandonment of barrels, or other containers containing any hazardous substance or pollutant or contaminant.

c. **Exclusive Economic Zone (EEZ):** A zone extending to a distance of 200 nautical miles from the baseline from which the breadth of the territorial sea is measured. The seaward limit of the EEZ is shown on nautical charts as a line interspersed periodically with EXCLUSIVE ECONOMIC ZONE.

d. **Federal On-Scene Coordinator (FOSC):** The federal official pre-designated by the EPA or the USCG to coordinate and direct spill response and removal actions. The FOSC has the ultimate responsibility for the cleanup of a spill. The FOSC for oil spills in U. S. waters is either the EPA (for inland spills) or the USCG. The FOSC has statutory authority and extensive resources to assume control of the spill response effort if the spiller's actions are considered inadequate or ineffective. The NOSC is the FOSC for all Navy hazardous substance releases.

e. **Navy On Scene Coordinator:** The NOSC is the designated commander responsible for OHS contingency planning in a given area. The NOSC directs spill response efforts for spills from U. S. Navy ships and facilities. For HS spills from Navy ships, the NOSC is also the designated FOSC.

7 July 1999

f. **Non-persistent or Group I oils:** The U. S. Coast Guard has established categories for oil and oil products according to the distillation characteristics of the product. The DFM, JP-5 and other distilled products carried as cargo by MSC ships are generally classified as Group I or Non-persistent oils. That is, they readily evaporate or are otherwise lost to the environment. Response resource requirements are therefore less onerous for carriers of non-persistent oils than for carriers of crude oil, for example.

g. **Operating Environment and Geographic Areas:** Areas where the vessel may be expected to operate. The spill response planning calculations take into account the operating environment in determining how much of the spilled oil is likely to be lost to the environment (i.e., evaporation, dilution, etc.), how much may be recoverable and what time limits are allowable for the arrival of response resources to the area (see Response Resource Calculation Tables in Appendix B). The U. S. Coast Guard has established the following zones for spill response planning purposes:

(1) **Inland Area** - Generally the area extending shoreward of the territorial sea base line.

(2) **Nearshore Area** - Generally from the territorial sea baseline extending seaward 12 miles.

(3) **Offshore Area** - From 12 miles to 50 miles offshore from the territorial sea baseline.

(4) **Open Ocean Area** - From the seaward limit of the offshore area to the limit of the EEZ.

(5) **Rivers and Canals** - Bodies of water confined within the inland area, including the Intracoastal Waterways, and other waterways artificially created for navigation having a project depth of 12 feet or less

(6) **Great Lakes** - The waters of the Great Lakes, their connecting and tributary rivers, the Saint Lawrence River as far as Saint Regis and adjacent port areas.

(7) **Higher Volume Port Areas** - Fourteen U. S. port areas (i.e., Boston, New York, Delaware Bay, Pascagoula, parts of the Mississippi River, Lake Charles, San Francisco, LA/Long Beach, St.Croix, Galveston Bay and Houston Ship Channel, Corpus Christi, Sabine-Neches River, Strait of Juan de Fuca and Puget Sound, Prince William Sound), whose high volume of tanker traffic warrants faster response times for spill response resources.

7 July 1999

h. **Qualified Individual:** A shore-based representative of the vessel owner or operator, available on a 24-hour basis with full authority to activate and engage in contracting with oil spill removal organization(s) and other response resources identified in the plan. The Qualified Individual (QI) acts as a liaison with the FOSC. The pre-designated NOSC acts as the QI (see Section 4 for a discussion of shore based response activities).

i. **Spill Volumes:** The U. S. Coast Guard has established three spill volume categories for spill response planning purposes:

(1) **Average Most Probable Discharge:** A discharge of 50 barrels occurring during transfer operations.

(2) **Maximum Most Probable Discharge:** A discharge of :

(a) 2,500 barrels (105,000 gallons) for ships with a total cargo capacity over 25,000 barrels, or

(b) 10% of ships' total cargo capacity for ships of less than 25,000 barrels.

(3) **Worst Case Discharge.** A discharge in adverse weather conditions of a vessel's entire oil cargo.

j. **SUPSALV:** The U. S. Navy's Office of the SUPSALV maintains stockpiles of spill response equipment at sites around the world for response to spills from Navy vessels. SUPSALV also provides spill management assistance.

3. Public Affairs Guidance

a. If a spill or other significant event occurs, media interest should be expected. News organizations often monitor police, fire and Coast Guard radio frequencies.

b. Reporters may arrive on scene before the NOSC/FIC or the local Navy Public Affairs Officer (PAO) arrives. Responsibility for responding to the media lies with the NOSC and/or PAO. (Reference (h) refers.)

c. The required MSC OHS spill message format should provide most of the data required to make an initial public affairs assessment to develop a public affairs strategy and the need for a Command Information Bureau (CIB). Basic information to determine the scope of the public affairs efforts should include:

(1) Type of liquid spilled; approximate gallons lost, if known

7 July 1999

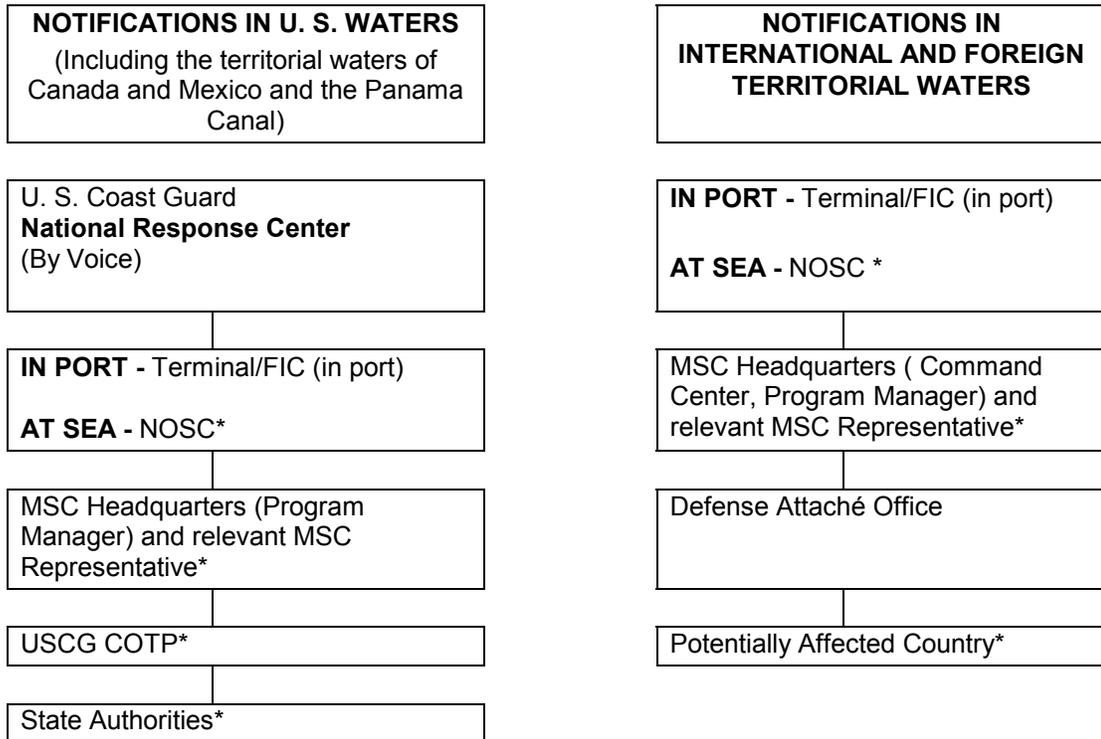
- (2) Origin of the spill
 - (3) Extent of the spill; area covered, if known
 - (4) Distance to the nearest shoreline
 - (5) How much additional oil is at risk of spilling
 - (6) Once temporary repairs are complete, the likelihood of recurrence
 - (7) How long until the spill can be contained, if such assessment can be made
 - (8) Impact on the MSC mission
- d. The Master should be prepared to refer media representatives to the NOSC:
- e. All requests for access to ships and for release of information regarding Navy oil spills is governed by references (a) and (h). Reference (h) should be consulted when such issues arise.

7 July 1999

SECTION 2

**OIL AND HAZARDOUS SUBSTANCE (OHS) SPILL/DISCHARGE
REPORTING PROCEDURES**

OHS SPILL NOTIFICATION CHART



* See Appendix B for Contact List.

Except for the USCG National Response Center, notifications may be made via message for minor spills.

COMSCINST 5090.6

7 July 1999

1. Masters of MSC ships shall immediately report any OHS discharge or threat of discharge from any source impacting U. S. waters (including Alaska, Hawaii, Puerto Rico and the U. S. Virgin Islands) as well as the territorial waters of Canada, Mexico and the Panama Canal by voice communications to the Duty Officer, NRC at 800-424-8802 or 202-267-2675. This includes reporting spills observed from other vessels.

2. Additionally, all spills or threat of spills in U. S. waters shall be reported immediately by voice communications to the following parties:

- the terminal/port authority/FIC (in port)
- the NOSC (at sea) ,
- the applicable MSC command/office/representative and,
- the Captain of the Port (COTP) (in U. S. waters) as listed in Appendix B

3. The voice communication report will be followed by a confirming OHS spill report by message properly formatted for oil or HS (see Appendix A). The Telephone Log provided in Appendix A shall be used for tracking purposes.

4. For spills in international or foreign territorial waters, the Master is required to report the incident without delay, to the nearest country that may be affected. Additionally, the appropriate U. S. Defense Attaché Officer (USDAO) will be notified by message.

5. A spill report must be made by the ship whenever an incident involves:

a. A discharge, or potential discharge, resulting from damage to the ship or its equipment, or for the purpose of securing the safety of the ship or saving life at sea; or

b. A discharge in excess of the quantity or instantaneous rate permitted under the present conventions (33 CFR 151.10 Oily water separator discharge must not exceed 100 ppm of oil when operating more than 12 nautical miles from the nearest land, or 15 ppm when within 12 nautical miles.).

6. The requirement to report applies even when no actual spill has occurred, but there is a probability that one could. In judging whether there is such a probability and whether a report should be made, the following factors should be considered:

a. The nature of the damage, failure or breakdown of the ship, machinery or equipment;

b. Ship location and proximity to land or other navigational hazards;

c. Weather, tide, current and sea state; and

d. Traffic density.

7. Probable discharge reports should, for example, be made in cases of:

a. Damage, failure or breakdown that affects the safety of the ship, such as a collision, grounding, fire, explosion or structural failure; or

b. Failure or breakdown of machinery or equipment that results in impairment of safe navigation, such as failure or breakdown of steering gear, propulsion plant or electrical generating systems.

8. **Special Incident Reports.** Environmentally catastrophic spills (worldwide) that may result in significant media interest or geopolitical implications shall be reported immediately to the cognizant NOSC by voice communication and confirmed via message using the OPREP-3 format which provides immediate notification of the event to the highest levels of military command authorities. (See Appendix A - Notification List).

a. **Voice Reports.** The initial voice report shall be assigned FLASH precedence and shall be submitted no later than 5 minutes after knowledge of the incident. Ships at sea should report via the most rapid means available including the appropriate FLTSEVOCOM if so equipped. The voice report shall be followed within 20 minutes of the incident by an initial IMMEDIATE (for NAVY BLUE) or FLASH (for PINNACLE) record message. All follow-up amplifying voice and record messages will normally be IMMEDIATE or lower precedence. The message should provide a clear idea of the problem and actions taken. For example:

RMKS/APPROXIMATELY 15,000 GALLONS DFM SPILLED INTO RIVER FROM USNS NEVERSPILL (T-A0 66) DUE TO OVERFLOW OF SURGE TANK DURING REFUELING. SPILL MOSTLY CONTAINED WITHIN OIL BOOM. SOME OIL DRIFTING DOWN RIVER. LARGE SLICK. USING OIL SPILL CONTAINMENT KIT TO COLLECT OIL ON DECK. USN/USCG OIL SPILL RESPONSE TEAM ENROUTE TO ASSIST IN CLEANUP. NRC, MSO HAMPTON ROADS, NOSC NOTIFIED.//

(1) MSC ships under the operational control of a FLTCINC will submit the initial voice report to the Fleet Command Center (FCC). Telephone numbers are provided in Appendix B - Contact List.

(2) MSC ships not assigned to a FLTCINC will report to the Chief of Naval Operations at the National Command Center (NCC). Telephone numbers are provided in Appendix B - Contact List.

7 July 1999

(3) Ships unable to reach either the FCC or the NCC will call the National Military Command Center (NMCC). Telephone numbers are provided in Appendix B - Contact List.

b. **OPREP-3 NAVY BLUE.** The OPREP-3 NAVY BLUE will be used to report serious spills which are of high level Navy but not necessarily of wide interest outside the Navy. The report will provide CNO and other naval commanders with immediate notification of incidents of military, political or press interest. Information addressees should include USTRANSCOM, and Naval Fleet Auxiliary Force Program Manager, Sealift Program Manager, as appropriate.

c. **OPREP-3 PINNACLE.** The OPREP-3 PINNACLE report shall be used to report disastrous spills which are of national interest (e.g., the 1989 Exxon Valdez Prince William Sound spill). This report provides the National Command Authorities and cognizant naval commanders with immediate notification of any incident or event where national (vice high level Navy) interest is indicated. Information addressees should include USTRANSCOM, and Naval Fleet Auxiliary Force Program Manager, Sealift Program Manager, as appropriate.

9. MSC Headquarters and the Area Commanders will receive a copy of all spill reports made by MSC ships. If the report is an OPREP-3 report, indicating a serious spill, the MSC Headquarters Command Duty Officer (CDO) will notify the members of MSC's Command Assistance Team and the following personnel (see page 4-1):

- a. Commander, Military Sealift Command
- b. Fleet Commander (CINCPAC, CINCLANT, CINCUSNAVEUR), as applicable
- c. Appropriate Program Manager
- d. USCG NRC (for spills in U. S. waters) at (800) 424-8802. This is in addition to the notification provided by the vessel.

SECTION 3

SHIPBOARD SPILL MITIGATION PROCEDURES

- Ref: (a) COMSCINST 4110.1B
(b) NSTM 593 (Pollution Control)
(c) OPNAVINST 5100.19C
(d) OPNAVINST 5090.1B
(e) Hazardous Material Control and Management, Hazardous Material Information System, HMIS (CD-ROM publication)
(f) OPNAVINST 4740.2F
(g) NAVSEAINST 4740.8A
(h) COMSCINST 3121.9A
(i) COMSCINST 5420.2F

1. Upon receiving report of a spill, the Master will establish a Command Post on the bridge. The Officer in Charge, Military Department (OICMILDEPT) will assist the Master in all voice and message reports and updates. The First Officer (On Scene Leader (OSL)) will keep the Command Post updated as frequently as possible. Response action checklists are provided in Appendix A for operational incidents involving:

- a. Transfer system discharge
- b. Tank overflow
- c. Hull leakage

2. The "Casualties and Emergencies" checklists in Appendix A contain initial response actions for the crew in the event of casualties or emergencies. The checklists correspond to incident categories established by the USCG in 33 CFR 155 (Vessel Response Plan regulation) **and are not intended to replace MSC Damage Control procedures** for these types of casualties. Masters are encouraged to modify the checklists as necessary to ensure applicability to their particular ship. Responsibilities are listed by job title and address the following:

- a. Grounding and Collision
- b. Fire/Explosion
- c. Hull Failure
- d. Excessive List

7 July 1999

- e. Equipment Failure
- f. Stress and Stability Assessment
- g. Emergency Cargo Transfer
- h. Towing and Salvage
- i. Recordkeeping and Sampling

3. **Organization.** The Master is in command of the ship and is at all times responsible for the safety and welfare of the crew, cargo and ship. The First Officer is designated as the Ship Spill Response Officer/OSL and is responsible to the Master for training crewmembers on prevention, containment and recovery of spills and directing containment and recovery actions in the event of a spill.

a. **Command Post.** Upon discovery or report of any spill, a Command Post will be established on the bridge to receive and compile information, keep the Master fully informed and make timely reports to MSC and other government authorities.

b. **Responsibilities and Duties.** In the absence of senior personnel, the most senior departmental officer shall assume command and direct efforts to report and contain the spill. He/she shall make all efforts to contact and recall those who are absent and provide them full assessment of the situation, both when they are contacted and when they return to the ship. **The following assignment of duties is provided as a guide only.** The Master of each vessel may modify personnel assignments and duties as necessary. More specific assignments for emergency actions are provided in Appendix A.

(1) **Masters** shall:

- (a) Supervise containment and clean-up operations.
- (b) Ensure all appropriate actions are carried out.

(2) **First Officers** shall:

(a) Ensure crew training and familiarity with the response action checklists provided in Appendix A.

(b) Act as the OSL and assist the Master as directed.

(c) Ensure that the Oil Transfer Bill and Gasoline Transfer Bill are followed.

7 July 1999

(d) Be aware of the transfer line-up and be ready to immediately take actions to shut down transfer operations and re-configure the ship's piping system to effectively isolate the source of a spill.

(e) Maintain the Spill Equipment Locker and Response Kit and ensure that the locker's contents are inventoried monthly. All shortages will be reported to the Master and replaced immediately by the Supply Officer (see Appendix F).

(f) In the event of a spill, the First Officer shall immediately:

1. Stop transfer operations.
2. Direct containment and clean-up operations.
3. Keep the Master updated as containment and cleanup progresses.
4. Make appropriate entries in the Official Log and Oil Record Book.

(3) **Chief Engineers** shall:

- (a) Advise and assist the Master.
- (b) If requested, provide personnel to assist in containment and cleanup.

(4) **Cargo Engineers** shall:

- (a) Investigate the source of the spill.
- (b) Assist in stopping the spill.
- (c) Inspect piping and venting systems.
- (d) Assist the First Officer in any necessary cargo transfers.

(5) **Supply Officers** shall:

- (a) Issue all equipment and supplies needed for the cleanup.
- (b) Assist the First Officer as necessary. Assign the yeoman storekeepers as necessary to assist the Medical Officer in personnel safety and exposed material handling.

(6) Ship's **Medical Services Officers** shall:

7 July 1999

(a) Provide guidance as required to ensure all personnel are properly protected prior to arriving at the hazardous area.

(b) Constantly monitor conditions of all exposed personnel, advising the OSL when personnel should be relieved.

(c) Provide guidance to ensure all contaminated material is properly contained and packaged for further disposal.

(d) Conduct follow-up examinations of personnel exposed to persistent materials.

(7) **Boatswain's Mates** shall:

(a) Assist the Cargo Officer as directed.

(b) Act as the zone leaders for the assigned areas.

(8) The **On Scene Leader** shall:

(a) Ensure that all personnel are properly protected prior to arriving at the hazardous area(s) and during the course of work operations.

(b) Direct containment and clean-up operations.

(c) Coordinate activities with the command post and team leaders.

(d) Ensure that contaminated material is properly contained, labeled and packaged for further disposal.

(9) **HM Coordinator**. Provides assistance to OSL as required. On ships without a Supply Department, the Chief Mate/First Officer is the HM Coordinator. This person has ready access to Material Safety Data Sheets (MSDS) and other information pertinent to the proper handling and storage of hazardous materials. The duties and responsibilities of the HM Coordinator are detailed in reference (a).

7 July 1999

(10) **Other Personnel.** It may be necessary to use additional personnel in order to rapidly contain and clean up the spill. This can include all hands if the magnitude of the spill so dictates. However, because of the lack of equipment for large scale cleanup, outside assistance will be required for spills over a few gallons. The ship's reaction will primarily consist of containing the spill and clean up the spill aboard the ship. At the Master's discretion, ship's company may assist cleanup operations alongside and along nearby beaches and piers.

(11) **Other Considerations.** Remember, while all efforts are being conducted to contain and clean up the spill, there are some other factors which should be done.

(a) A picture is worth a thousand words; take photos or videotape your progress.

(b) Take spill samples in clean bottles and mark them with the date and location where the sample was obtained. The samples should be refrigerated if they are to be held onboard before further distribution. See Appendix A checklist "Recordkeeping and Sampling."

4. **Oil Spill Containment and Recovery Procedures**

a. The First Officer, acting as OSL, will immediately dispatch the Substance Spill Emergency Response Team (Appendix D) to the scene to secure the source and begin containment actions.

b. The Cargo Officer will report to cargo control with a VHF radio, standing by for line-up, transfer and ballast/deballast instructions.

c. Emergency boat crew will prepare to launch the off-shore boat, stage emergency spill response equipment. The crew may be required to launch the boat in order to deploy sorbents or boom around the ship, and to begin spill recovery actions (see Deployment of Sorbent Sweep below).

d. Clean-up teams #1 and #2 rig (Sandpiper) pumps and hoses from the spill area to the designated tank for oil recovery. Use equipment provided (rags, squeegees, sorbent pads, mats, etc.) to contain and clean up spill.

e. The Supply Officer will issue items directed by the OSL and assist in the stowage/marking of any HAZMAT. See paragraph g below.

f. Teams #1 and #2 will lower suction hose down to the boat to vacuum up surface oil into contamination tank. Pumps will also be used to vacuum up any deck oil.

7 July 1999

g. All contaminated equipment (rags, mats, sorbent pads, coveralls, etc.) may be stored in HAZMAT drums, sealed and marked for removal. If the equipment is only contaminated by oil, it may be stored in suitable leak-proof containers (i.e., 55-gallon drum with plastic liner).

5. **Deployment of Sorbent Sweeps.** Some MSC ships have limited 'on-water' response capability, including small boats, sorbents and other equipment that allow them to clean up spills in the immediate vicinity of the ship. Most MSC ships shall rely on shore based response organizations to clean up any oil not contained on deck. Reference (a) guidelines for use of sorbent sweeps are as follows:

a. **Overboard.** To deploy the sorbent sweeps, two small craft are recommended. Where small craft are not available, ship's force will need to determine the location of the ship in relation to piers, other ships and other structures. Place the sweep down current of the oil and slowly pull towards the body of the oil. Finally, collect the oil soaked sorbent in 55-gallon drums lined with plastic bags, seal the drums and store for disposal ashore.

b. **Onboard.** For onboard oil spills, use the sorbent material to fabricate a barrier surrounding the oil. Use additional sorbent sweeps or sorbent sheets, if available, inside the containment area to absorb the remaining oil. Containerize the oil-soaked material in 55-gallon drums lined with plastic bags, seal and store for shore disposal.

c. **Disposal.** Under no conditions should the sorbent sweeps be stored in any area where the temperature might exceed 300°F. Used sorbent materials are hazardous and must be retained for disposal at a shore-based facility. Navy policy prohibits the overboard dumping of all plastic materials. If temporary shipboard holding is required, store the used oily sorbent materials in sealed 55-gallon drums lined with plastic bags.

6. Safety Information for OHS Spill Response

a. **Requirements.** Reference (d) requires all Navy ships to have OHS spill contingency plans. This section provides an overview of safety information for response to oil and other petroleum product spills. Additional guidance will be provided for response to hazardous material spills. Personnel safety is always paramount in response to hazardous material and oil spill incidents.

b. **Hazard Evaluation.** **The MSDS should be the primary source of product safety information.** The MSDS contains several sections, the most important of which are the sections providing health hazard data and precautions for safe use and handling. **Consult the DOD hazardous information CD-ROM, reference (e), as the main source of MSDS information.**

7 July 1999

c. **Protective Equipment.** The MSDS provides basic information for protective equipment usage which must be supplemented by an on-site assessment. When in doubt regarding two options for protective equipment use, employ the higher level of protective equipment. General guidance is provided in reference (e).

(1) Confined space work and/or lack of ventilation will require on-site evaluation by the Safety Officer and gas free evaluation prior to entry into the area. For spills involving gasoline, gas freeing is likely to be required because of its rapid evaporation.

(2) Diesel fuels (DFM and JP-5) are less easily evaporated and pose less of a fire and health hazard. In general, clean-up of small quantities of diesel fuels (DFM, JP-5) or bulk lubricant in open air conditions, (i.e., on deck with a good breeze) are less likely to require respiratory protection.

(3) Limits for occupational exposure are almost always much lower than the lower explosive limit. Therefore, spaces certified as not having an explosive atmosphere may still have levels of vapors above the occupational exposure level and requiring the use of respiratory protection. Check the MSDS to determine the exposure levels.

(4) Use of solvent/oil resistant gloves is important to prevent irritation and cracking of the skin. Certain constituents of petroleum products may penetrate internal tissues through the intact skin. The MSDS should provide the main source of information on selection of gloves and other resistant clothing. Where this information is not provided, nitrile rubber gloves (green) should be used in the clean-up of solvent, paints or thinners and most other petroleum-based products. These are provided in the hazardous material spill kit. Butyl rubber gloves, (black), should be used for acids, alkalis, PCBs or dry chemicals. Where safety will permit, personnel performing routine on-deck activities involving potential contact with petroleum products should use solvent resistant rather than cloth or leather gloves.

(5) Oil and/or solvent resistant clothing and boots are recommended for cleanup of spills where significant skin contact is likely. The MSDS should describe the hazards of skin contact. Some chemicals are absorbed through the intact skin. All petroleum products will irritate the skin.

(6) Eye protection, generally chemical goggles and/or splash shields, should be used to protect the eyes from contact with irritants. Face shields provide protection to the face and neck from flying particles, liquids or sprays. Face shields alone do not provide adequate protection against these hazards in an uncontrolled (i.e., emergency) situation and must be worn with protective eyewear. If oil or solvents get into the eyes, flush for 15 minutes immediately with running water. A second person will generally be needed to escort the affected individual to the eyewash and then to further medical assistance.

7 July 1999

7. **Emergency Cargo Transfer**

a. The Emergency Cargo Transfer checklist in Appendix A summarizes the initial considerations in the event an emergency transfer of cargo or fuel is necessary. The Master shall develop vessel and incident-specific procedures using the guidance provided in the "Ship-to-Ship Transfer Guide" (Petroleum) published by the International Chamber of Shipping (ICS) and the Oil Companies International Marine Forum (OCIMF), or similar sources.

b. The resources necessary to carry out emergency cargo and fuel transfers will be obtained by the Navy under the terms specified in references (f) and (g).

8. **Procedures for Emergency Towing and Salvage**

a. References (h) and (i) provide procedures for arranging for towing and salvage of MSC ships. The Emergency Towing checklist in Appendix A contains summarized procedures for emergency towing.

b. Should shore-based assistance be required, the Navy will conduct all salvage activities for MSC ships under the terms and conditions of references (g) and (h).

9. **Discharge Planning Volumes.** Vessel crews are equipped to deal with small spills that can be confined on deck. Appendix B lists the total volumes of oil cargo and fuel that would constitute a worst case discharge for each vessel class. The response resource requirements to deal with a spill of this size are calculated in accordance with Appendix B of 33 CFR 155.

10. **Damage Stability and Hull Stress Considerations.** Vessel personnel, particularly the Chief Mate and Master, are trained and qualified to perform stability and hull stress evaluations, consistent with the requirements of their normal duties. MSC vessels have access to a shore-based damage stability and residual strength calculation program via SUPSALV. The Stress and Stability Assessment Checklist in Appendix A lists information to be collected by the crew in order to facilitate shore-based assistance. Additional plans and information related to stability and damage control (general arrangement and midships section plans, line tables, tank tables, load line assignments, and light ship characteristics) for MSC vessels are available aboard each ship and at MSC Headquarters.

7 July 1999

SECTION 4

SHORE BASED RESPONSE ACTIVITIES

1. **MSC Headquarters.** MSC is headquartered in Washington, DC, and its operations are directed by several Area and Subarea Commands and field activities around the world. MSC activities and ships are fully integrated into the operational structure of the U. S. Navy's major fleets and their subordinate numbered fleets worldwide. MSC Headquarters provides an Environmental Command Assistance Team (E-CAT) to carry out emergency response activities in the event of a spill and to assist the NOSC as necessary.

2. **Navy Response Organization**

a. MSC relies on the worldwide OHS spill response network developed by the U. S. Navy. Navy policy for OHS spill response is detailed in OPNAVINST 5090.1B, Environmental and Natural Resources Program Manual. The instruction discusses requirements, assigns responsibilities and issues policy for the management of the environment and natural resources, and requires the Navy to fully prepare for OHS pollution incidents and to undertake immediate action to minimize the harmful effects of any such pollution. The instruction requires the preparation of OHS Contingency Plans by all Navy activities and ships that handle, transport or store oil. The plans are consistent with the priorities established by the National Oil and Hazardous Substance Pollution Contingency Plan (NCP) (40 CFR 300). The Navy Response Organization is based on an Incident Command System that satisfies the requirements and intent of Federal and State regulations, and is shown in Figure 4-1.

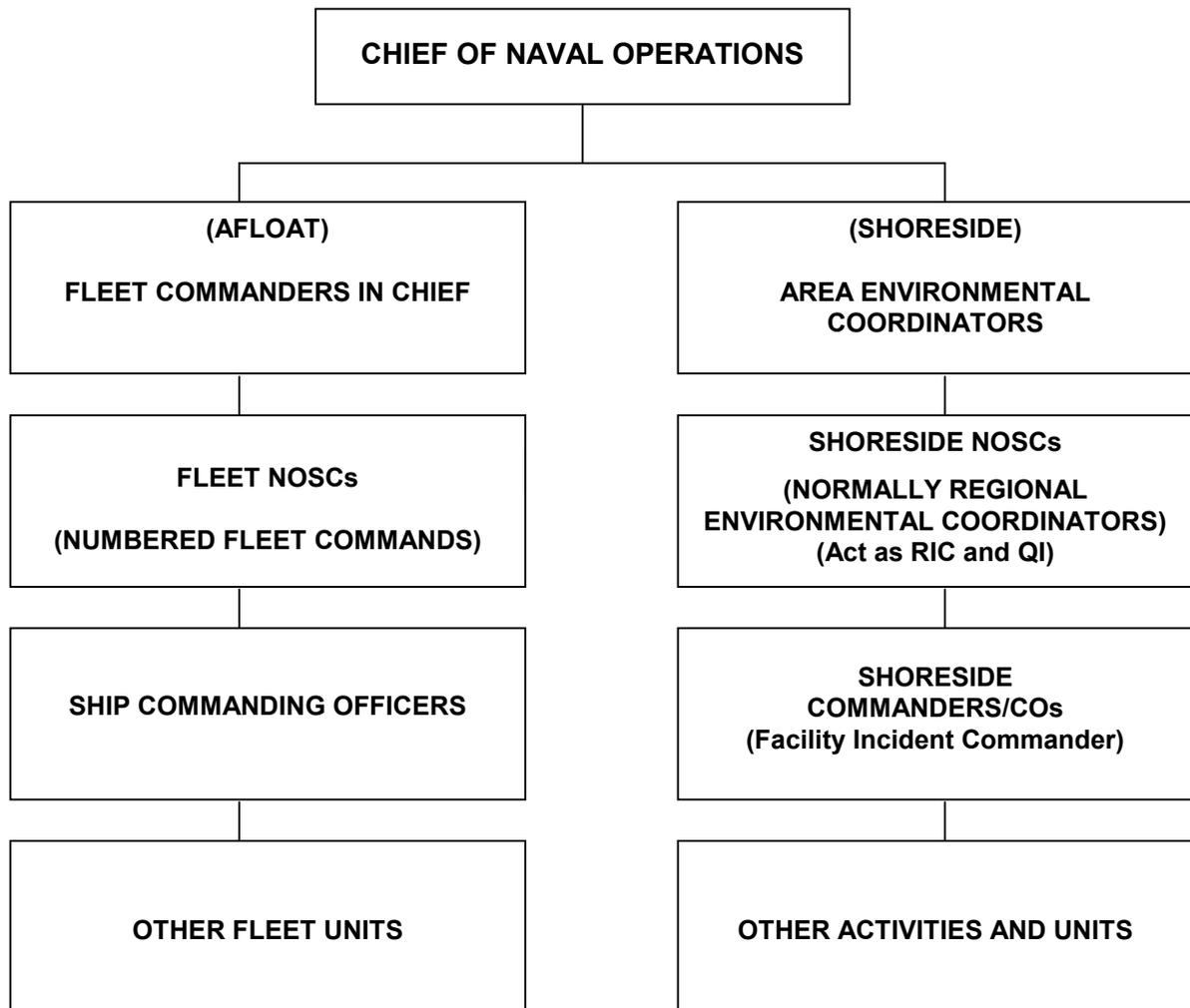
b. Area Environmental Coordinators (AEC) and Fleet Commanders in Chief establish contingency planning and response policies in their assigned areas. AECs designate the shoreside NOSCs. The NOSCs are generally regional environmental coordination authorities who represent senior Navy commanders for environmental matters within that region. The NOSC's duties include ensuring that facilities within their area of responsibility have the capability to control, contain and clean up OHS spills. The NOSC acts as the QI required by USCG regulations, with full authority to activate and engage spill response contractors and all other necessary resources. The NOSC is also the FOSC for Navy HS releases, and is the individual responsible for coordinating spill response activities with the FOSC in the event of an oil spill.

c. NOSC's designate shoreside commanders as FICs to assume initial responsibility for spill response actions in certain areas. FIC designations are made on the basis of OHS risk posed by the facility/terminal and the response capability of commands in each area. The FIC will initially act as the Incident Commander and direct all spill response actions

7 July 1999

until relieved, if necessary, by the NOSC. The NOSC acts as the Incident Commander for spills in areas that are not assigned to FICs, and for spills that exceed the capability of the assigned FIC.

d. The Navy has ensured the availability of response resources to meet the “worst case scenarios” in U. S. waters by one or more of the following methods; pre-positioning Navy owned response resources, obtaining membership in commercial clean up cooperatives, or through the use of USCG Basic Ordering Agreements (BOA) to provide additional resources. Overseas NOSCs have the same authority and similar arrangements to activate spill clean up contractors.



NAVY OHS POLLUTION RESPONSE ORGANIZATION

FIGURE 4-1

7 July 1999

e. For major spills that exceed the capabilities of the area NOSC, the Naval Sea Systems Command (NAVSEA) provides response resources through SUPSALV. SUPSALV is the Navy's equivalent of an oil spill response organization (OSRO) and is considered a national asset. The USCG frequently requests SUPSALV personnel and equipment for spill response activities. SUPSALV will provide expertise and equipment at the request of the cognizant NOSC in the areas of salvage, oil and hazardous materials spill control, diving and ocean engineering. SUPSALV can provide all necessary oil spill response equipment (i.e., skimmers, POL storage bladders, transfer pumps, tow boats, containment boom, etc.) to meet the response resource requirements identified in Appendix B (for Tier 2 and 3), as well as portable field support equipment, shops, offices, etc. All equipment can be deployed by air from the principal Emergency Ship Salvage Materials (ESSM) warehouses in Stockton, CA, and Williamsburg, VA.

f. **Spills from chartered vessels.** Response to OHS incidents from vessels that are under time or voyage charters to MSC (non-public vessels) is the responsibility of the vessel owner or operator under the relevant chartering contract. OHS incidents from these vessels will still be reported to USTRANSCOM, COMSC and the NOSC. MSC and the NOSC will monitor any such incidents to ensure that the interests of the United States are not unnecessarily prejudiced.

3. Spill Response Management – MSC

a. The MSC Headquarters Environmental Command Assistance Team (E-CAT) will provide advice and assistance to the NOSC as needed. This team may provide direct input to the NOSC at the Command Staff level of the Integrated Command System, or may be integrated into the NOSC organization as shown in Figure 4-3. At a minimum, MSC shall provide accounting data and a technical advisor familiar with the ship and cargo to assist the NOSC.

b. The team may be composed of the following personnel or a designated representative depending on the magnitude of the spill:

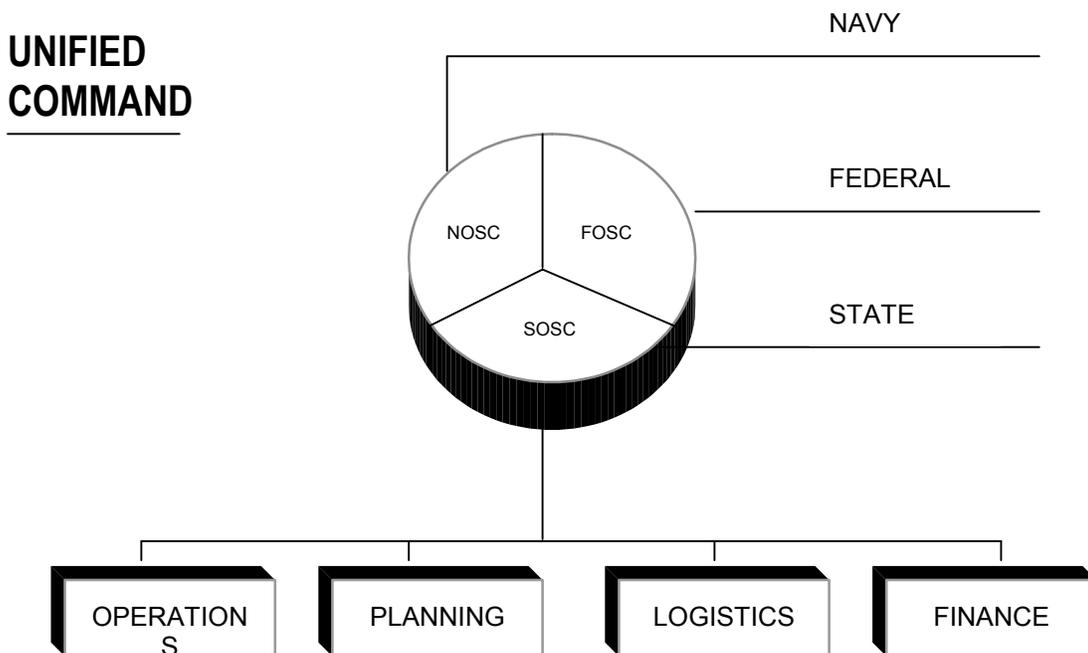
- (1) Legal Counsel (N2)
- (2) Operation and Plans Officer (N3/5)
- (3) Special Assistant for Environmental Programs (N00EP)
- (4) Engineering Director (N7)
- (5) Comptroller Director (N8)

7 July 1999

(6) Public Affairs Director

(7) Program Manager

4. **Spill Response Management - NOSC.** As required by the NCP and Area Contingency Plans, the OHS spill response management structure is based on an Incident Command System (ICS) consistent with the National Interagency Incident Management System (NIIMS) model. Figure 4-2 shows the Unified Command Organization described in the Area Contingency Plans. The NOSC's command structure (Figure 4-3) is compatible with this organization.



*Note: The FOSC is: the U. S. Coast Guard for oil spills in the coastal zone; the EPA for oil discharges and HS releases in the inland zone; and the Navy for Navy HS or EHS releases when the release is on, or the sole source from, any facility or vessel, including vessels bareboat chartered and operated under the jurisdiction, custody or control of DoD.

Figure 4-2 Unified Command Organization

7 July 1999

a. The Unified Command for Navy OHS spill response consists of the following elements:

(1) A predesignated FOSC from one of the following agencies:

(a) U. S. Coast Guard (USCG) for all oil spills in the coastal zone

(b) U. S. EPA for all oil spills in the inland zone

(c) Department of Defense (DoD) for HS releases from/on DoD facilities and vessels.

(2) A predesignated NOSC or Navy FIC as the On-Scene Coordinator for the responsible party.

(3) A predesignated state On-Scene Coordinator.

b. The Unified Command is responsible for coordinating the interests of the responsible party, federal, state and local agencies, and public and private interests to arrive at joint strategic decisions to carry out the spill clean up. The Unified Command jointly establishes objectives, strategies and priorities of the response.

c. The underlying ICS organization is designed to expand or contract readily, as required to effectively manage the spill response. For small spills, the functional sections may be sufficiently staffed by relatively few personnel from the facility/terminal at which the spill occurred. Progressively larger incidents will require a more fully staffed structure using facility and NOSC personnel, support personnel from neighboring Navy activities and may also include federal and state agency personnel.

d. The Incident Commander can activate personnel as required based upon the size of the spill and complexity of the response effort. The Incident Commander position may be filled by either the Commander of the responding Navy facility or the NOSC, depending on the circumstances of the spill. In the event of a spill from a ship outside the boundaries of a Navy facility and within the NOSC's area of responsibility, the NOSC will act as the Incident Commander. If the NOSC assumes direction of the overall response, the Commander of the responding Navy facility will normally be assigned a staff position, such as the Deputy Incident Commander. If the response effort becomes large enough to warrant a Unified Command, the NOSC is the individual that will liaise with the FOSC. The identity of the Navy Incident Commander must be clear at all times to all concerned.

7 July 1999

e. A Navy facility or ship that originates or discovers a spill or release is responsible for initial control, containment, and clean up efforts. If this clean up is beyond its capabilities, that activity or ship shall request assistance from the NOSC.

f. The NOSC is responsible for directing and/or coordinating all oil and hazardous substance spill responses within his/her area of responsibility. This may include mobilization of other local and regional Navy assets, mobilization of SUPSALV resources, augmentation of the facility/terminal spill management team, or activation of Basic Ordering Agreement (BOA) response contractors or other commercial response organizations.

g. A typical NOSC spill response management organization is shown in Figure 4-3. The names and 24-hour contact numbers for the members of the Command Staff and the chiefs of the four functional sections are maintained on the NOSC's Command Duty Officer OHS recall bill.

h. Detailed descriptions of the duties and responsibilities of the functional sections are described in the NOSC OHS Contingency Plan, chapters 4-7.

(1) The Operations section directs and coordinates all tactical operations within the response area. It assists the Planning section in defining response goals and operational goals detailed in the incident action plan, develops mission assignments and schedules to accomplish the goals, identifies resource requirements and, as appropriate, recommends release of resources. The Operations section also evaluates and reports the results of response operations.

(2) The Planning section is responsible for collecting and evaluating information about the incident and response. It develops action plans to accomplish stated response goals and objectives, evaluates alternative strategies and operational plans based on changing requirements, documents all response actions and disseminates technical and environmental information to concerned parties.

(3) The Logistics section is responsible for supplying all resources required to carry out the response and to support continuing operations.

(4) The Finance section is responsible for handling all accounting services and personnel administrative matters.

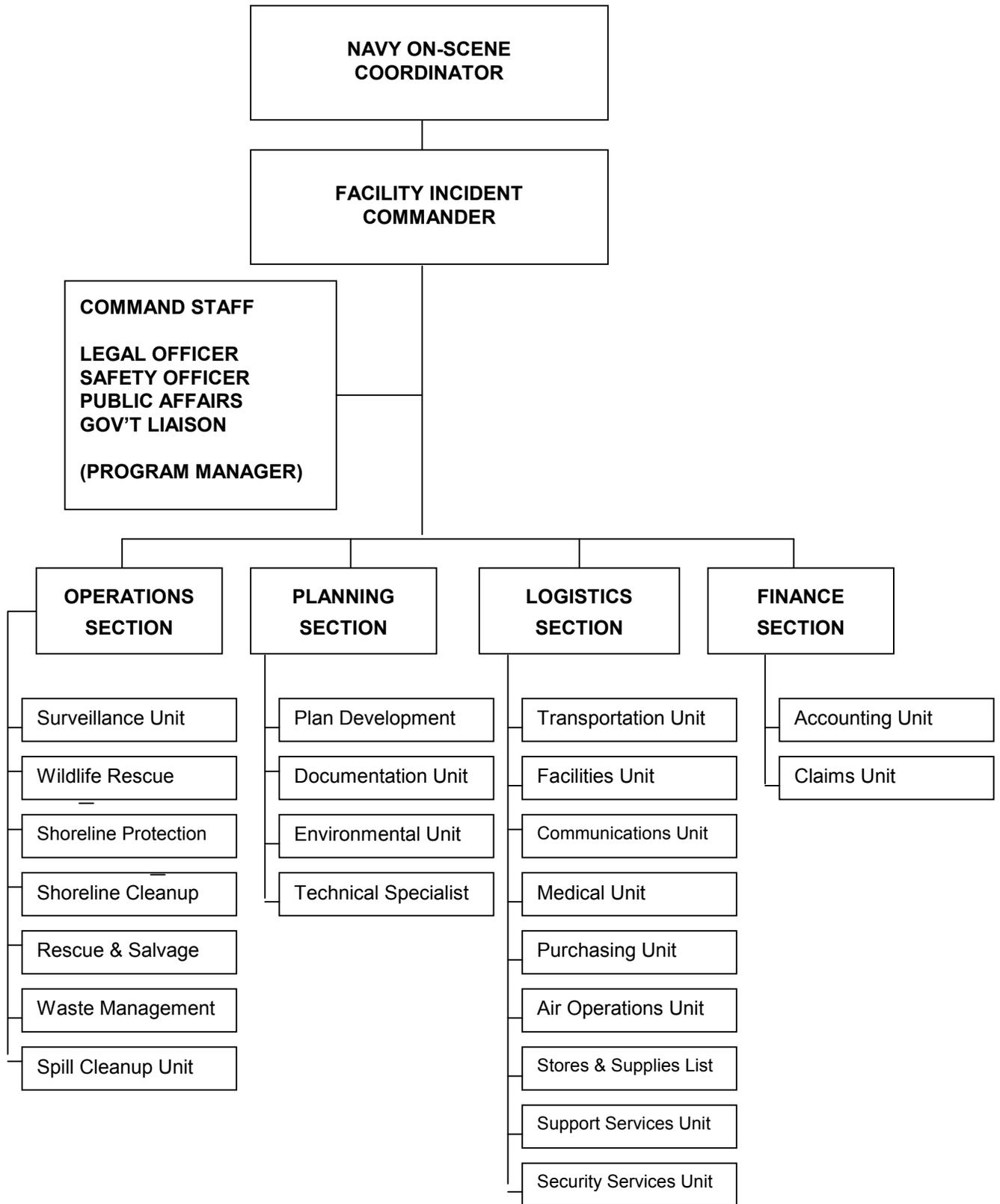


Figure 4-3 Typical NOSC OHS Spill Response Organization

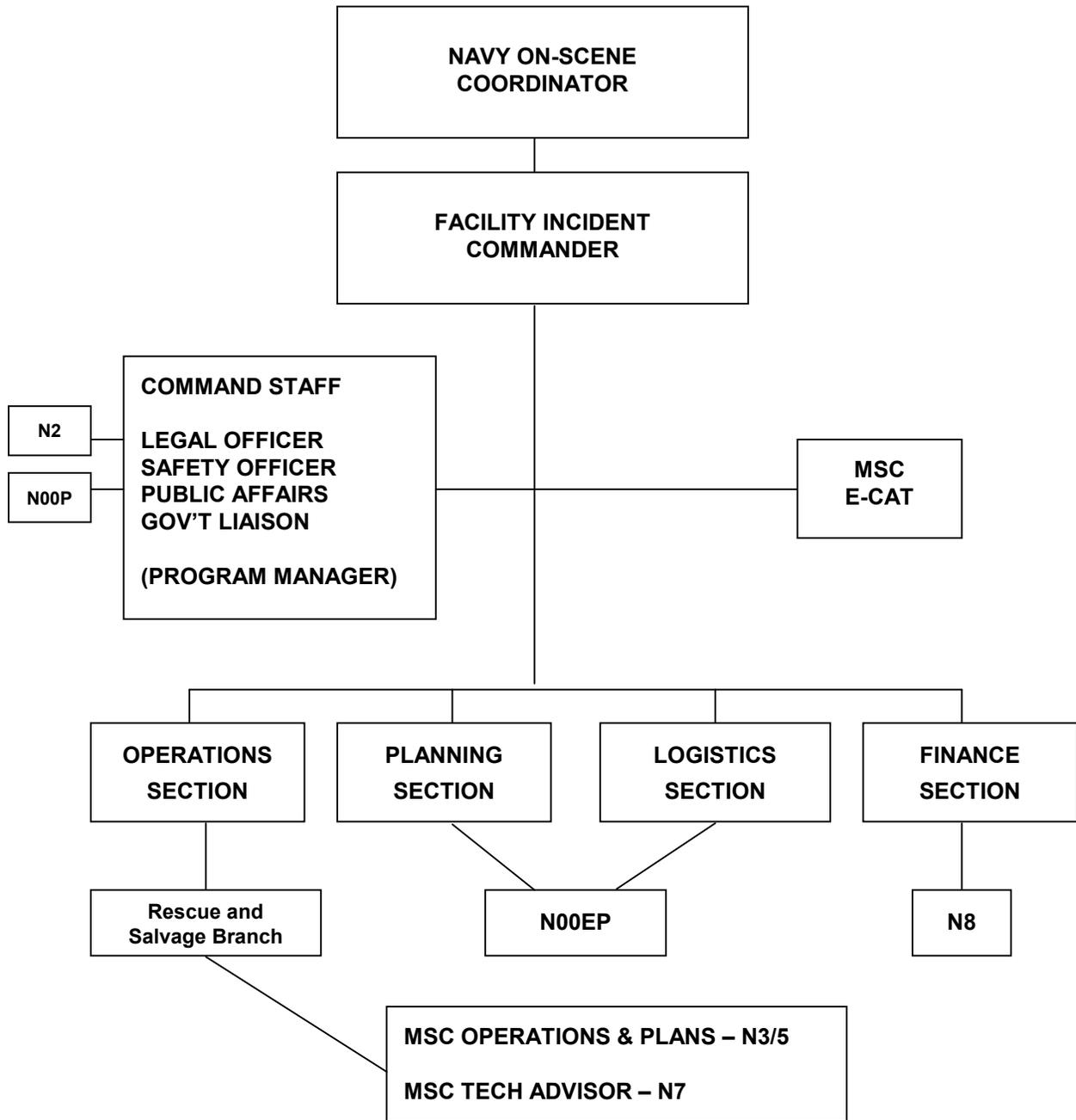


Figure 4-4 Spill Management Team Interaction with NOSC Spill Response Organization

SECTION 5**POLLUTION PREVENTION/RESPONSE TRAINING**

1. **Shipboard Personnel.** MSC provides extensive training to vessel crews in pollution prevention and response as part of the MSC Environmental Protection (EP) Program.

a. Vessel personnel are assigned spill response duties consistent with their normal shipboard responsibilities, as described in Section 3.

b. Personnel who receive, transfer or dispose of oil products or hazardous substances and their supervisors shall be trained in proper procedures for the following:

- (1) Connecting and disconnecting to other ships and shore,
- (2) Transfer of oil or oily waste or hazardous substances,
- (3) Maintenance of transfer equipment,
- (4) Spill response.

c. Crew ratings and officer license requirements are the minimum qualifications required of vessel personnel to carry out their assigned spill containment duties. Additional training is provided to select personnel by MSC on oil spill prevention and control and hazardous materials handling and disposal.

d. A training review will be conducted at least once a month, prior to the emergency procedures drill.

e. The monthly emergency procedures drill will include breakout and staging of all equipment, checking of communications circuits and operation of pumps. Phone calls will be made to the local COTP (in U. S. waters) and NOSC to verify the phone number's validity. The drills should cover each of the emergency procedures in Appendix A.

f. Crew training records shall be maintained aboard each ship.

7 July 1999

2. Shore Based Personnel

a. Training of the NOSC's is carried out through regularly scheduled NOSC training courses and periodic workshops prepared by SUPSALV. MSC personnel from Headquarters and Area Commands regularly take advantage of these training opportunities. The NOSC Training Course covers all areas of spill response, including ICS organizations and the Unified Command, spill response management, SUPSALV and/or NOSC response equipment, natural resource damage assessments, and updates on environmental protection initiatives and legislation affecting Navy operations worldwide.

b. MSC and other Navy commands are active participants in the national Preparedness for Response Exercise Program (PREP). PREP is described in Section 6.

SECTION 6

DRILLS AND EXERCISES

1. Area Commanders will conduct drills to exercise the MSC and area NOSC oil spill contingency plans. Drills will be conducted per 33 CFR part 155.1060 and Navy guidelines. The guidelines follow the national PREP guidelines. Drill critiques will be prepared by the Area Command Spill Management Team and copies will be forwarded to COMSC (N00EP). The critiques will certify whether the drill:

- a. was completed,
- b. met required objectives and
- c. was evaluated to determine the effectiveness of the response plan.

2. **Command Post Exercises.** The MSC Headquarters Special Assistant for Environmental Programs (N00EP) will coordinate periodic Command Post Exercises (CPX) with Area Commanders to exercise ship and Area Command familiarity with the contingency plan requirements regarding OHS spill incidents.

3. MSC Spill Management Teams may include designated personnel from COMSC, Area Commanders, NOSC's as well as USNS ships. Participation of state and local environmental agencies will be invited.

4. **National Preparedness for Response Exercise Program (PREP).** MSC is an active, committed participant in PREP and regularly provides vessels, facilities and personnel for exercises held around the United States. This program was established to provide a means for participants to meet the various spill response preparedness exercise requirements of the Oil Pollution Act of 1990. Participation in the PREP program satisfies the exercise requirements of the U. S. Coast Guard, the EPA and other agencies concerned with oil spill response. Participation in PREP allows MSC and the Navy to identify problem areas in their contingency plans, and to ensure the highest levels of preparedness throughout the spill response organization.

5. PREP exercise guidelines divide required drills into two categories: internal and external.

7 July 1999

a. **Internal Drills.** These drills are internal to the participant's spill response organization. The drills listed below may be conducted as separate events, or combined to satisfy multiple requirements with one drill event. Tables 6-1 through 6-6 describe the objectives of each drill, required frequencies, identify participants, etc.. Internal drills are:

(1) **Qualified Individual Notification Drill.** The area NOSC is the Qualified Individual for all Navy oil spills.

(2) **Onboard Emergency Procedures Drills.** The emergency procedures are listed in Appendix A. Every month the Master shall select one of the emergency procedures checklists from Appendix A and conduct a drill to ensure that the checklist reflects actual practice aboard the vessel. Masters are encouraged to modify the checklists as necessary to ensure that the checklists become useful documents for use in emergency situations.

(3) **Spill Management Team Tabletop Drills.** These include internal tabletop exercises and drills that exercise MSC's interaction with the entire response community, including actual contact and coordination with NOSC, NRC, COTP, as well as involvement of local/state representatives.

(4) **Equipment Deployment Drills** (conducted by SUPSALV and certification provided to MSC).

(5) **Unannounced Drills (MSC-initiated).** The annual unannounced drill will be combined with one Onboard Emergency Procedures Drill. See Table 6-3.

b. **External drills** include:

(1) **Area Exercises.** Every federal area is required to conduct this type of exercise once every 3 years. There are a total of 60 areas. Twenty areas a year will be selected by a national coordinating committee to conduct these exercises. Responsibility for conducting these exercises rests with the U. S. Coast Guard, the EPA and industry representatives.

(a) Area exercises focus on the response organization for a significant spill. They are intended to test the contingency plans of the various parties required to assist in response to a major oil spill, and how well these plans interact with the Area Contingency Plan prepared by the federal, state and local authorities. The exercise scenario is determined by the organization designated as the "lead," and is usually about 8-12 hours in duration. Exercises are evaluated by a joint government/industry team and lessons learned are distributed nationwide via the National Response System.

7 July 1999

(b) As with unannounced exercises, if MSC is selected for participation in one of these exercises, MSC will not have to participate in another area exercise for that particular 3-year cycle.

(c) Documentation used to record the drill must be approved by the OSC and the government agency overseeing the exercise. Records of this documentation will be maintained at MSC Headquarters for a period of 3 years.

(2) **Unannounced Drills (USCG-initiated).** The Coast Guard and/or EPA may conduct as many as four unannounced drills per area per year. Since there are 47 Coast Guard areas and 13 EPA areas, there will be 4 x (47+13) or 240 unannounced drills per year. If MSC is selected for one of these drills, MSC does not have to participate in another drill of this type for 36 months.

(a) These drills are limited to 4 hours in duration, involve equipment deployment and address the average most probable discharge scenario.

(b) Credit is received for an Unannounced Drill, a QI Notification Drill and an Equipment Deployment Drill.

(c) Documentation will be kept at MSC Headquarters for a period of 3 years. Participating vessels should also record this drill in their logbooks to receive credit.

(d) If the U. S. Coast Guard requests MSC to participate in an announced drill, members of the MSC Response Action Team and NOSC shall participate to the extent required by the COTP.

6. **PREP Schedules.** SUPSALV develops PREP exercise schedules indicating which areas are selected, whether the Navy will be involved as the lead agency or as a participant. The schedule for a given year is generally available in the fall of the preceding year.

Table 6-1

MSC DRILL GUIDELINES

	QI (NOSC) Notification (Conducted as Part of all Other Drills)	Onboard Emergency Procedures	Spill Management Team Tabletop Drill	Equipment Deployment
Participating Elements	Vessel Personnel, NOSC	Vessel Personnel	Spill Management Team (SMT)	SUPSALV
Initiating Authority	Master	Master	E-CAT, Individual FICs and NOSCs	SUPSALV
Frequency	<u>Monthly</u>	<u>Monthly</u> , if operating conditions permit.	<u>Annually</u>	<u>Annually</u> . Equipment deployment drills are conducted by SUPSALV.
Certification	Self	Self	Self	SUPSALV
Evaluation	Self	Self	Self	SUPSALV
Credit	1) Credit for an actual spill response. 2) Credit if conducting routine business or in conjunction with other drills, provided that the objectives of the drill are met and documented.	1) Credit for an actual spill response. 2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented.	1) Credit for an actual spill response. 2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented.	1) Credit for an actual spill response. 2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented. Equipment deployed for other drills may be credited cumulatively (i.e., if 600' of boom is deployed at one drill, and the additional 400' required is deployed at another drill).
	The drills may be conducted separately, or may be combined to satisfy drill requirements.			
Records	Retain for 3 years. Drills conducted on board vessels documented as logbook entry in Vessel Logbook.			

Table 6-2

QI (NOSC) NOTIFICATION DRILL

- Applicability: - MSC ships.
Frequency: - Monthly.
Initiating Authority: - Master or designee.
- Particip. Elements: - Vessel personnel, NOSC.
- Scope: - Exercise communication between vessel personnel and the NOSC.
- Objectives: - Contact (telephonic, radio, message-pager, or facsimile) and confirmation must be made with the area NOSC.
- Certification: - Self certification.
Verification: - Verification to be conducted by the USCG during vessel boardings.
- Records: - Retain 3 years.
Evaluation: - Self evaluation.
- Credit: - The ship may take credit for this exercise in the course of conducting routine business or other drills, or an actual spill response, provided that the objectives of the drill are met and the drill is properly recorded.

Table 6-3

ONBOARD EMERGENCY PROCEDURES DRILL

Applicability:	- MSC ships.
Frequency:	- Monthly, as operating conditions permit.
Initiating Authority:	- Master or designee.
Particip. Elements:	- Vessel personnel.
Unannounced Drill	- MSC is required to conduct an internally-initiated unannounced drill annually. This does not have to be a separate drill. MSC will conduct an internal unannounced drill concurrent with one of the On-Board Emergency Procedures Drills. The drill will be annotated as both an Unannounced Drill and an On-Board Emergency Procedures Drill.
Scope:	- Exercise the vessel's on-board emergency procedures for spill mitigation.
Objectives	- Conduct a "walkthrough" of the emergency procedures for spill mitigation or prevention of a discharge or substantial threat of discharge of oil. - The "walkthrough" should exercise one or more of the sections of the emergency procedures for spill mitigation, for example: -- simulate response to a collision. -- simulate response to an oil spill on deck of the vessel. -- simulate response to a vessel fire.
Certification:	- Self certification.
Verification:	- Verification to be conducted by the USCG during vessel boardings.
Records:	- Retain 3 years.
Evaluation:	- Self evaluation.
Credit:	- The ship may take credit for this drill when conducted in conjunction with other drills, or an actual spill response, as long as all objectives are met and a proper record generated.

Table 6-4

SPILL MANAGEMENT TEAM TABLETOP DRILL

- Applicability: - Spill Management Team (MSCO (E-CAT), Individual FICs, and NOSCs)
- Frequency: - Annually.
- Initiating Authority: - MSCO, FIC/NOSC.
- Particip. Elements: - Spill Management Team.
- Scope: - Exercise the Spill Management Team's organization, communication and decision making in managing a spill response.
- Objectives: - Exercise the Spill Management Team in a review of:
- Knowledge of the response plan.
 - Proper notifications.
 - Communications system.
 - Ability to access OSROs, BOA contractors, and SUPSALV.
 - Coordination of organization/agency personnel with responsibility for spill response.
 - Ability to effectively coordinate spill response activity with National Response System infrastructure.
 - Ability to access information in Area Contingency Plan for location of sensitive areas, resources available within the area, unique conditions of area, etc.
- At least one Spill Management Team Tabletop Exercise in a triennial cycle shall involve simulation of a Worst Case Discharge scenario.
- Certification: - Self certification.
- Verification: - Verification to be conducted by primary oversight agency.
- Records: - Retain 3 years.
- Evaluation: - Self evaluation.
- Credit: - The Spill Management Team may take credit for this drill when conducted in conjunction with other drills, or an actual spill response, as long as all objectives are met and a proper record generated.

Table 6-5

EQUIPMENT DEPLOYMENT DRILL

Applicability:	- SUPSALV.
Frequency:	- Annually.
Initiating Authority:	- SUPSALV.
Particip. Elements	- SUPSALV, FICs, NOSCs.
Scope:	<ul style="list-style-type: none">- Deploy and operate response equipment identified in the response plan. Only a representative sample of each type of equipment need be deployed and operated. A minimum of the following equipment must be deployed and operated;<ul style="list-style-type: none">-- 1,000 feet of each type of boom in the inventory;-- One of each type of skimming system.- The remainder of the equipment which is not deployed is included in a comprehensive training and maintenance program. Credit will be given for deployment conducted during training. The maintenance program requires periodic inspection and maintenance in accordance with the manufacturer's recommendations and established practices.
Objectives:	<ul style="list-style-type: none">- Ensure response equipment is operational.- Ensure that the personnel who would operate this equipment in a spill response are capable of deploying and operating it.- Ensure that the response resources participate in annual deployment drills.
Certification:	- SUPSALV.
Verification:	- SUPSALV.
Records:	- Retained by SUPSALV.
Evaluation:	- Self evaluation.
Credit:	- MSC may obtain verification from SUPSALV that such a drill has been conducted, or arrange for equipment deployment to be incorporated into other drills, or an actual spill response, as long as all objectives are met and a proper record generated. SUPSALV conducts this drill as required and provides the necessary certification to plan holders.

Table 6-6

**UNANNOUNCED DRILL
USCG-INITIATED**

Applicability:	- MSCO response personnel (E-CAT)/NOSC/SUPSALV, MSC ships.
Frequency:	- Once every 3 years
Initiating Authority:	- USCG, EPA.
Particip. Elements	- MSCO response personnel (E-CAT)/NOSC/SUPSALV, MSC ships.
Scope:	<ul style="list-style-type: none">- Unannounced drills to be limited in scope, number and duration.- Unannounced drills will be limited to a maximum of four drills per Area per year.- Drills will be limited to a maximum of four hours in duration.- Drills will involve response to an Average Most Probable Discharge scenario (50 barrel spill).- Drills will involve equipment deployment to respond to spill scenario.
Objectives:	<ul style="list-style-type: none">- Conduct proper notifications to respond to unannounced scenario of an Average Most Probable discharge.- Demonstrate equipment deployment is:<ul style="list-style-type: none">-- timely.-- conducted with adequate amount of equipment for scenario.-- properly deployed.
Drill Preparation	- The Area Committee will meet annually to discuss details of the unannounced exercises to be conducted in the Area for that year. At this annual meeting, the Area Committee will consult with the initiating agency (i.e., USCG, EPA) to discuss the scenario development and requirements for each exercise.
Certification:	- Initiating agency (i.e., USCG, EPA).
Verification:	- Initiating agency (i.e., USCG, EPA).
Records:	- Retain 3 years (USCG initiated), retain 5 years (EPA initiated). It is unlikely that MSC will be involved in an EPA initiated drill.
Evaluation:	- Evaluation to be conducted by initiating agency.
Credit:	- Credit may be taken for an actual spill response when these objectives are met and a proper record generated. Completion of this drill will also meet the requirements for the notification and equipment deployment exercises.

7 July 1999

SECTION 7

PLAN REVIEW AND UPDATE PROCEDURES

1. This plan will be reviewed annually, and after any significant spill, by MSC Headquarters. The review will determine the adequacy of the response effort and recommend changes to personnel or equipment allowances, as necessary. This review shall be conducted in conjunction with post-drill evaluations held after the annual oil spill removal organization field equipment deployment exercise.
2. The plan shall be reviewed by the Master at the time of assuming command of an MSC oiler, and annually thereafter.
3. All recommended changes shall be forwarded to COMSC (Code N00EP). A copy of the page(s) showing the recommended change is acceptable. Forward recommendations to:

**MILITARY SEALIFT COMMAND
SPECIAL ASSISTANT FOR ENVIRONMENTAL PROGRAMS (NOOEP)
WASHINGTON NAVY YARD
914 CHARLES MORRIS COURT SE
WASHINGTON, DC 20398-5540**

4. The Master, the MSC Area Commander, and MSC Headquarters personnel, as appropriate, shall review the effectiveness of the plan whenever it is implemented in response to a spill. Errors, omissions or suggested changes shall be forwarded to MSC Headquarters for evaluation. MSC shall review all proposed changes and shall promulgate approved changes to the plan holders.

7 July 1999

APPENDIX A**Table of Contents**

Notification List.....	A-2
Oil Spill Report	A-4
Unit Situation Report (UNIT SITREP)	A-6
Special Incident Report (OPREP-3).....	A-7
HS Release Report	A-10
Telephone Log	A-13
Operational Spills.....	A-19
Transfer System Discharge Checklist	A-20
Tank Overflow Checklist	A-22
Hull Leakage Checklist.....	A-24
Casualties and Emergencies	A-26
Grounding & Collision Checklist.....	A-27
Fire/Explosion Checklist.....	A-29
Hull Failure Checklist	A-31
Excessive List Checklist.....	A-32
Equipment Failure Checklist	A-33
Stress and Stability Assessment Checklist	A-34
Emergency Cargo Transfer Checklist	A-35
Towing & Salvage Checklist.....	A-36
Recordkeeping and Sampling Checklist.....	A-37

These checklists are not intended to replace the procedures contained in the DC Manual or other instructions aboard ship. Masters are encouraged to modify these checklists as necessary to ensure applicability to their particular ship.

Appendix A

Notification List

In the event of an OHS spill that impacts the water, or a threat of such a spill, the following parties shall be notified: (Use the Telephone Log provided in this appendix). Voice notification of all parties is not required for minor spills (except for the National Response Center). Parties not notified by voice shall receive a copy of the OHS spill report. (See Appendix B for relevant phone numbers).	Master	MSC HQ Command Control Center Duty Officer	NOSC	Ref
(In U.S. Waters, Panama Canal and territorial waters of Canada and Mexico) National Response Center by Voice at: 1-800-424-8802 OR 202-267-2675	☐			1
Terminal or Facility Incident Commander(FIC) (for spills in port) Applicable Navy On Scene Coordinator (NOSC) (for spills at sea)	☐			2
Commander, Military Sealift Command	☐			
Send confirming OHS Spill Report (see Spill Classification/Report Table, pg A-3).	☐			1
MSC Area or Subarea Commander	☐			
Appropriate Fleet Commander	☐			
Operational Commander	☐			
MSC Representative/Ship's Agent	☐			
State Authorities	☐			
Local Authorities	☐			
USCG Captain of the Port	☐			
(In International/Foreign Territorial Waters) Notify nearest country that may be affected by the spill.	☐			3

1. See notification procedures in Section 2 of this Plan.
2. See applicable Captain of the Port Zone in Appendix B.
3. See IMO Port Contact Information List in Appendix C.

OIL SPILL CLASSIFICATION/REPORT TABLE

Note that these are "GUIDELINES ONLY" provided to assist the Master in determining the type of OHS report to submit. In addition to "*quantity of oil spilled*", other factors must be considered to determine the significance of a pollution event. In some instances, an otherwise "minor" spill may result in significant damage to sensitive areas, or create a situation of high media interest or geo-political implications. When in doubt, use the higher classification.

Classification of Spill Ref: 40 CFR 300	Operating Area				Required Report
	United States Waters		International Waters	Foreign Territorial Waters	
	Inland/Nearshore Zone (0-12 NM from shore)	Ocean (12NM - EEZ boundary)			
MINOR	Less than 1,000 Gallons	Less than 10,000 Gallons	Less than 10,000 Gallons	Less than 1,000 Gallons	Oil Spill Report (pg A-4).
MEDIUM	Less than 10,000 Gallons	Less than 100,000 Gallons	Less than 100,000 Gallons	Less than 10,000 Gallons	OPREP-3 (NAVY BLUE), Intended to provide CNO and other naval commanders with immediate notification of incidents of military, political, or press interest (pg A-5).
MAJOR	10,000 Gallons or more	100,000 Gallons or more	100,000 Gallons or more	10,000 Gallons or more	OPREP-3 (PINNACLE). Any oil discharge that poses a substantial threat to the public health or welfare of the United States, or results in significant public concern. High diplomatic or media interest (pg A-6).

COMSCINST 5090.6

7 July 1999

Oil Spill Report (Report Symbol OPNAV 5090-2)

Addressee and info blocks for oil spills in waters of the United States:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER

INFO: CNO WASHINGTON DC//N45//
COMNAVSEASCOM WASHINGTON DC//OOC//
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
NFESC PORT HUENEME CA//112//
COGARD NATIONAL RESPONSE CENTER WASHINGTON DC//JJJ//
MAJOR CLAIMANT//JJJ//
NAVPETOFF ALEXANDRIA VA//JJJ//

Addressee and info blocks for oil spills in international and foreign territorial waters:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER

INFO: CNO WASHINGTON DC//N45//
COMNAVSEASCOM WASHINGTON DC//OOC//
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
NFESC PORT HUENEME CA//112//
MAJOR CLAIMANT//JJJ//
NAVPETOFF ALEXANDRIA VA//JJJ//
(And other organizations as appropriate)

7 July 1999

Body of Oil Spill Report:

UNCLAS//NO5090//

MSGID/GENADMIN/ORIGINATOR//

SUBJ/ Oil Spill Report (Report Symbol OPNAV 5090-2) (MIN: CONSIDERED)

RMKS/

1. GMT DTG RELEASE OCCURRED/DISCOVERED:
2. ACTIVITY/SHIP ORIGINATING RELEASE: (Ships: list name, hull number. For non-Navy spills discovered by ship; list name of responsible party. For spills from unknown source; indicate whether spill is thought to have originated from Navy activity.)
3. SPILL LOCATION: (At sea; list lat/long, distance to nearest land; in port; list port name and specific location.)
4. AMOUNT SPILLED IN GALLONS: (Best estimate)
5. TYPE OF OIL SPILLED:
6. OPERATION UNDER WAY WHEN SPILL OCCURRED:
7. SPILL CAUSE: (Provide narrative description of specific spill cause)
8. SLICK DESCRIPTION AND MOVEMENT:
9. AREAS DAMAGED OR THREATENED:
10. TELEPHONIC REPORT TO NATIONAL RESPONSE CENTER WAS/WAS NOT MADE. (If made, report number and person receiving report.)
11. SAMPLES WERE/WERE NOT TAKEN.
12. CONTAINMENT METHOD PLANNED/USED (If none, state reason.)
13. SPILL REMOVAL METHOD PLANNED/USED (If none, state reason.)
14. PARTIES PERFORMING SPILL REMOVAL: (Navy, commercial firm, EPA, COAST GUARD, other (Specify))
15. ASSISTANCE REQUIRED/ADDITIONAL COMMENTS.
16. STATE AND LOCAL CORRECTIVE ACTION TAKEN: (If applicable.)
17. ACTIVITY CONTACT FOR FURTHER INFORMATION (Name, code, telephone number.)

COMSCINST 5090.6

7 July 1999

Unit Situation Report (UNIT SITREP)

UNIT SITREP reports provide the Chief of Naval Operations (CNO) timely, **CONCISE** information on which to base a response to any significant incident that has occurred or is in progress. An initial UNIT SITREP is normally the first indication to the CNO that an incident has occurred. All UNIT SITREPs are serialized in sequence by incident, beginning with 001 which is the first incident of the calendar year. Additional message reports concerning the same incident are assigned sequential letter suffixes.

Addressee and info blocks for UNIT SITREP message:

IMMEDIATE PRIORITY ROUTINE (As appropriate)

FM: SHIP NAME

TO: CNO WASHINGTON DC

(Immediate Superior in Chain of Command,
in the case of COMSC a UNIT SITREP
would be sent to CNO.)

INFO: _____

SECRET CONFIDENTIAL UNCLASSIFIED (As appropriate)

EXER/_____// (Put in exercise name, delete if N/A)

MSGID/UNIT SITREP/COMSC/_____/_____/ (Insert serial/month)

REF/COMSC WASHINGTON DC _____ Z _____ 8_ (Voice Report)//

FLAGWORD/UNITSITREP/-//

TIMELOC/_____ Z/ _____// (Insert date-time/location)

GENTEXT/INCIDENT IDENTIFICATION AND DETAILS/ _____

_____//

RMKS/AMPLIFYING INFO TO FOLLOW (or Final Report this incident).

COMMANDER'S ESTIMATE: _____//

_____//

DECL/_____//

7 July 1999

Special Incident Reports (OPREP-3 NAVY BLUE/PINNACLE)

OPREP-3 reports provide the National Command Authorities (NCA) timely, **CONCISE** information on which to base a response to any significant incident that has occurred or is in progress. An initial OPREP-3 report is normally the first indication to the NCA that an incident has occurred which may generate national level interest. All OPREP-3 reports are serialized in sequence by incident, beginning with 001 which is the first incident of the calendar year. Additional message reports concerning the same incident are assigned sequential letter suffixes.

OPREP-3 NAVY BLUE OPREP-3 NAVY BLUE messages provide the CNO and other naval commanders with immediate notification of spill incidents of high level Navy interest. FLASH precedence. To be sent within 15 minutes of knowledge of the incident.

Addressee and info blocks for OPREP-3 NAVY BLUE message:

FROM: SHIP NAME
TO: CNO WASHINGTON DC
FLTCINC:
CINCLANTFLT NORFOLK VA//CDO// or
CINCPACFLT PEARL HARBOR HI//FCC// or
CINCUSNAVEUR LONDON UK, as appropriate for forces assigned
NUMBERED FLEET COMMANDER

INFO: USCINTRANS SCOTT AFB IL//TCJ3/J4/TCJ3-MCC//
JOINT STAFF WASHINGTON DC/J3 NMCC
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
MSC AREA COMMANDERS//N00/N00EP//N3//N7//
MSC OFFICE or Local Representative
NAVOPINTCEN SUITLAND MD
NAVY JAG ALEXANDRIA VA
Unified Commander:
USCINCLANT NORFOLK VA or
USCINCPAC HONOLULU HI or
USCINCEUR VAIHINGEN GE, as appropriate for forces assigned
MAJOR SHORE COMMANDERS (area coordinators) for MSC ships reporting
incidents which occur in port or vicinity.
APPROPRIATE US COAST GUARD DISTRICT (CCGD_)
SOPA for incidents which occur in port

COMSCINST 5090.6

7 July 1999

OPREP-3 PINNACLE For any oil discharge that poses a substantial threat to the public health or welfare of the United States, or results in significant public concern; disastrous spills of national interest, high diplomatic or media interest. FLASH precedence. To be sent within 15 minutes of knowledge of the incident.

Addressee and info blocks for OPREP-3 PINNACLE message:

FROM: SHIP NAME
TO: NMCC WASHINGTON DC
Unified Commander:
USCINCLANT NORFOLK VA or
USCINCPAC HONOLULU HI or
USCINCEUR VAIHINGEN GE, as appropriate for forces assigned
CNO WASHINGTON DC
FLTCINC:
CINCLANTFLT NORFOLK VA//CDO// or
CINCPACFLT PEARL HARBOR HI//FCC// or
CINCUSNAVEUR LONDON UK, as appropriate for forces assigned
NUMBERED FLEET COMMANDER

INFO: USCINCTRANS SCOTT AFB IL//TCJ3/J4//
COMSC WASHINGTON DC//N00/N00EP/N3/7//
MSC AREA COMMANDER//N00/N00EP/N3/N7//
MSC OFFICE or Local Representative
NAVOPINTCEN SUITLAND MD
NAVY JAG ALEXANDRIA VA
MAJOR SHORE COMMANDERS (area coordinators) for MSC ships reporting incidents which occur in port or vicinity.
APPROPRIATE US COAST GUARD DISTRICT (CCGD_)
SOPA for incidents that occur in port

7 July 1999

Sample OPREP-3 report:

MSGID/OPREP-3/Ship name/Three digit serial number of report/-//
FLAGWORD/PINNACLE OR NAVY BLUE//
TIMELOC/DTG OF INCIDENT/LOCATION OF INCIDENT//
GENTEXT/INCIDENT IDENTIFICATION AND DETAILS/Provide a brief description of the incident, who was involved, where it happened, when it happened, why it happened, describe initial clean-up and containment actions taken and effect on ship's operation. Information should include course, speed and intended track of ship, type of oil or substance involved, type of incident (transfer error, grounding, collision, rupture, etc.), estimate of amount involved, weather on scene, current condition of the ship and if any injuries or fatalities occurred.

For example:

**UNCLAS/NO3120//
MSGID/OPREP-3NB/USNS NEVERSPILL/001/-//
FLAGWORD/NAVY BLUE)//
TIMELOC/070227ZDEC96/MOORED PIER 11, NORFOLK NOB//
GENTEXT/DESCRIPTION OF INCIDENT/APPROXIMATELY 10,000 GALLONS DFM
SPILLED INTO SURROUNDING WATER DUE TO OVERFLOW OF SURGE TANK DURING
REFUELING. SPILL CONTAINED WITHIN OIL BOOM. USING OIL SPILL CONTAINMENT
KIT TO COLLECT OIL ON DECK. USN/USCG OIL SPILL RESPONSE TEAM ENROUTE TO
ASSIST IN CLEANUP. NRC, MSO HAMPTON ROADS, NOSC NOTIFIED.//**

COMSCINST 5090.6

7 July 1999

Hazardous Substance Release Report (Report Symbol OPNAV 5090-3)

Addressee and info blocks for hazardous substance spills/releases in waters of the United States:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER

INFO: CNO WASHINGTON DC//N45//
COMNAVSEASCOM WASHINGTON DC//OOC//
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
NFESC PORT HUENEME CA//112//
COGARD NATIONAL RESPONSE CENTER WASHINGTON DC//JJJ//
MAJOR CLAIMANT//JJJ//
LEGSVSSUPGRU OGC//ELO//

Addressee and info blocks for hazardous substance spills/releases in international and foreign territorial waters:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER

INFO: CNO WASHINGTON DC//N45//
COMNAVSEASCOM WASHINGTON DC//OOC//
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
NFESC PORT HUENEME CA//112//
MAJOR CLAIMANT//JJJ//
LEGSVSSUPGRU OGC//ELO//
(And other organizations as appropriate)

7 July 1999

Body of Hazardous Substance Spill/Release Report:

UNCLAS//NO5090//

MSGID/GENADMIN/ORIGINATOR//

SUBJ/ HS Release Report (Report Symbol OPNAV 5090-3) (MIN: CONSIDERED)

RMKS/

1. GMT DTG RELEASE OCCURRED/DISCOVERED:
2. ACTIVITY/SHIP ORIGINATING RELEASE: (Ships: list name, hull number. For non-Navy spills discovered by ship; list name of responsible party. For spills from unknown source; indicate whether spill is thought to have originated from Navy activity.)
3. RELEASE LOCATION: (At sea; list lat/long, distance to nearest land; in port; list port name and specific location.)
4. TYPE OF OPERATION AT SOURCE: (Ship, pipeline, paint shop, etc.)
5. TYPE OF CONTAINER FROM WHICH SUBSTANCE(S) ESCAPED: (55 gal drums, bags, tank truck, etc. Estimate number of containers damaged or dangerously exposed.)
6. DESCRIPTION OF HS RELEASED: (Consider container labels and user directions, HM reference books, personal knowledge, etc. Be concise but complete.)

If substance known: give chemical and/or product names, formula, synonym(s) if known, physical and chemical characteristics, and inherent hazards.

If substance unknown: describe appearance, physical and chemical characteristics and the actual and potential hazards observed. Example: Substance is a colorless to light yellow liquid, highly irritating to eyes and nose, smells like peach pits, vaporizing quickly.
7. FIELD TESTINGS: (If none, so state; indicate findings, conclusions.)
8. ESTIMATED AMOUNT RELEASED: (Best estimate of weight/volume. For continuous release estimate amount left in container and rate of release.)
9. CAUSE OF RELEASE: (Describe the specific cause of release; account for any personnel error, equipment failure, accident or Act of God directly contributing to the release.)
10. RELEASE SCENE DESCRIPTION: (Describe scene of release, include information about the physical characteristics; size and complexity of release; actual and potential danger or damage to the immediate area and the surrounding environment, including weather conditions if relevant.)
11. NOTIFICATIONS MADE AND ASSISTANCE REQUIRED: (List all organizations informed of release in and out of Navy jurisdiction; include Federal, State and local authorities, National Response Center, response teams, fire departments, hospitals, etc.; specify kind of assistance required from these organizations.)

COMSCINST 5090.6

7 July 1999

12. DESCRIBE CONTROL AND CONTAINMENT ACTIONS TAKEN/PLANNED: (If none, state reason; specify method used to control and contain release, indicate parties carrying out response.)

13. DESCRIBE CLEANUP ACTIONS TAKEN/PLANNED (If none, state reason.; indicate whether cleanup is made by on-site or off-site treatment, method used, parties involved, and the eventual disposal area.)

14. CONTACT FOR FURTHER INFORMATION (Name, code, telephone number.)

15. STATE AND LOCAL CORRECTIVE ACTION TAKEN: (If applicable.)

16. ADDITIONAL COMMENTS:

7 July 1999

APPENDIX A

TELEPHONE LOG

DATE _____ USNS _____ CALL SIGN _____

NATIONAL RESPONSE CENTER
(800) 424-8802 *Report spills in U. S. waters,
Canada Territorial Waters, Mexico Territorial Waters and Panama Canal.

DTG OF CALL _____ PERSON CONTACTED _____

DISCUSSION SUMMARY

NAVY ON SCENE COORDINATOR (NOSC)
*Report all spills to appropriate NOSC
(See list in Appendix B)

DTG OF CALL _____ PERSON CONTACTED _____

DISCUSSION SUMMARY

7 July 1999

APPENDIX A

TELEPHONE LOG

DATE _____ USNS _____ CALL SIGN _____

COMSC

(202) 685-5155 * Report major spills to COMSC

DTG OF CALL _____ PERSON CONTACTED _____

DISCUSSION SUMMARY

MSC AREA COMMANDS

*Report all spills to appropriate MSC Area/Subarea Command
(See list in Appendix B)

DTG OF CALL _____ PERSON CONTACTED _____

DISCUSSION SUMMARY

7 July 1999

APPENDIX A

TELEPHONE LOG

DATE _____ USNS _____ CALL SIGN _____

FLEET COMMANDER
 Report all spills to appropriate Fleet Commander
 (Will normally be notified by Command Center Duty Officer)

CINCLANTFLT CINCPACFLT CINCUSNAVEUR
 (See Appendix B for contact numbers)

OR
 CNO at NATIONAL COMMAND CENTER (NCC)
 (703) 695-0231/5696 DSN (312) 225-0231

OR
 NATIONAL MILITARY COMMAND CENTER (NMCC)
 (703) 697-6340 DSN (312) 227-6340

DTG OF CALL _____ PERSON CONTACTED _____

DISCUSSION SUMMARY

OPERATIONAL COMMANDER
 Report all spills to appropriate Operational Commander
 (Will normally be notified by Command Center Duty Officer)

DTG OF CALL _____ PERSON CONTACTED _____

DISCUSSION SUMMARY

APPENDIX A

7 July 1999

TELEPHONE LOG

DATE _____ USNS _____ CALL SIGN _____

MSC REPRESENTATIVE/SHIP'S AGENT
Report all spills to appropriate MSC Representative/Ship's Agent
(See list in Appendix B)

TELEPHONE NO. _____
DTG OF CALL _____ PERSON CONTACTED _____

DISCUSSION SUMMARY

USCG CAPTAIN OF THE PORT (COTP)
Report all spills in U. S. waters to the appropriate USCG Captain of the Port.
(See list in Appendix B)

TELEPHONE NO _____
DTG OF CALL _____ PERSON CONTACTED _____

DISCUSSION SUMMARY

7 July 1999

APPENDIX A

TELEPHONE LOG

DATE _____ USNS _____ CALL SIGN _____

STATE / LOCAL AGENCY
Report spills to the appropriate State agency, if required.
(See list in Appendix B).

AGENCY _____
TELEPHONE NO _____
DTG OF CALL _____ PERSON CONTACTED _____

DISCUSSION SUMMARY

COUNTRY CONTACT
Report all spills in Foreign Territorial waters to the appropriate country agency.
Report all spills in international waters to the nearest country that is likely
to be affected by the spill.
(See list in Appendix B).

AGENCY _____
TELEPHONE NO _____
DTG OF CALL _____ PERSON CONTACTED _____

DISCUSSION SUMMARY

Appendix A

Operational Spills

Procedures for the crew to mitigate or prevent a discharge resulting from shipboard operational activities have been developed for the following operations:

- Transfer System Discharge (Leaks in Transfer Piping)
- Tank Overflow
- Hull Leakage

The actions listed in these operational procedures consist of nine phases as described in the MSC Damage Control Manual. These phases are:

- Discovery and Notification
- Initiation of Action
- Evaluation
- Containment and Damage Control
- Dispersion of Gases/Vapors
- Cleanup and Decontamination
- Disposal of Contaminated Materials
- Certification of Re-entry
- Follow-up Reports

These response phases may be performed independently or jointly depending on the spill scenario. The Master is encouraged to modify these checklists as necessary to suit the equipment and personnel aboard a specific ship.

Appendix A

Operational Skills

Transfer System Discharge

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
Stop pumping/product flow.					1
Verify scuppers are secured/plugged.					1
Isolate affected line.					1
Notify transfer facility.					1
Alert and evacuate all personnel from areas that may be exposed to the spilled material.					
Cordon off the affected area.					1
Drain affected line.					1
Predict spill movement and prevent spill from entering other compartments.					1
Test atmosphere in spill area for presence of explosive gases or contaminants.					1
Disperse gases or vapors.					1
Eliminate any fire or explosion hazards.					1,2
If necessary, fight fire, being careful to use firefighting methods compatible with the material involved.					1,2
Initiate oil spill removal and verify containment; contain spilled material using barriers, sorbents or other equipment to stop the flow.					1,3
Initiate relevant notifications.					1,4

Appendix A

Operational Spills

Transfer System Discharge (cont'd)

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
Survey extent of incident.					1,5
If necessary, coordinate shoreside clean-up support resources.					1,6
Clean up and decontaminate effected area; thoroughly ventilate areas affected.					1
Dispose of contaminated materials in accordance with HW procedures.					1,7
Ascertain cause of casualty.					1
Certify areas affected by spill are safe for re-entry.					1
Prepare follow-up report.					1

- References:
1. MSC Damage Control Manual (COMSCINST 3541.5D).
 2. See Fire/Explosion Checklist.
 3. Use portable air driven pumps and absorbent materials.
 4. See Notification Checklist (A-2).
 5. See Stress and Stability Assessment Checklist.
 6. See Appendix B of this Plan.
 7. OPNAVINST 5100.19C, Chapter B3; NAVOSH Program Manual for Forces Afloat.

Appendix A

Operational Skills

Tank Overflow

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
Stop pumping/product flow.					1
Verify scuppers are secured/plugged.					1
Secure isolation valves.					1
Notify transfer facility.					1
Alert and evacuate all personnel from areas that may be exposed to the spilled material.					
Cordon off the affected area.					1
Reduce affected tank level by gravity transfer or pumping.					1
Predict spill movement and prevent spill from entering other compartments.					1
Test atmosphere in spill area for presence of explosive gases or contaminants.					1
Disperse gases or vapors.					1
Eliminate any fire or explosion hazards.					1,2
If necessary, fight fire, being careful to use firefighting methods compatible with the material involved.					1,2
Initiate oil spill removal and verify containment; contain spilled material using barriers, sorbents or other equipment to stop the flow.					1,3
Initiate relevant notifications.					1,4
Survey extent of incident.					1,5

Appendix A

Operational Skills

Tank Overflow (cont'd)

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
If necessary, coordinate shoreside clean-up support resources.					1,6
Clean up and decontaminate effected area; thoroughly ventilate areas affected.					1
Dispose of contaminated materials in accordance with HW procedures.					1,7
Ascertain cause of casualty.					1
Certify areas affected by spill are safe for re-entry.					1
Prepare follow-up report.					1

- References:
1. MSC Damage Control Manual (COMSCINST 3541.5D).
 2. See Fire/Explosion Checklist.
 3. Use portable air driven pumps and absorbent materials.
 4. See Notification Checklist (A-2).
 5. See Stress and Stability Assessment Checklist.
 6. See applicable Captain of the Port zone in Appendix C of this Plan.
 7. OPNAVINST 5100.19C, Chapter B3; NAVOSH Program Manual for Forces Afloat.

Appendix A

Operational Skills

Hull Leakage

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
Stop pumping/product flow.					1
Isolate affected tank.					1
Notify transfer facility.					1
Alert and evacuate all personnel from areas that may be exposed to the spilled material.					1
Cordon off the affected area.					1
Reduce head pressure in suspected tank(s).					1
Predict spill movement and prevent spill from entering other compartments.					1
Test atmosphere in spill area for presence of explosive gases or contaminants.					1
Disperse gases or vapors.					1
Eliminate any fire or explosion hazards.					1,2
If necessary, fight fire, being careful to use firefighting methods compatible with the material involved.					1,2
Initiate oil spill removal and verify containment; contain spilled material using barriers, sorbents or other equipment to stop the flow.					1,3
Initiate relevant notifications.					4
Determine rate of flow/loss and impact on stability and stress.					1,5
Survey extent of incident.					1,5

Appendix A

Operational Skills

Hull Leakage (cont'd)

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
If necessary, coordinate shoreside clean-up support resources.					1,6
Clean up and decontaminate effected area; thoroughly ventilate areas affected.					1
Dispose of contaminated materials in accordance with HW procedures.					1,7
Ascertain cause of casualty.					1
Certify areas affected by spill are safe for re-entry.					1
Prepare follow-up report.					1

- References:
1. MSC Damage Control Manual (COMSCINST 3541.5D)/Ship's DC Book.
 3. See Fire/Explosion Checklist.
 3. Use portable air driven pumps and absorbent materials.
 4. See Notification Checklist (A-2).
 5. See Stress and Stability Assessment Checklist.
 6. See applicable Captain of the Port zone in Appendix C of this Plan.
 7. OPNAVINST 5100.19C, Chapter B3; NAVOSH Program Manual for Forces Afloat.

Appendix A**Casualties and Emergencies**

Procedures for the crew to mitigate or prevent a discharge resulting from casualties or emergencies have been developed for the following:

- Grounding and Collision
- Fire/Explosion
- Hull Failure
- Excessive List
- Equipment Failure (Engineering Casualty)
- Stress and Stability Assessment
- Emergency Cargo Transfer
- Towing and Salvage
- Recordkeeping and Sampling

The Master is encouraged to modify these checklists as necessary to suit the equipment and personnel aboard a specific ship.

Appendix A

Casualties and Emergencies

Grounding and Collision

ACTION	Master	Chief Engineer	First Officer	Second Officer	Repair Party	Ref.
Sound alarm to alert vessel's crew and other vessels in the vicinity.						1
Ascertain vessel's position.						
Close watertight doors, fire screen doors and secure ventilation.						
Deploy Damage Control Team and determine extent of damage. Visual inspection and trim/list of ship. Ullage all cargo and bunker tanks and sound void spaces. Check watertight integrity of all compartments. Take soundings around the ship and determine nature of bottom.						2
Plot damage area on DC display and establish secondary flooding boundaries.						
Set condition "Emergency."						
Initiate relevant notifications.						3
Transfer cargo from affected tank(s) and/or consider lightering assistance.						
Determine need for salvage and clean-up assistance.						4,6
Monitor weather, sea conditions and tidal effects on vessel.						

Appendix A

Casualties and Emergencies

Grounding and Collision (cont'd)

ACTION	Master	Chief Engineer	First Officer	Second Officer	Repair Party	Ref.
Calculate ship's stability status and determine if vessel can be safely refloated (obtain damage stability assessment).						5

- Notes:
1. For collision, provide the Master of the other vessel the name, port of registry, port of origin and destination of the ship.
 2. Careless opening of ullage plugs, sighting ports, etc. may result in loss of buoyancy.
 3. See Notification Checklist (A-2).
 4. In grounding, the Master shall consider the following points:
 - Danger to vessel and crew if the vessel should slide off the grounding site, or be shifted by tide/current.
 - Danger of the vessel being broken up by heavy seas.
 - Health hazards to vessel's complement and/or local population due to release of hazardous substances in dangerous concentrations.
 - Danger of fire due to release of flammable substances.
 - Vessel's exposure to torsion.
 - Danger of damage to propeller, rudder and propulsion machinery if refloated.
 - State of tide at grounding.
 - Setting the anchors.
 - Taking on ballast to firmly ground the ship.
 5. When the ship can be maneuvered, the Master may consider moving the ship to a more suitable location for repair work, lightering operations or to reduce the threat posed to sensitive shoreline areas.
 6. In a collision, the Master shall consider the following points:
 - If vessels are interlocked, is it prudent to remain interlocked or to separate?
 - Will these actions enlarge the spill?
 - Will these actions affect the stability and safety of the vessel?
 - Danger of sparks or extreme heat when separating causing fire and/or explosion.
 - If separation is possible, maneuver to bring vessel upwind of any oil slick.

Appendix A

Casualties and Emergencies

Fire/Explosion

ACTION	Master	Chief Engineer	First Officer	Deck Watch Officer	Senior Eng. Watch Officer	Ref.
Alert vessel's crew (sound General Alarm) and other vessels in vicinity.						
Determine location and extent of casualty.						
Take appropriate emergency action.						
Initiate damage control and firefighting action.						
Direct use of fixed firefighting system.						
Evaluate damage control reports.						
Direct plotting of fire spread and firefighting progress on the status board.						
Direct countermeasures in areas outside machinery spaces.						
Direct evacuations and movements of backup personnel.						
Direct dewatering of flooded compartments.						
Direct firefighting efforts in machinery spaces.						
Secure all ventilation systems.						
Close firescreen doors (master switch).						
Close watertight doors that are Bridge controlled.						
Maneuver or stop ship.						
Start fire pumps, begin dewatering and de-energize spaces upon direction from Bridge.						
Activate the fixed firefighting system.						

Appendix A

Casualties and Emergencies

Fire/Explosion (cont'd)

ACTION	Master	Chief Engineer	First Officer	Deck Watch Officer	Senior Eng. Watch Officer	Ref.
Initiate relevant notifications.						1
Determine need for salvage assistance.						

Notes: 1. See Notification Checklist (A-2)

IN PORT

When alerting local authorities and Fire Department, provide the following information:

- Name of the vessel and nationality.
- Name of berth or terminal or other ACCURATE ADDRESS.
- Type of vessel, type of incident and cargo
- Number of injured and missing personnel

AT SEA (Not in U. S. waters)

- Notify the nearest coastal state of condition of the vessel and risk of pollution, if any.
- Notify the nearest Rescue Coordination Center (via AMVER)

2. See Appendix B of this plan.

Appendix A

Casualties and Emergencies

Hull Failure

ACTION	Master	Chief Engineer	First Officer	Deck Watch Officer	Ref.
Alert vessel's crew and other vessels in vicinity.					
Determine extent of damage: Visual inspection and trim of ship. Ullage all cargo and bunker tanks and sound void spaces. Check watertight integrity of all compartments that have contact with the sea.					1
Initiate required company and relevant authority notification.					2
Initiate oil spill removal and verify containment (if applicable).					
Isolate affected areas					
Transfer cargo from affected tank(s) and/or consider lightering assistance.					
Determine need for salvage and clean-up assistance.					
Monitor weather and sea conditions, and their effects on vessel.					

- Notes:
1. Careless opening of ullage plugs, sighting ports, etc. may result in loss of buoyancy.
 2. See Notification Checklist (A-2).

Appendix A

Casualties and Emergencies

Excessive List

ACTION	Master	Chief Engineer	First Officer	Watch Officer	Ref.
Alert vessel's crew.					
Stop pumping/product flow.					
Notify transfer facility (if applicable).					
Secure isolation valves.					
Change to corrective tanks to rectify situation.					
Conduct perimeter survey.					
Initiate required company and relevant authority notification (if applicable).					1
Initiate oil spill removal and containment (if applicable).					

Notes: 1. See Notification Checklist (A-2).

Appendix A

Casualties and Emergencies

Equipment Failure (Engineering Casualty)

Loss of propulsion equipment, steering or other machinery may pose serious risks to the crew and vessel. The Master shall evaluate the incident and take immediate action to protect the crew and the vessel.

ACTION	Master	Chief Engineer	First Officer	Watch Officer	Ref.
Alert vessel's crew and other vessels in vicinity.					
Verify vessel's position.					
Establish and maintain scheduled communications with appropriate maritime/government agency.					
Determine if crew can effect repair.					1
Determine need for salvage/towing assistance.					
Initiate relevant notifications.					2

Notes: 1. See Notification Checklist (A-2).

2. Refer to class specific Engineering Casualty Control Manuals or Engineering Casualty Bill in Damage Control Manual.

Appendix A

Casualties and Emergencies

Stress and Stability Assessment

Assistance in calculating damage stability and hull stress is available from MSC Headquarters and SUPSALV.

Should the damage sustained by the vessel be of such magnitude that the impact of internal transfers of cargo on stress and stability cannot be accurately computed onboard, the following information will be required by the shoreside group providing damage stability calculations:	Master	Chief Engineer	First Officer	Watch Officer	Ref.
(a) Loading Condition (Intact)					
1 Cargo/Ballast – amount and disposition.					
2 Loaded Draft – when free floating.					
3 Fuel Oil – amount and disposition.					
(b) Damage					
1 Location and extent..					
(c) Condition of the ship					
1 Extent to which aground (soundings around ship).					
2 Draft – forward, amidships (P & S), aft.					
3 Cargo and fuel – loss or change in amount of disposition.					
4 Action already taken.					
(d) Local Conditions					
1 Tide – range and whether rising or falling.					
2 Wind strength and direction.					
3 Sea and swell – height and direction.					
4 Current.					
5 Weather forecast.					
6 Air and sea temperatures.					
7 Nature of bottom.					
8 Other locally significant features.					

This list covers only the minimum information required. Any additional information that might be of use should also be included. Changes in ship condition should be reported promptly. The importance of relaying all the required information as soon as possible cannot be over-emphasized.

Appendix A

Casualties and Emergencies

Emergency Cargo Transfer

Emergency transfer of cargo or bunkers may be necessary to prevent or mitigate discharge of oil during some casualties. Detailed ship to ship transfer procedures are found in the ICS/OCIMF *Ship to Ship Transfer Guide (Petroleum)*, located in the ship's library.

ACTION	Master	Chief Engineer	First Officer	Deck Watch Officer
Ensure that bits of sufficient strength are available to receive mooring lines.				
Establish communications with lightering vessel and discuss ship interface requirements, method of approach and mooring procedures.				
Obtain weather forecast and consider effects of weather on operation.				
Test engines, steering gear, controls and navigation equipment.				
Check fenders and handling equipment (if applicable).				
Plug and seal scuppers.				
Determine effects of ship to ship electric currents and necessary precautions.				
Establish efficient deck watch paying particular attention to moorings, fenders, hoses and manifold observation.				
Eliminate sources of ignition and prevent flammable vapors from entering engine room and accommodation spaces.				
Check and prepare firefighting and anti-pollution equipment.				

Appendix A

Casualties and Emergencies

Towing and Salvage

Emergency towing may be necessary to reduce the impact of a vessel casualty. A timely call for assistance may avert a major disaster. Even small tugs are capable of influencing the drift direction of a disabled ship and should be considered if suitable salvage tugs are not readily available. Refer to Towing and Salvage bill in the Damage Control Manual for more detailed instructions.

ACTION	Master	First Officer	Towing Master
Establish communication with Towing Master and discuss the size, horsepower and maneuverability of towing vessel.			
Determine towing arrangement (bow or stern).			
Determine method of making the towing connection.			
Arrange necessary deck gear (towing wire, bridle, anchor chain).			
Determine means of transferring the towing hawser (line throwing guns, helicopter, grappling hooks, etc.).			
Choose fixed fairlead/chock with maximum radius of curvature.			
Maintain emergency equipment on hand to cut or cast off the towline.			
Maintain continuous communication with towing vessel, and coordinate engine and navigation requirements.			
Keep Area Commander advised of all actions.			

Appendix A

Casualties and Emergencies

Recordkeeping and Sampling

ACTION	Master	First Officer	Ref.
Log the following: (No speculation, facts only)			1
When, where and what happened.			
Estimated amount and observed movement of oil spilled.			
Notification made (to whom).			
Communication with authorities, managers and other parties.			
Action taken by crew.			
Damage sustained.			
Assistance received/requested.			
Actions taken by shore personnel.			
Personnel casualties.			
When authority transferred to NOSC.			
Weather conditions, wind direction, set of current.			
Document the spill (photo/video/audio).			
Obtain samples of spilled oil (if possible) wearing proper personal protection equipment and taking necessary safety precautions.			2
Take duplicate samples from multiple locations.			
Take samples from locations where oil is observed on water (if possible).			

Appendix A

Casualties and Emergencies

Recordkeeping and Sampling (cont'd)

ACTION	Master	First Officer	Ref.
Seal samples and mark with date and location.			
Have non-crewmember authenticate samples (e.g., USCG, Harbor Master).			

- Notes:
1. If incident occurred at sea, the following items shall be available:
 - A complete record of all communications during the voyage.
 - Charts used during the voyage, with all route markings retained.
 - All information received regarding weather and sea conditions.
 - Ensure that any Coast Guard contacted after the incident is asked to retain recording of VHF TRAFFIC and RADAR PLOTS.
 2. As pollution control authorities will probably also require samples for their own use, collection of samples should be undertaken as a joint exercise with samples being split between the parties and authenticated at the same time (use Lube Oil sampling bottles).
 3. If possible obtain samples from damaged tanks and from spill site.
 4. Refrigerate the samples.

APPENDIX B
CONTACT LISTS

- 1. Contact lists are provided for:
 - A. MSC Telephone Numbers..... B-3
 - B. Navy On Scene Coordinators (NOSC) and SUPSALV Telephone Numbers B-5
 - C. Captains of the Port and State agencies..... B-9
 - D. International Maritime Organization (IMO) List of Country Contacts B-17

NAVY ON SCENE COORDINATORS AREAS OF RESPONSIBILITY

- Commander, Navy Region,
- Commander Naval Education &
- Commander, Navy Region,
- Commander, Navy Region,
- Commander Naval Reserve
- Naval Training Center Great Lakes
- Commander, Navy Region,
- Commander, Navy Region, Mid Atlantic
- Commander, Navy Region, Hawaii



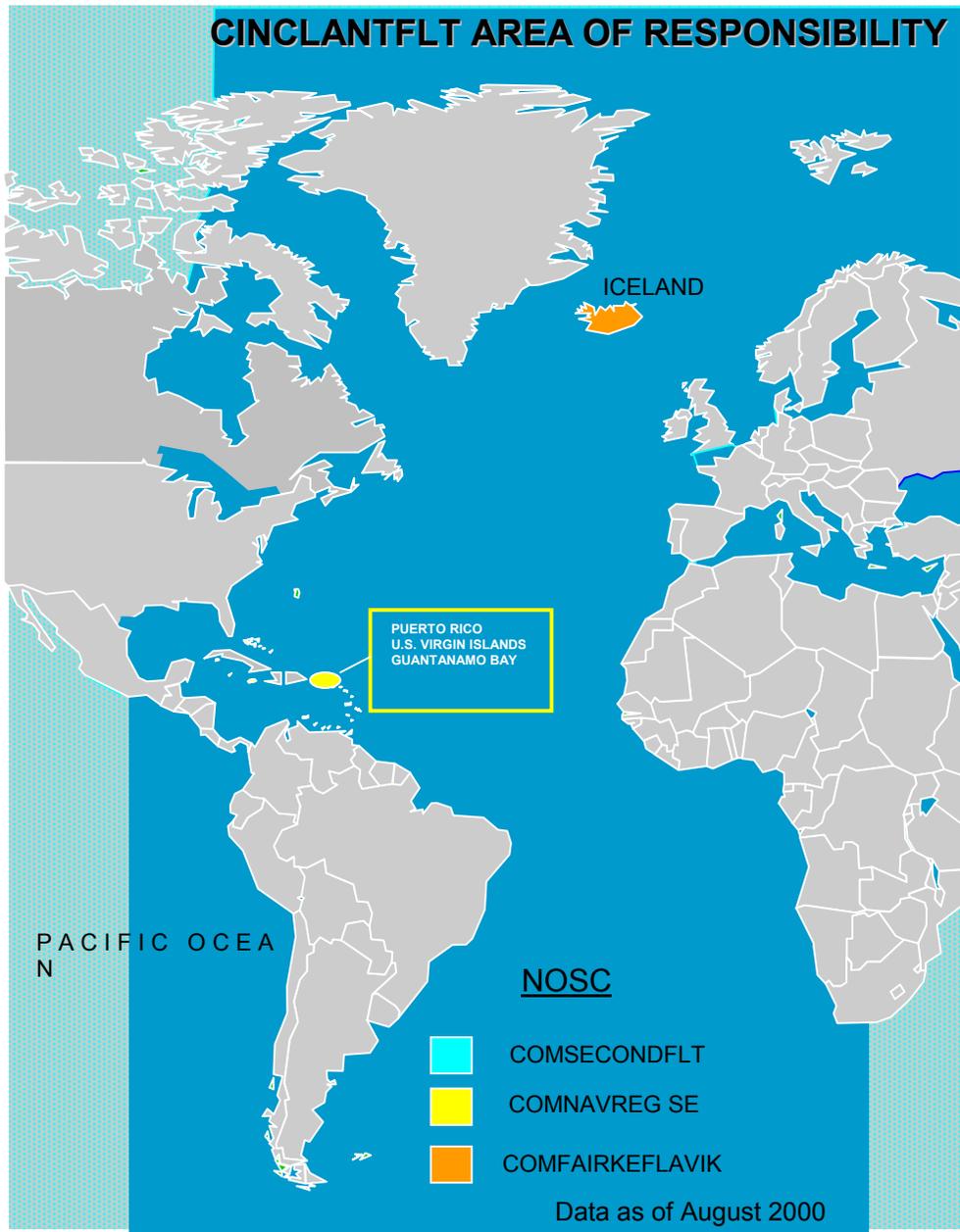
CONUS NOSC AREA OF RESPONSIBILITY

Data as of August 2000

PUERTO RICO
U.S. VIRGIN ISLANDS
GUANTANAMO BAY

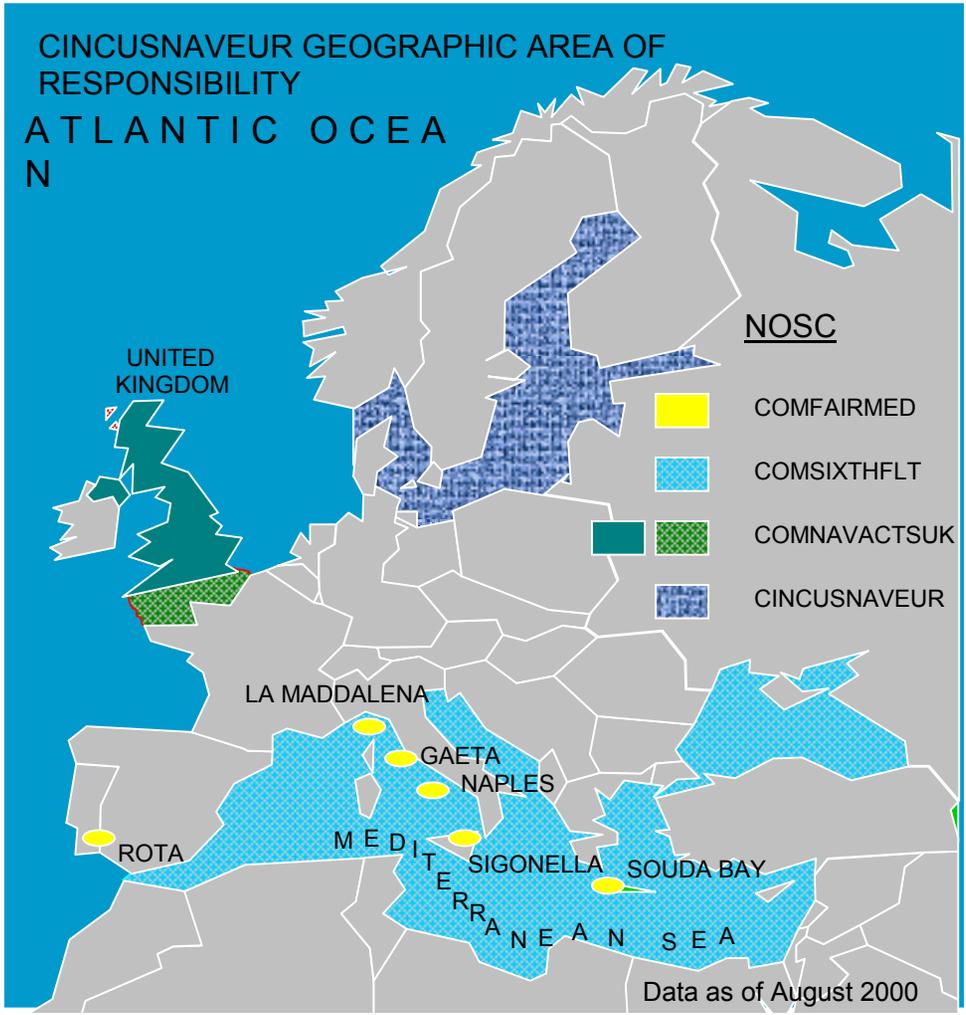
B-2

CINCLANTFLT AREA OF RESPONSIBILITY

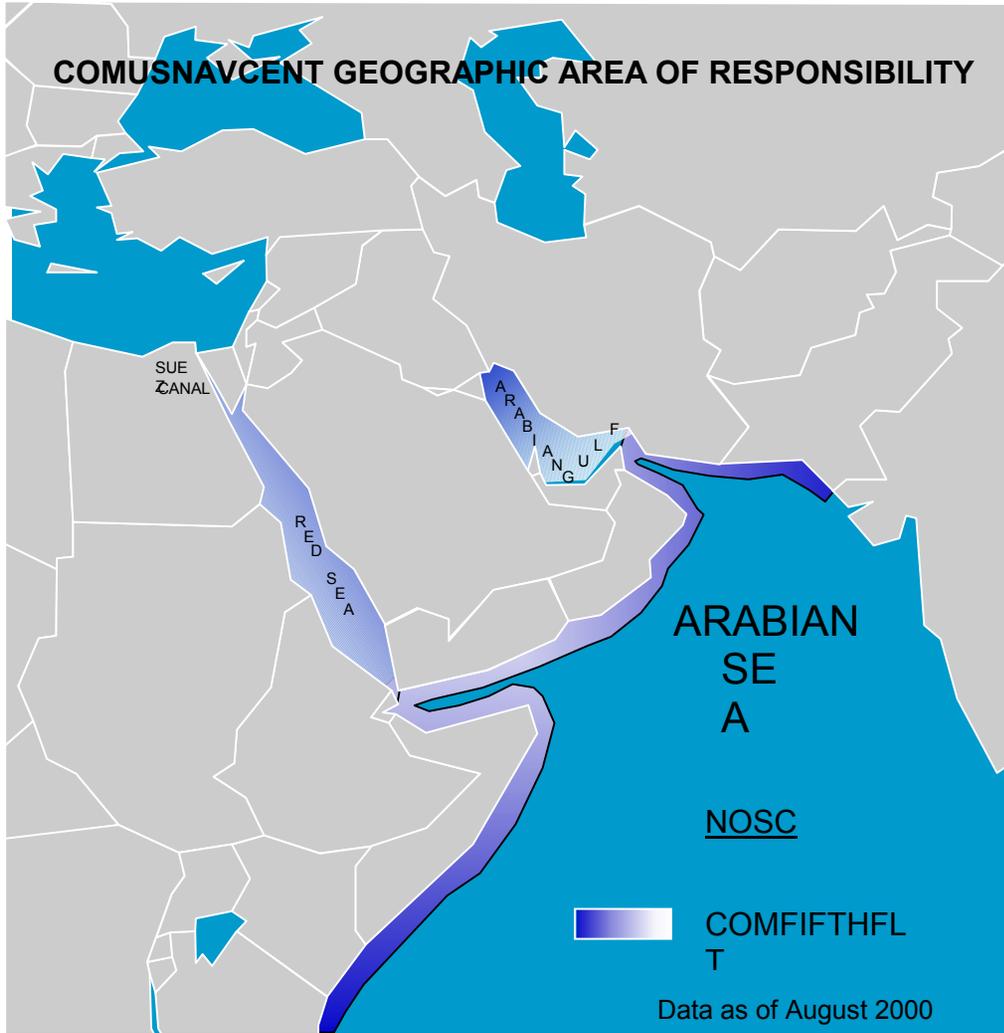


B-2A

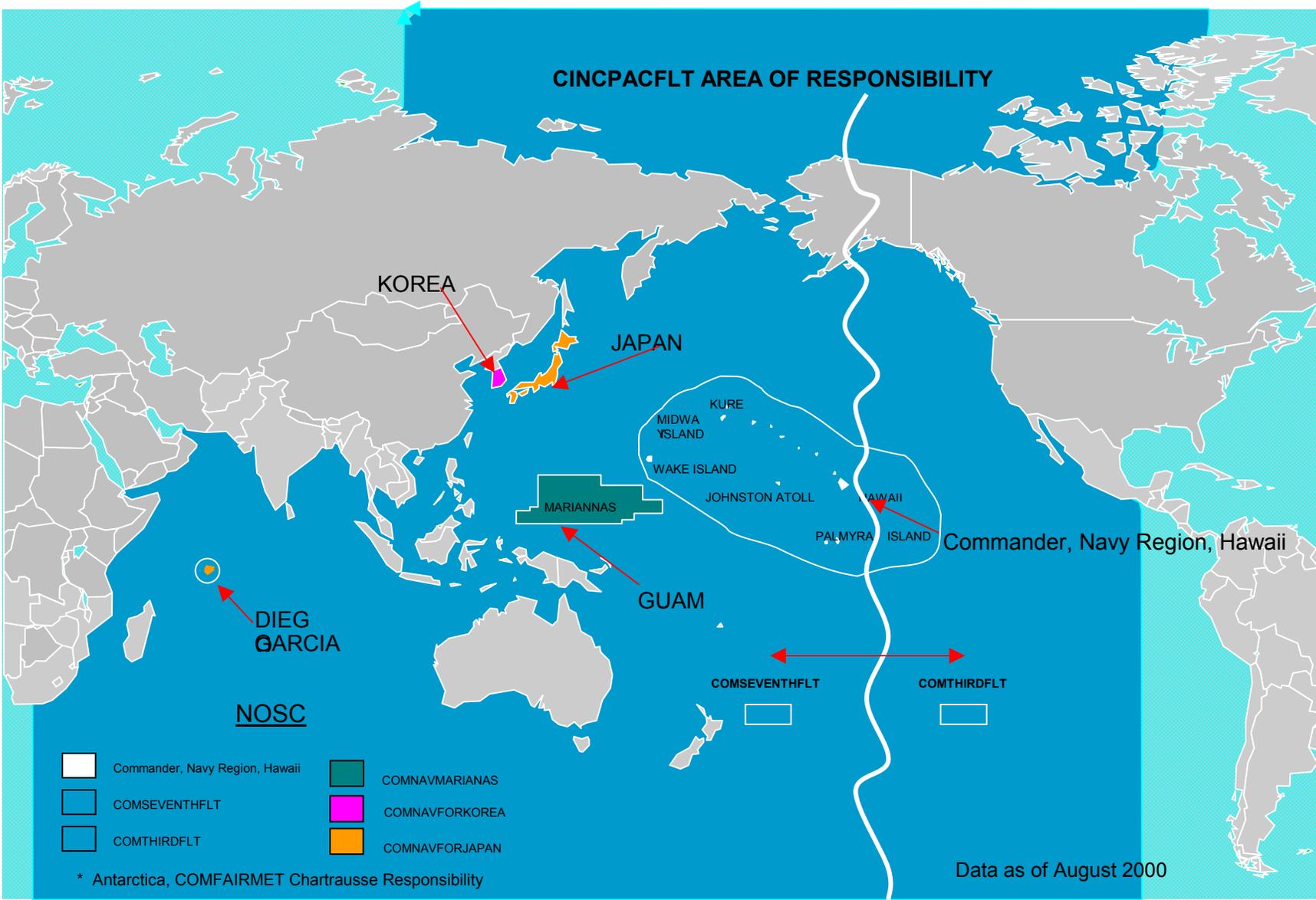
COMSCINST 5090.6 CH-1
4 October 2001



B-2C



B-2D



- | | | | |
|---|--------------------------------|---|----------------|
|  | Commander, Navy Region, Hawaii |  | COMNAVMARIANAS |
|  | COMSEVENTHFLT |  | COMNAVFORKOREA |
|  | COMTHIRDFLT |  | COMNAVFORJAPAN |

* Antarctica, COMFAIRMET Chartrausse Responsibility

Data as of August 2000

4 October 2001

OIL SPILL RESPONSE TELEPHONE CONTACTS**A. Military Sealift Command****COMSCLANT**

Activity	Location	DSN	Commercial	24 hr	Fax
Commander, MSCLANT	Norfolk	564-1485	(757) 443-5697 (Environmental Prot)	(800) 225-0256 PIN 1409385 Page	(757) 443-5694
COMSCLANT Unit	Port Canaveral	854- 7616	(407) 494-7616	(407) 494-7612 or (407) 494-7613	(407) 494-5694
MSC Surge Unit	New Orleans	678-1167	(504) 678-1708 - OIC	(504) 678-1167	(504) 678-1166
MSC Unit	Houston	954-2801	(281) 481-2486 – OIC	(281) 806-0372	(281) 481-8170

COMSCEUR

Activity	Location	DSN	Commercial	24 hr	Fax
COMSCEUR	Naples, Italy	626-3124	011-39-81-568-3124 Ops Ofr Cdr Simmons	011-39-335-800- 1810 (cell ph) SDO	011-39-81-568-3800
COMSCEUR- Det	London, UK	235-5322	011-44-181-385-5322 (SDO) Cdr. Land	011-44-802-756- 030 (cell ph)	011-44-181-385-5195
COMSC Office	Benelux, Rotterdam	362-2456 362-2248	011-31-10-459-2358 LT Womble	011-44-802-241- 234 (cell ph) SDO	011-31-10-459-2246
COMSC	Southwest Asia (Bahrain)	318-439- 4638	011-973-72-4638	011-973-948-8336 SDO (pager)	011-973-72-4107

COMSCPAC

Activity	Location	DSN	Commercial	24 hr	Fax
COMSCPAC Cmd & Ctrl Ctr	San Diego	524-9652	1-888-559-7965 CDO	(619) 524 - 9652	(619) 524 - 9735
MSCO	Concord	350-2082→ 350-2080→	Marv Wagner (510) 246-2082 Tom Thomas (510) 246-2080	Call CDO San Diego No.	(510) 246-2148
MSC Det.	Anchorage	(317) 552- 4813	(907) 552-4813 Ron Kahlenbeck	Call CDO San Diego No	(907) 552-3913
MSCO	Seattle	941-3908	(206) 764-6570	Call CDO San Diego No	(206) 526-3910
MSCO	Port Hueneme	551-5790 551-5791	(805) 982-5790/ 5791 Bobby Dixon	Call CDO San Diego No	(805) 982-5793

4 October 2001

OIL SPILL RESPONSE TELEPHONE CONTACTS**COMSCFE**

Activity	Location	DSN	Commercial	24 hr	Fax
COMSCFE	(SEVENTHFLT AOR)	269-6138 or 269-6542 or 269-6625	011-81-311-769- 6138 (Ops)	011-81-311-769-6542 or 6625 (SDO)	011-81-311-769-6622 DSN 269-6622 Telex 3822178
COMLOG WESPAC		421-2470 or 2414	011-65-750-2598 or 2579	011-65-750-2598 or 2579	011-65-750-2469
MSCO	Western Pacific (Detach. Guam)	339-7225	011-671-339-7225 (Ops)	011 671-339-5161 (SDO)	011 671-339-5209 DSN Fax 339-5209
MSCO	Western Pacific (Detachment Singapore)	421-2580	011-65-750-2565 Ops 011-65-724-4879	011-65-750-2580	011-65-257-5014
Note: COMSCFE SDO can relay info if contact cannot be made					
MSCO	Naha (Okinawa)	637-7686 Fax 637-7693	011-098-857-8204 or 857-7693	Refer to COMSCFE	011-098-857-8204 or 857-7693
MSCO	Diego Garcia		011-246-370-4788	INMARSAT 873-938-6911	011-246-370-3969
MSC Unit	Diego Garcia	370-4788 (OIC/Fax)	011-246-370-4788	INMARSAT 873-938-6911	246-370-3969
COMPSRON 2 Prep. Ships Squadron 2	Diego Garcia <i>Flagship Hauge</i> → <i>Alt Flagship</i> <i>Phillips</i> →	370-7111 → →	INMARSAT 011-873-150-0554 011-873-150-1642	011-873-153-7602	
COMPSRON 3 Prep. Ship Squadron 3	(Guam/Saipan) <i>Flagship Lummus</i> → <i>Alt Flagship</i> <i>Button</i> →	336-78-2610 → →	INMARSAT 011-872-150-1271 011-872-150-1272	INMARSAT is 24-hr or Refer to COMSCFE	011-872-336-76210

*Refer to COMSCFE if no answer.

4 October 2001

OIL SPILL RESPONSE TELEPHONE CONTACTS**NOSC
CINCLANTFLT**

Activity	Address	Point of Contact	Tel/Fax/DSN/Pager
Commander in Chief, U.S. Atlantic Fleet	1562 Mitscher Ave., Suite 250 Norfolk, VA 23551-2487 Command Center	Dave Daly Daleydw@clf.navy.mil	T 808-474-7281 F 808-474-5494 DSN 836-5397
Commander, Submarine Group 2 - NE Region (includes Regions 1 & 2)	Grenfel Hall, Bldg. 439 Naval Sub Base NLON Groton, CT 06349-5100 (Major Claimant: CINCLANTFLT)	Bob Jones (Code 01E) Rfjones@worldnet.att.net	T 860-694-3976 F 860-449-2229 DSN 241-4275/3676
Commander, Naval Base Norfolk Region Mid Atlantic	1530 Gilbert Street, Suite 2200 Norfolk, VA 23511-2797 (Major Claimant: CINCLANTFLT)	Code N3 Bill IMcGowan	T 757-444-3009 F 757-444-1163 DSN 262-2866/2867
Commander, Fleet Air Keflavik (Reports to NE Region on 1 Oct. 97)	PSC 1003, Box 2 FPO AE 09728-0302 (Major Claimant: CINCLANTFLT)	ENS Michael Meno Code 60E Environ Office	DSN 450-6299 F 011-354-425-2948 T 011-354-425-6404 DSN 450-6404
Commander, Navy Region Southeast (Puerto Rico, Virgin Islands, Carribean, Jacksonville, Panama area)	Box 102 NAS Jacksonville FL 32212-0102 wallmeyerj@jaxm.navy.mil (Major Claimant: CINCLANTFLT)	Jerry Wallmeyer Dominic Broadus (Code N4)	904-542-5218 904-542-2414
Commander, Second Fleet	FPO AE 09506-6000 (Major Claimant: CINCLANTFLT)	CAPT Stringer (Code J33) CDR Bill Collins (Code J33A)	T 757-445-8610 T 757-444-7201 (24 hr) DSN 564-7201

SURFLANT

Activity	Address	Point of Contact	Tel/Fax/DSN/Pager
SURFLANT	1430 Mitscher Ave. Norfolk, VA 23551-2494	SDO	(757) 322-3132 DSN 836-3132

4 October 2001

OIL SPILL RESPONSE TELEPHONE CONTACTS**NOSC
CINCPACFLT**

Activity	Address	Point of Contact	Tel/Fax/DSN/Pager
Commander in Chief, US Pacific Fleet Command Center	250 Makalapa Drive (N465) Pearl Harbor, HI 96860-7000 Attn: N46SS	Caroyln Winters Wintercl@cpf.navy.mil	T (808) 471-7281 F (808) 474-5494 DSN 471-7281
Commander, Navy Region Southwest	937 N. Harbor Drive San Diego, CA 92132-5100 (Major Claimant: CINCPACFLT) Command Center →	John Owens (Code N31) Ops Duty Officer→	T (619) 532-1824 F (619) 532-2288 DSN 522-2210
Commander, Navy Region Hawaii	517 Russell Ave. Facilities & Environment, STE 110 Emergency Response Coordinator Pearl Harbor HI 96860-4884 (Major Claimant: CINCPACFLT)	L. Paul Teasley (Code N423)	T (808) 471-4785 F (808) 474-2328 DSN 474-2328
Commander, Navy Region NW	1103 Hunley Road Silverdale, WA 98315-1103 (Major Claimant: CINCPACFLT)	Bob Campagna (Code N4) Sven Eklof	T (360) 315-5400 F (360) 315-5009 DSN 322-5400
Commander, Naval Forces Japan	Environmental Office Bldg C-1 Room 102 Schiley Street Yokosuka Naval Base Yokosuka Japan 238 N452@cnfj.navy.mil	Alan Freeman Karen Verkennes (Code 452)	T 011/81-311-734-5803 F 011/81-311-734-6388 DSN 243-7650
Commander, Naval Forces Korea	Unit 15250 APO AP 96205 N44@seoul-cnfk.korea.army.mil (Major Claimant: CINCPACFLT)	(Code N332) Lt Bryan Claravino	T 011-822-7913-4912 F 011-822-7913-4915
Commander, Naval Forces Marianas	Mailing address: PSC 455 Box 152 FPO AP 96540 ----- Route 6, Spruance Drive Building 200 Nimitz Hill, Guam 96925 Major Claimant: CINCPACFLT)	Roy Tsutsui (Code 451) N45@guam.navy.mil	T 011-671-339-5094 F 011-671-339-4363 DSN 339-5094/4366
Commander, Third Fleet	FPO AP, 96601-6001 (Major Claimant: CINCPACFLT)	CDR Steve Rodgers	T 619-545-3212 DSN 735-2881
Commander, Seventh Fleet	FPO AP 96601-6003 (Major Claimant: CINCPACFLT)	CAPT (S) B MacDonald	T 011-81-311-734-7709 DSN 243-7441 in port
Commander, U.S. Naval Support Facility, Diego Garcia	PWD NSF Diego Garcia PSC 466, Box 5 FPO AP 96664-0005 (Major Claimant: CINCPACFLT)	Linda Corpus (Code 32) Lcorpus@netsdg.navy.mil	T 011-246-370-4500 DSN 370-4121
Note: The San Francisco Activity has merged into the San Diego Activity. * Codes/names not confirmed due to difficulty reaching pacific area. Nos. were verified with Cmd Ctr. CINCPACFLT			

4 October 2001

OIL SPILL RESPONSE TELEPHONE CONTACTS**NOSC
CINCUSNAVEUR**

Activity	Address	Point of Contact	Tel/Fax/DSN/Pager
Commander in Chief U.S. Naval Forces Europe	PSC 802, Box 8 FPO AE 09499-0151	Code N431/Cdr Lowe Pruitt	T 011-44-171-514-4653 F 011-44-171-514-4562 DSN 235-4266/4527
Commander, U.S. Naval Activities, UK	PSC 821, Box 60 FPO AE 09421-0060 (Major Claimant: CINCUSNAVEUR)	Code A2 Mr. Wilfred Whittaker 011-44-1895-61-6157 NOSC Whittaker@mailx.cnnavuk.navy.mil	T 011-44-1895-61-6157 DSN 235-6157 F 011-44-1895-61-6177
Commander, Fleet Air Mediterranean (Italy)	PSC 810 Box 2 FPO AP 09619-2000	Code N82 Carol-Ann Mentzer (EFA Med) Cmentzer@efamed.navfac.navy.mil	T 011-39-81-624-4720 F 011-39-81-509-7140 DSN 625-3109
Commander, Sixth Fleet	CTF 63, PSC 810, Box 35 FPO AE 09619-3100	LCDR Mike Arnold (Code N41) c6fn41@GF3.navy.mil	T 011-39-81-624-6000 T 011-39-771-461-261 DSN 625-4022
Chief of Naval Education & Training, Naval Air Station	250 Dallas Street Pensacola, FL 32508-5200	Code N441 Bob Stender Carmen Ward Robert-g.stender@smtp.cnet.navy.mil	T 904-452-4022 T 904-922-4022 F 850-452-4066 DSN 922-4022
COMNAVRESFOR Commander, Naval Reserve Force	4400 Dauphine St New Orleans, LA 70146-5000 (Major Claimant: COMNAVRESFOR)	Code 01E Capt Lonnie Louviere Louviere@smtp.cnrf.nola.navy.mil	T 504-678-5711 F 504-678-5429 DSN 678-5711
COMUSNAVCENT Commander, Fifth Fleet	COMUSNAVCENT PSC 451 Box 594 FPO AE 09834-2800	LT Casey Henderson CUSNC (N44a) Staff Civil Engineer N44@cusnc.navy.mil	T 011 973-724-234 DSN 318-439-4006
NAVFAC Southern Div Commander, Naval Training Center Great Lakes	Building 1A 2701 Sheridan Rd Great Lakes, IL 60088 (Major Claimant: Great Lakes)	Code 900/Mr. Mark Schultz Env. Dept.	T 847-688-4693 T 847-688-4820 24 hr. F 847-688-2319 DSN 792-2319

4 October 2001

B. COMNAVSEASYSKOM – Supervisor of Salvage

NAVAL SEA SYSTEMS COMMAND (NAVSEA)	
Office of the Director, Supervisor of Salvage & Diving (SUPSALV)	DSN: 327-8206 COMM: 703-602-8206
NAVSEA Duty Officer	DSN: 332-7527 COMM: 703-602-7527

COMNAVSEASYSKOM (SUPSALV) provides assistance to the NOSCs in the development of OHS spill contingency planning and response instructions, assists NOSCs in major OHS pollution response issues and in decision-making for major or offshore/salvage-related incidents.

SUPSALV may be contacted directly for general inquiries related to contingency planning and/or pollution response operations.

4 October 2001

OIL SPILL RESPONSE TELEPHONE CONTACTS**C. Captains of the Port and State Agencies U.S. Coast Guard Units**www.dot.gov/dotinfo/uscg/welcome.html

USCG MSO Unit	Mailing Address	Telephone Numbers National Response Ctr: 1-800-424-8802
Portland ME (1st District)	103 Commercial Street Portland ME 04101-4110	Tel 207-780-3251 Fax 207-780-3567
Boston MA (1st District)	455 Commercial Street Boston MA 02109-1045	Tel 617-223-3000 Fax 617-223-3032
Providence RI (1st District)	20 Risho Ave. East Providence, RI 02914-1208	Tel 401-435-2300 Fax 401-435-2399
Long Island CT (1st District)	c/o USCG Group 120 Woodward Ave. New Haven, CT 06512-3698	Tel 203-468 4444 Fax 203-468-4445
New York NY (1st District)	c/o USCG Group, Bldg. 8 Governors Island New York, NY 10004-5000	Tel 718-354-4121 Fax 718-354-4140
Philadelphia PA (5th District)	1 Washington Ave. Philadelphia, PA 19147-4395	Tel 215-271-4800 Fax 215-271-4833
Baltimore MD (5th District)	2401 Hawkins Point Rd. Baltimore MD 21226-1791	Tel 410-576-2561 Fax 410-576-2524
Hampton Roads VA (5th District)	200 Granby Street STE 700 Norfolk VA 23510	Tel 757-441-3302 Fax 757 441-3262
Wilmington, NC (5th District)	Suite 500, 272 N. Front Street Wilmington, NC 28401-3907	Tel 910-815-4895 (day) 1-800-325-4956 (24 hr) Fax 910-815-4523
Charleston SC (7th District)	196 Tradd Street Charleston, SC 29401-1899	Tel 803-724-7683 Tel 803-724-7616 (24 hr) Fax 803-720-7705
Savannah GA (7th District)	222 West Oglethrope Ave. Suite 402 Savannah, GA 31401	Tel 912-652-4353 Fax 912- 652-4052
Jacksonville, FL (7th District)	Suite 400 7820 Arlington Expressway Jacksonville, FL 32211	Tel 904 232-2640 Fax 904-232-1014
Miami FL (7th District)	P.O. Box 01-6940 Miami, FL 33101	Tel 305-535-8700/8706 Fax 305 535-8742
Tampa FL (7th District)	155 Columbia Drive Tampa, FL 33606-3598	Tel 813-228-2189 Fax 813-228-2399
San Juan PR (7th District)	P.O. Box 902-3666 Old San Juan PR 00902-3666 Walk-in Address: USCG Base La Puntilla Final	Tel 787-729-6800 x 308 (for 24 hr use x 1040) Fax 787-729-6648
Group Ohio Valley (8th District)	601 West Broadway, Room 21 Louisville KY 4202-2243	1-800-253-7465 (After hrs this # refers callers to Ntl Response Ctr)
St. Louis MO (8th District)	1222 Spruce Street St. Louis, MO 63103-2835	Tel 314-539-3091 Fax 314-539-2659
Huntington WV (8th District)	1415 6th Ave. Huntington, WV 25701-2420	Tel 304-529-5524 Fax 304-529-5051
Louisville KY (8th District)	60 Martin Luther King Place Room 360 Louisville, KY 40202-2230	Tel 502-582-5194 Fax 502-582-6825
Memphis TN (8th District)	Suite 1301 200 Jefferson Avenue Memphis TN 38103-2300	Tel 901-544-3941 Fax 901-544-3886

4 October 2001

USCG MSO Unit	Mailing Address	Telephone Numbers National Response Ctr: 1-800-424-8802
Paducah KY (8th District)	225 Tully Street Paducah, KY 42003-7509	Tel 207-442-1621 Fax 207-442-1633
Pittsburgh PA (8th District)	100 Forbes Ave Suite 1150 Pittsburgh, PA 15222-1371	Tel 412-644-5808 1-800-253-7465 - 24 hr Fax 412-644-3479
Mobile AL (8th District)	150 N. Royal Street P.O. Box 2924, Mobile AL 36652-2924	Tel 334 441-5286 Fax 334-441-6169
New Orleans LA (8th District Headqtrs)	1615 Poydras Street New Orleans, LA 70112-1254	Tel 504-589-6196 Fax 504-589-6218
Morgan City LA (8th District)	800 David Drive, Room 232 Morgan City, LA 70380-1304	Tel 504 380-5320 Fax 504-385-1687
Port Arthur TX (8th District)	Federal Bldg. 2875 Jimmy Johnson Blvd Port Arthur, TX 77640-2099	Tel 409-723-6501 Fax 409 723-6534
Houston TX (8th District)	P.O. Box 446 Galena Park TX 77557-0446	Tel 713-671-5199 Fax 713-671-5177
Galveston TX (8th District)	601 Rosenberg Room 309 Galveston TX 77550-1705	Tel 409-766-3687 Fax 409-766-3689
Corpus Christi TX (8th District)	400 Mann Street STE 210 Corpus Christi TX 78401	Tel 361-888-3162 Fax 361-888-3115
Buffalo NY Group (9th District)	1 Fuhrmann Blvd. Buffalo NY 14203	Tel 716-843-9570 Fax 716-843-9571
Chicago IL (9th District)	215 W. 83rd St., Suite D Burr Ridge, IL 60521-7059	Tel 630-986-2155 Fax 630-986-2174
Cleveland OH Group (9th District)	1055 East Ninth St. Cleveland OH 44114-1092	Tel 216-937-0111 Fax 216-522-3290
Detroit MI Group (9th District)	110 Mt. Elliott Ave. Detroit, MI 48207-4380	Tel 313-568-9580 Tel 313-568-9525 - 24 hr Fax 313-568-9581
Duluth MN Group (9th District)	Canal Park Duluth MN 55802-2352	Tel 218-720-5286 Tel 218-720-5412 - 24 hr Fax 218-720-5258
Grand Haven, MI Group (9th District)	650 S. Harbor Dr. Grand Haven, MI 49417	Tel 616-847-4501 Fax 616-847-4525
Milwaukee WI (9th District)	2420 S. Lincoln Memorial Dr. Milwaukee, WI 53207-1997	Tel 414-747-7181 x 7182 Fax 414-747-7883
Sault Ste Marie MI Group (9th District)	337 Water Street Sault Ste Marie, MI 49783-9501	Tel 906-635-3233 Fax 906-635-3238
Toledo OH (9th District)	234 Summit St. Toledo, OH 43604-1590	Tel 419-259-6372 Fax 419-259-6374
San Diego CA (11th District) MSO Unit	2710 N. Harbor Drive San Diego, CA 92101-1064	Tel 619-683-6500 Fax 619-683-6504
Los Angeles/Long Beach CA (11th District)	1001 S. Seaside Ave. Bldg 20 San Pedro CA 90731-0208	Tel 310-732-2000 Fax 310-732-2027
San Francisco Bay CA (11th District)	Coast Guard Island, Bldg 14 Alameda, CA 94501-5100	Tel 510-437-3073 Fax 510-437-3072
Portland OR (13th District)	6767 North Basin Avenue Portland, OR 97217-3992	Tel 503-240-9301 Fax 503-240-9302

USCG MSO Unit	Mailing Address	Telephone Numbers National Response Ctr: 1-800-424-8802
Puget Sound WA (13th District)	Building 1, Pier 36 1519 Alaska Way S. Seattle, WA 98134-1192	Tel 206-217-6232 Fax 206-217-6345
Honolulu HI (14th District)	433 Ala Moana Blvd. Honolulu HI 96813-4909	Tel 808 522-8260 Fax 808 522-8270

4 October 2001

USCG MSO Unit	Mailing Address	Telephone Numbers National Response Ctr: 1-800-424-8802
Guam (14th District)	PSC 455, Box 176 FPO AP 96540	Tel 011-671-339-2001 x 141 Fax 011-671-339-6210
Anchorage AK (17th District)	510 L Street, Suite 100 Anchorage AK 99501	Tel 907-271-6721 (day) Tel 907-271-6700 - 24 hr Fax 907-271-6751
Juneau AK (17th District) (Command Center)	2760 Sherwood Lane, 2A Juneau, AK 99801	Tel 907-463-2000 Fax 907-463-2023
Valdez AK (17th District)	P.O. Box 486 Valdez AK 99686	Tel 907 835-7200 (day) Fax 907-835-7207

4 October 2001

OIL SPILL RESPONSE TELEPHONE CONTACTS**Captains of the Port and State Agencies
State Agency Section**

State	Department	In-State	Out of State	After Hrs/24hr
Alabama	Emergency Mgmt. Agency	(800) 843—699	(800) 843-0699	(800) 843-0699
California	Office of Emergency Services	(800) 852-7550	(916) 262-1621	(916) 262-1621
California	Fist & Oil Spill Prevention & Response	(916) 445-0045	(916) 445-0045	(916) 445-0045
Connecticut	Environmental Protection	(860) 424-3338	(860) 424-3338	(860) 424-3338
Delaware	Natural Resources & Environmental Control	(800) 662-8802	(302) 739-4506	(800) 662-3338
Florida/Miami	Emergency Resources Commission	(850) 413-9911	(850) 413-9911	(850) 413-9911
Florida/Miami	Environmental Protection	(850) 488-2974	(850) 488-2974	(850) 488-2974
Georgia	Emergency Management Agency	(800) 241-4113	(800) 241-4113	(800) 241-4113
Hawaii	State Dept. of Health Hazard Eval & Emergency Response	(808) 586-4249	(808) 586-4249	(808) 586-4249
Louisiana	Emergency Hazardous Material Hotline	(504) 925-6595	(504) 925-6595	(504) 925-6595
Maine	Environmental Protection	(800) 482-0777 (207) 287-4080	(207) 822-6300 (207) 287-4080	((207) 287-4080
Maryland	Department of Environment	(410) 631-3081	(410) 631-3081	(800) 633-6101
Massachusetts	Dept of Environmental Protection	(617) 292-5500	(617) 292-5500	(617) 292-5500
Massachusetts	State Police (NE and SE Emergency Response)	SE (508) 820-2121 NE 617-292-5500	SE (508) 820-2121 NE 617-292-5500	(508) 820-2121
Mississippi	Emergency Response	(800) 222-6362	(800) 222-6362	(800) 222-6362
New Hampshire	Environmental Services	(603) 271-3503	(603) 271-3503	(603) 271-3503
New Jersey	Dept of Environmental Protection	(609) 292-7172	(609) 292-7172	(609) 292-7172
New York	Environmental Conservation	(518) 457-3446	(518) 457-3446	(518) 457-3446
North Carolina	Dept of Environment	(919) 733-5291	(919) 733-5291	(919) 733-3300

4 October 2001

State	Department	In-State	Out of State	After Hrs/24hr
Oregon	Emergency Response	(503) 378-6377	(503) 378-6377	(503) 378-6377
Pennsylvania	Environmental Resources	(800) 541-2050	(717) 787-4343	(717) 787-4343 (717) 651-2001
Puerto Rico	Environmental Quality Board	(787) 766-2823	(787) 766-2823	(787) 766-2823
Rhode Island	Emergency Management Agency	401-946-9996	401-946-9996	401-946-9996
South Carolina	Environmental Control	(803) 253-6488	(803) 253-6488	(803) 253-6488
Texas	General Land Office	(800) 832-8224 (512) 424-2277	(800) 832-8224 (512) 424-2277	(800) 832-8224 (512) 424-2277
Virgin Islands	Dept of Natural Resources	(809) 777-4577 ((340) 776-8600	((340) 776-8600	((340) 776-8600
Virginia	Dept of Environmental Quality	(540) 562-6700	(540) 562-6700	(804) 698-4000
Washington	Emergency Management	(800) 258-5990	(800) 258-5990	(800) 258-5990

Legend:

"C" = Cellular

"F" = Fax

"P" = Pager

"SP" = State Police

"T" = Telephone

For pagination purposes...pages 15 and 16 are intentionally left blank.

APPENDIX B

D. INTERNATIONAL MARITIME ORGANIZATION (IMO) LIST OF COUNTRY CONTACTS

7 July 1999

INTERNATIONAL MARITIME ORGANIZATION

4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone 0171-735 7511

Fax 0171-587 3210

Telex Recept 3388 1491 G



MEPC 6/Circ 2

23 January 1997

Original: ENGLISH

**LIST OF THE NATIONAL OPERATIONAL CONTACT POINTS
RESPONSIBLE FOR THE RECEIPT, TRANSMISSION AND PROCESSING OF
URGENT REPORTS ON INCIDENTS INVOLVING HARMFUL SUBSTANCES,
INCLUDING OIL FROM SHIPS TO COASTAL STATES**

1 The following information is provided to enable compliance with Regulation 26 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) which, *inter alia*, requires that the shipboard oil pollution emergency plan should include as an appendix the list of agencies or officials of administrations responsible for receiving and processing reports as developed and up-dated by the Organization in compliance with Article 8 of MARPOL 73/78. Requirements for oil pollution emergency plans and relevant oil pollution reporting procedures are also contained in Articles 3 and 4 of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990 respectively.

2 Attention is drawn to the Guidelines for the Development of Shipboard Oil Pollution Emergency Plans, published by IMO, which stipulates that "in the absence of a listed focal point, or should any undue delay be experienced in contacting the responsible authority by direct means, the master should be advised to contact the nearest coastal radio station, designated ship-movement reporting station or rescue co-ordination centre (RCC) by the quickest available means".

3 This document updates the previous List of National Operational Contact Points, MEPC 6/Circ.1, dated 23 February 1996. The information has been provided in response to the OPRC Questionnaire, as well as directly by Member States with amendments to the list. The information presented in CAPITAL LETTERS has been supplied by the International Tanker Owners Pollution Federation Limited (ITOPF).

If there are any changes to entries, please advise the Secretariat accordingly:

Mr. D.T. Edwards
Senior Deputy Director
Marine Environment Division
4 Albert Embankment
London SE1 7SR

Fax: +44 171 587 3261/3210

7 July 1999

MEPC 5/Circ 2

ANNEX

**LIST OF THE NATIONAL OPERATIONAL CONTACT POINTS
RESPONSIBLE FOR THE RECEIPT, TRANSMISSION AND PROCESSING OF
URGENT REPORTS ON INCIDENTS INVOLVING HARMFUL SUBSTANCES,
INCLUDING OIL FROM SHIPS TO COASTAL STATES**

ALBANIA

DIRECTORATE OF SEA TRANSPORT
MINISTRY OF TRANSPORT AND COMMUNICATION
TIRANA

TEL: +355 42 27 766/573
FAX: +355 42 27 773
TLX: 4207 MINKOM AB

ALGERIA

DIRECTION GENERALE DE LA PROTECTION CIVILE
MINISTÈRE DE L'INTERIEUR ET DES
COLLECTIVITES LOCALES
19, RUE RABAH MIDAT
1600 ALGÈRES

TEL: +213 2 66 7076/7051/4441/4447
FAX: +213 2 66 4378/7065
TLX: 67703 DZ

ANTIGUA & BARBUDA

ANTIGUA AND BARBUDA COAST GUARD
DEEPWATER HARBOUR
ST. JOHN'S, ANTIGUA

TEL: +1809 462 2842/3206

ANTIGUA PORT AUTHORITY
DEEP WATER HARBOUR
ST. JOHN'S, ANTIGUA

TEL: +1809 462 1273
FAX: +1809 462 2510

ARGENTINA*

Direccion de Proteccion del Medio Ambiente
Prefectura Naval Argentina
Avenida Eduardo Madero 235, Piso 4
1106 Buenos Aires

Tel: +54 1 314 3746
Fax: +54 1 314 3746

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 2

AUSTRALIA

Australian Maritime Safety Authority
P.O. Box 1108
Belconnen ACT 2616

Tel: +61 6 279 5935
Fax: +61 6 279 5076
Tlx: 62349 MRCCAUS AA

Language understood: ENGLISH

After hours: Tel: +61 6 253 4400
After-hours: Fax: +61 6 257 2036#
After-hours: Tlx: 62349 MRCCAUS AA#

#: Maritime Rescue Co-ordination Centre (MRCC), Canberra coast radio stations and frequencies are listed in Admiralty list of radio stations vol. 1, part 2.

BAHAMAS

Ministry of Transport
P.O. Box N-3008
Nassau, N.P.

Tel: +1809 323 7814
Fax: +1809 325 2015
+1809 322 6546#
Tlx: 20263 BAHAMARINE
#: FROM TOPP

Alternatively spills may be notified in port to:

PORT CONTROLLER
PORT DEPARTMENT
P.O. BOX N-8175
NASSAU

Tel: +1809 322 8832/2049
Fax: +1809 322 5545
Tlx: 20590

BAHRAIN

Environmental Protection Committee (EPC)
Ministry of Housing, Municipalities
and Environment
P.O. Box 26909
Adhlay

Tel: +973 293 693
Fax: +973 293 694

BAHRAIN PORT CONTROL
DIRECTORATE GENERAL OF PORTS
P.O. BOX 453
MINA SULMAN

TEL: +973 727 447/719 404 (24HR)
FAX: +973 727 985
TLX: 8542 MINA BN/8643 HARBOR BN

BANGLADESH

Director General
Department of Shipping
147 Motijheel Commercial Area
Dacca

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 3**BARBADOS**BARBADOS DEFENCE FORCE - COAST GUARD
NATIONAL COMMUNICATION CENTRE
HMBS WELLOUGHBY FORT
BRIDGETOWNTel: +246 427 8819(24hr)
+246 436 6185
Fax: +246 429 7153/6663
Tlx: 2374 DEFENCE WB**BELGIUM**Administration of Maritime Affairs
and Shipping
Department of Transport and Infrastructure
104 rue d'Arton
Brussels B-1040Tel: +32 2 233 12 11
Fax: +32 2 230 30 02
Tlx: 61 880 VERTA BAfter-hours: Tel: +32 3 22 20 811
+32 59 50 09 25
After-hours: Fax: +32 59 80 63 88
+32 3 23 36 760
+32 59 82 23 31After-hours: Tlx: 35028 MARPOL B
82231 MARPOL BLanguages understood: ENGLISH/FRENCH/
DUTCH/GERMANMARINE RESCUE CO-ORDINATION CENTRE
SIR WINSTON CHURCHILL KAAI, 2
B-8400 OSTENDTel: +32 59 701 000/100
+32 59 552811
Fax: +32 59 703605
Tlx: 82125 LODSW B**BENIN**PORT AUTONOME DE COTONOU
BOITE POSTALE 927
COTONOUTel: +229 312890
+229 314387
Tlx: 5004 DIRPORT**BRAZIL**Diretoria de Portos e Costas
Rua Primeiro de Março, 118-15
CEP: 20010, Rio de Janeiro, RJTel: +55 21 215 3210
+55 21 215 3178
Fax: +55 21 253 7433DIRECTORIA DE PORTOS E COSTAS
MINISTERIO DE MARINHA
RUA PRIMEIRO DE MARCO, 118-15
20010 RIO DE JANEIROTel: +55 21 216 5202/5193
Fax: +55 21 216 5217
Tlx: 53210/53178

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 4

BRUNEI DARUSSALAM

Marine Department
Ministry of Communications
Muara 4053

Tel: +673 2 771347 TO 56
Fax: +673 2 771357
Tlx: 2650 MARINE BU

After-hours: Tel: +673 2 770293/770270

Language understood: ENGLISH

BULGARIA

Chief of the State Shipping Inspectorate
Ministry of Transport
9 Levski Str.
1000 Sofia

Tel: +359 2 88 55 29
Fax: +359 2 88 53 47
Tlx: 23200/23208

Branches:

Bourgas

Chief of the State Shipping Inspectorate
and Harbour Master - Port of Bourgas
3, Al Batenberg Str.
8000 Bourgas

Tel: +359 56 4 22 82(24hr)/31 40
Fax: +359 56 4 30 89
Tlx: 83438
VHF: ch 16/11

Varna

Chief of the State Shipping Inspectorate
and Harbour Master - Port of Varna
5, Primorski Boulevard
9000 Varna

Tel: +359 52 22 98 21(24hr)/54 09
Fax: +359 52 23 30 09
Tlx: 77460
VHF: ch 16/11

Bourgas and Varna coast radio stations and frequencies are listed in admiralty list of radio stations vol. 1 part 1.

CAMEROON

OFFICE NATIONAL DES PORTS DU CAMEROON (ONPC)
5 BOULEVARD LECLERC
B.P. 4020
DOUALA

TEL: +237 42 5233
+237 42 7322
FAX: +237 42 6797
TLX: 5270 DIROPORT KN

MARINE MARCHANDE
B.P. 416
DOUALA

TEL: +237 420388
TLX: 5270 DIROPORT KN

7 July 1999

MEPC 0, Circ 2
ANNEX
Page 5**CANADA**Canadian Coast Guard
Rescue and Environmental Response
344 Slater Street
Ottawa, Ontario, K1A 0N7Tel: +1 613 990 3110
+1 613 990 5600(24hr)
Fax: +1 613 996 8902
+1 613 995 4700 (24hr)
Tlx: 053 3128

Languages understood: ENGLISH/FRENCH

Note: The master or owner of a ship must report, without delay, any discharge or anticipated discharge of a pollutant to a Pollution Prevention Officer (PPO). These initial reports can be made to any Canadian Coast Guard Radio Station, including Vessel Traffic Services (VTS), on the frequencies listed in the publication, Radio Aids to Marine Navigations (RAMN).

In addition to the above process for reporting spills from a ship to PPO's through Coast Guard Radio Stations or Vessel Traffic Services (VTS), the Coast Guard maintains a 24 hour Operations Centre which can be contacted at the above numbers with #.

Within Canada administrative enquiries related to pollution prevention, vessel regulations, design and construction should be directed to

Director General Ship Safety
344 Slater Street
Ottawa, Ontario K1A 0N7

Fax: +1 613 954 1032

Enquiries regarding pollution response should be directed to:

Director-General, Rescue and
Environmental Response
344 Slater Street
Ottawa, Ontario K1A 0N7Tel: +1 613 990 3110
Fax: +1 613 996 8902**CAPE VERDE**INSPECCAO MARITIMA
DIRECCAO GERAL DE MARINHA ET DES PORTOS
PORTO GRANDE
SAN VICENTETel: +238 31 4342
Fax: +238 31 6519
Tlx: 3032 MARPOR CV**CHILE**Dirección General del Territorio
Marítimo y de Marina Mercante (DGTMMM)
Errazuriz No. 537
ValparaisoTel: +56 32 208233/4#
Fax: +56 32 208296#
Tlx: 230607 CK#
#: from ITOFF

Spills may also be notified to the following regional DGTMMM Centre contact points:

GOBERNADOR MARITIMO
GOBERNACION MARITIMO DE TALCAHUANOTel: +56 41 541174/1866/1100
Fax: +56 41 542318

H:\CIRC\MEPC\0612

MED/DTE/lb

COMSCINST 5090.6

7 July 1999

MEPC 6/Circ 2

ANNEX

Page 6

BLANCO ENCLALADA 473
TALCAHUANO

Tlx: 260134 CBT CL

GOBERNADOR MARITIMO
GOBERNACION MARITIMA PUNTA ARENAS
AVENIDA B. LIBERTADADOR 1169
PUNTA ARENAS

Tel: +56 61 241350/22356
+56 61 23988/26650
Fax: +56 61 241350
Tlx: 380014 CBM CK
280079 CBM CL

GOBERNADOR MARITIMO
GOBERNACION MARITIMO DE PUERTO MONT
PUERTO MONT

Tel: +56 65 253051
Fax: +56 63 252389
Tlx: 371009 CK

GOBERNADOR MARITIMO
GOBERNACION MARITIMO DE VALPARAISO
ERRAZURIZ No 537
VALPARAISO

Tel: +56 32 214119
+56 32 258091/212314
Fax: +56 32 212410/252539
Tlx: 230602DGTMM CL
330462DGTMM CK

GOBERNADOR MARITIMO
GOBERNACION MARITIMO DE IQUIQUE
IQUIQUE

Tel: +56 57 422582
Fax: +56 57 212410
Tlx: 323156 IQQ CK

CHINA

The Bureau of Harbour Superintendency
of the People's Republic of China
11 Jianguomennei Ave.
Beijing

Tel: +86 10 529 2809
Fax: +86 10 529 2245
Tlx: 222258 CMSAR CN

After-hours: Tel: +86 10 529 2218
Fax: +86 10 529 2245

Languages understood: CHINESE/ENGLISH

Dalian Harbour Superintendency Administration
No.1 Gangwan Street, Zhongshan District
Dalian 116001

Tel: 0411 262 2342/2952
Fax: 0411 262 2230

Qingdao Harbour Superintendency Administration
No.4 Dagangyan Road
Qingdao 266011

Tel: 0532 282 1432(24hr)/6589
Fax: 0532 282 6589
Tlx: 321017 SAFETY CN
VHF: CH16

Tianjin Harbour Superintendency Administration
13 Ban Yi Street, Tanggu District
Tianjin 300456

Tel: 022 579 3790 (24hr)
Fax: 022 579 7681
Tlx: 23222 JTHAR CN
VHF: CH9

Shanghai Harbour Superintendency Administration
No.9 Zhong Shan Road (E1)
Shanghai 200002

Tel: 021 321 1430(operator)/9811
021 329 0788
Fax: 021 324 8466
Tlx: 33024 HSASC CN
VHF: CH16

Ningbo Harbour Superintendency Administration
No.415 Ren Ming Road
Ningbo 315020

Tel: 0574 356 420 (24hr)
Fax: 0574 353 346
Tlx: 37053 NBHSA
VHF: CH 13

Guangzhou Harbour Superintendency
Administration
520 Binjiang Road (E)
Guangzhou 510230

Tel: 020 449 6892 EX 308/339
Fax: 020 441 3456 EX 2131
Tlx: 441081 GZMSS CN
VHF: CH8,9,64

Fuzhou Harbour Superintendency Administration
No.6 Gangkou Road
Mawei Fuzhou 350015

Tel: 0591 582 432/532

Beihai Harbour Superintendency Administration
No.14 SiChuan Road
Beihai 536000

Tel: 0779 333 492
Fax: 0779 332 591

Haikou Harbour Superintendency Administration
Binhai Street
Haikou 570011

Tel: 0898 866 2466
Fax: 0898 866 2466

COLOMBIA

Dirección General Marítima y
Portuaria (DIMAR)
Calle 41, No. 46-20 CAN
Santafe de Bogotá

Tel: +57 1 221 4221/0301#
+57 1 222 4072(24hr)#
Fax: +57 1 222 2636
+57 1 222 0090#
Tlx: 44421 DIMAR CO
#: from ITOPF

LOCAL CONTACT POINTS:

CAPTANIA DEL PUERTO BARRANQUILLA
EDIFICIO CASA AGRARIA
OFICINA S-4, CALLE 34 NO. 45-24
BARRANQUILLA

Tel: +57 95 324937

Capitania del Puerto Cartagena
Edificio Banco de America Latina
Piso 13, La Minahua
Cartagena
Colombia

Tel: +57 959 43237

Capitania del Puerto Covenas
Apartado Aereo 052
Covenas, Colombia

Tel: +57 940 50133

7 July 1999

MEPC 6/Circ.2
ANNEX
Page 8

COSTA RICA

DIRECCION GENERAL DE TRANSPORTE MARITIMO
MINISTERIO DE OBRAS PUBLICAS Y TRANSPORTE
P.O. BOX 10176
SAN JOSE

TEL: +506 330 555/605
TLX: 2493 MOP CR

Alternatively, spills on the caribbean coast could be reported to:

JUNTA ADMINISTRATIVA DE PORTUARIA Y DE
DESARROLLO ECONOMICO DE LA VERTIENTE ATLANTICA
APARTADO 1
PUERTO LIMON

TEL: +506 583 229
+506 581 041
FAX: +506 583 229
TLX: 8518/2435 CR

COTE D'IVOIRE

CENTRE IVORIEN ANTI-POLLUTION (CAIPOL)
MINISTERE DE L'ENVIRONNEMENT DE LA
CONSTRUCTION ET DE L'URBANISME
BP 153
BOULEVARD DE LA PAIX
ABIDJAN

Tel: +225 371835
+225 372919
Fax: +225 376500

CROATIA

Harbour Master's Office (Rijeka)
Senjsko pristanište 3
51 000 Rijeka

Tel: +385 51 214 113
Fax: +385 51 615 968
Tlx: +385 51 24 634

After hours Tel: +385 51 214 031
After hours Fax: +385 51 211 660
After hours Tlx: +385 51 24 634

Language understood. ENGLISH

CUBA

Maritime Safety and Survey Division
Ministry of Transport
Ave. Rancho Boyeros y Tulipan
Municipio Plaza, Ciudad de La Habana

Tel: +53 81 6607/1514/8627/9498
Fax: +53 733 5118/5476
Tlx: 511 229 MTRAL CU

CYPRUS

Ministry of Communications
and Works
Nicosia

Tel: +357 230 3272
Fax: +357 465 462
Tlx: 3678 MINCOM CY

7 July 1999

MEPC Circ 2
ANNEX
Page 9DEPARTMENT OF FISHERIES
MINISTRY OF AGRICULTURE AND NATURAL RESOURCES
AELOU 13
NICOSIATEL: +357 2 30 3279/5576
FAX: +357 2 365955
TLX: 4660 MINAGRI CY**CZECH REPUBLIC**Ministry of Transport
Navigation and Waterways Division
L. Svobody 12
Prague 1
110 15Tel: +42 2 23031225
Fax: +42 2 24810596
Tlx: 42 2 121096

Language understood: ENGLISH

DEMOCRATIC PEOPLE'S REPUBLIC OF KOREAMaritime Administration Bureau
Donghung - dong, Central District
PyongyangTel: +850 2 816 059
Fax: +850 2 814 585
Tlx: 38041 HS KP**DENMARK**Danish Environmental Protection Agency
(Danish EPA) (MRCC AARHUS: Emergency
report on marine pollution received by
MRCC AARHUS will be relayed to the duty
officer in Danish EPA)
29 Strandgade
DK-1401 Copenhagen K.Tel: +45 32 66 01 00
Fax: +45 32 66 04 79
Tlx: 31 209 MILJOE DKAfter-hours: Tel: +45 89 43 30 99
After-hours: Fax: +45 89 43 32 30
After-hours: Tlx: 664 71 SOK DK

Languages understood: DANISH/ENGLISH/GERMAN

#: Maritime Rescue Coordination Centre AARHUS (MRCC AARHUS) which operates as the national contact. All reports on marine pollution received at the MRCC will as a matter of urgency be relayed to the duty officer in Danish EPA.

for FAROE ISLANDSFaroese Inspection and Rescue Service
P. O. Box 347
FR 110 TorshavnTel: +298 11065
Fax: +298 13981
Tlx: 81327**for GREENLAND**GROENLANDS KOMMANDO
MARINE RESCUE COORDINATION CENTRE GRONNEDAL
ISLAND COMMANDER
DK-3930 GRONNEDALTEL: +299 10111 (24HR)
FAX: +299 10112
TLX: 90502 GLK GD

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 10

DJIBOUTI

PORT AUTONOME INTERNATIONAL DE DJIBOUTI
BP 2107
DJIBOUTI

Tel: +253 352 331
+253 351 031
+253 353 266
Fax: +253 356 187
Tlx: 5836 PORTAUTO DJ

DOMINICA

OFFICE OF DISASTER PREPAREDNESS
GOVERNMENT HEADQUARTERS
ROSEAU

Tel: +1809 448 2401
Fax: +1809 448 5200

DOMINICAN REPUBLIC

COMISION NACIONAL DE SANEAMIENTO ECOLOGICO
CALLE EUCLIDES MORILLO 65
EDIFICIO NO.2 CAASD
SANTO DOMINGO

Tel: +1809 562 3500
Fax: +1809 541 7600

ECUADOR

Dirección General de Intereses Marítimos
Comandancia General de Marina
Quito, Ecuador

Tlx: 022351 ED

DEPARTAMENTO DE PREVENCION Y CONTROL
DE CONTAMINACION
DIRECCION GENERAL DE LA MARINA MERCANTE
Y DEL LITORAL (DIGMER)
MALECON SIMON BOLIVAR Y CLEMENTE BALEN
GUAYAQUIL

Tel: +593 4 320400
Fax: +593 4 324246
Tlx: 43324 DIGMER ED

EGYPT

Maritime Inspection Department
Ports and Lighthouses Administration
Ras El Tin
Alexandria

Tel: +20 3 80 22 99
Tlx: 54407 FANAR UN

EL SALVADOR

MINISTRY OF DEFENCE AND PUBLIC SECURITY
COMANDANCIA DE LA FUERZA NAVAL
SAN SALVADOR

TEL: +503 22 2992

7 July 1999

MEPC 5/Circ 2
ANNEX
Page 14**ESTONIA**Maritime Rescue Coordination Centre
(MRCC)
Susta 15
EE0017 TallinnTel: +372 6 39 95 00 (24hr)
Fax: +372 6 39 95 01 (24hr)
Tlx: 173 341 PIIR EE

Languages understood: ENGLISH/ESTONIAN

FIJIFIJI MARINE DEPARTMENT
MOTIBHAI BUILDING
WALU BAY
SUVATel: +679 304 220
Fax: +679 303 251**FINLAND**Marine Rescue Co-ordination*
Centre(MRCC Turku)Tel: +358 21 2333777 (Emergency)
+358 21 2815805(24hr)
Fax: +358 21 2500950(24hr)
Tlx: 57 62249 SMMVEZI

After Hours: Tel: +358 49 319 390(mobile phone)

Languages understood: FINNISH/SWEDISH/ENGLISH

*Available 24hrs. Please address your emergency information to the Finnish Environment Institute and send it via MRCC Turku. Information will be transmitted to FEI immediately.

FRANCESecrétariat Général de la Mer
16 Boulevard Raspail
75007 ParisTel: +33 1 42 84 19 04
Fax: +33 1 42 84 07 90
After hours: Tel: +33 1 42 75 83 32*

Languages understood: FRENCH/ENGLISH

*Ask for the "Permanent du Secrétariat Général de la Mer" (the Duty Officer of the Secretary General).

For ships sailing in the Channel and North Sea

CROSS Joburg

Tel: +33 233 52 72 13
Fax: +33 233 01 14 52

For ships sailing in the Atlantic

CROSS Corsen

Tel: +33 298 89 35 50
Fax: +33 298 89 65 75

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 12

For ships sailing off French Antilles or Guyane

COMAR Port de France

Tel: +596 63 72 07
Fax: +596 73 00 44

For ships sailing off Réunion

COMAR Réunion

Tel: +262 43 43 43
Fax: +262 42 83 17

The nearest Prefecture Maritime should also be notified:

MARITIME PREFECT - ENGLISH CHANNEL & NORTH SEA
CHERBOURG NAVAL F-50115

TEL: +33 233 92 60 40
FAX: +33 233 92 59 26
TLX: 170493

MARITIME PREFECT - ATLANTIC
BREST NAVAL F-29240

TEL: +33 298 22 10 80
FAX: +33 298 22 13 19
TLX: 940527

MARITIME PREFECT - MEDITERRANEAN
TOULON NAVAL F-83800

TEL: +33 494 02 06 43
FAX: +33 494 02 13 63
TLX: 430047

for **GUADELOUPE**

DIRECTION GENERALE
GARE MARITIME
PORT AUTONOME DE LA GUADELOUPE
BP 285
POINTE-A-PITRE F-97165

TEL: +590 910781
Fax: +590 911183
TLX: 919564 CAPPOR GL

This is the competent authority within limits of Pointe-A-Pitre, Basses-Terre & Folle-Anse de Marie-Galante harbour. Overall authority is on Martinique.
for **TAHITI**

CENTRE OPERATIONAL DU TAAONE - COT
PAPEETE
TAHITI

Tel: +689 42 6501
Fax: +689 42 3915

GABON

DIRECTION DU PORT DE PORT GENTIL
BP 43
PORT GENTIL

Tel: +241 753563

GAMBIA

THE GAMBIA PORT AUTHORITY
THE HARBOUR MASTER
P.O. BOX 617
WELINGTON ST, BANJUL

TEL: +220 28509
TLX: 2235 GAMPORTS GV

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 13**GEORGIA**MINISTRY OF ENVIRONMENT
68A, KOSTAVA STR.
380015 TELISITEL: +7 8832 361 589
+7 8832 230 664
Fax: +7 8832 983 425**GERMANY**Zentraler Meldkopf des Wasser-
und Schiffsamtes Cuxhaven
(Waterways and Shipping Board Cuxhaven)
Am Alten Hafen 2
Postfach 766
27457 CuxhavenTel: +49 4721 567 485
Fax: +49 4721 567 404
Tlx: 232263 ZMKCX DAfter-hours Tel: +49 4721 567 485
After-hours Fax: +49 4721 567 404
After-hours Tlx: 232263 ZMKCX D

Languages understood: GERMAN/ENGLISH

GHANAGHANA PORTS AUTHORITY
P.O. BOX 150
TEMA

Tel: +233 221 2631 - 9

GHANA PORTS AUTHORITY
P.O. BOX 1
TAKOKADI

Tel: +233 31 3220

GREECEMinistry of Mercantile Marine
Marine Environment Protection Division
109 Ipsilantou Street
183 32 PiraeusTel: +30 1 4220 441/701/440
+30 1 412 1211/417 3238
411 2500(24hr)#
Fax: +30 1 4220 411
Tlx: 213593/212022/
212239 YEN GRAfter hours Tel: +30 1 412 1211
+30 1 417 3238
+30 1 411 2500After-hours Fax: +30 1 417 8101
+30 1 411 4310After-hours Tlx : 213593 YEN GR
212022 YEN GR
212239 YEN GR

Language understood: ENGLISH

#: Piraeus Rescue Co-ordination Centre, from ITOFF

COMSCINST 5090.6

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 14

GRENADA

GRENADA COAST GUARD
TRUE BLUE
ST. GEORGE'S

Tel: +1809 444 1931/2
Fax: +1809 444 2839

GUATEMALA

For the Atlantic Ocean:

COMANDANTE
MINISTERIO DE LA DEFENSA (NAVY)
BASE NAVAL DEL ATLANTICO (BANATLAN)
SANTO TOMÁS DE CASTILLA
IZABAL

TEL: +502 9 483127
FAX: +502 9 483102

For the Pacific Ocean:

COMANDANTE
MINISTERIO DE LA DEFENSA (NAVY)
BASE NAVAL DEL PACIFICO (BANAPAC)
PUERTO QUETZAL
ESCUINTLA

TEL: +502 9 841056
+502 9 841057
FAX: +502 9 841056

GUINEA

MARINE MARCHANDE
BP 6
CONAKRY

Tel: +224 443540

GUINEA-BISSAU

JUNTA AUTONOMA DOS PORTOS DA GUINEA-BISSAU
PO BOX 182
BISSAU

Tel: +245 2797

GUYANA

TRANSPORT AND HARBOURS DEPARTMENT
CORNHILL AND WATER STREET
STABROEK
GEORGETOWN

TEL: +592 267842/271696
FAX: +592 278545

7 July 1999

MEPC G/Circ.2
ANNEX
Page 15**HAITI**SERVICE MARITIME ET DE NAVIGATION D'HAITI
PO Box 724 1663
PORT AU PRINCETel: +509 26336
+509 24773
Tlx: 2030523 A/B SEMANAH**HONDURAS**MARINA MERCANTE NACIONAL
BOULEVARD LOS PROCERES
AVE. JOSE MARTI #3901
TEGUCIGALPATel: +504 31 1880 (24hr)
+504 31 1868
Fax: +504 31 1866/72
Tlx: 1570 MAMER HO**HUNGARY**General Inspection for Transport
VI. Lenin krt.96
P.O. Box 102
H-1389 Budapest

Tlx: 226685 AUFEL H

ICELANDIcelandic Coast Guard
Seljavegur 32
127 ReykjavikTel: +354 511 2222 (24 hrs)
Fax: +354 511 2244 (24 hrs)
Tlx: 2048 VARDISKJIP IS

Languages understood: ENGLISH/DANISH/NORWEGIAN/SWEDISH

INDIAIndian Coast Guard
Coast Guard Headquarters
National Stadium, Complex
Purana Quila Road
New Delhi 110001Tel: +91 11 389 573
+91 11 387 237
+91 11 384 934(24hr)#
+91 11 386 700(24hr)#
Fax: +91 11 383 196
Tlx: 081 65359 CGHQ INAfter-hours Fax: +91 11 383 196
After-hours Tlx: 081 65359 CGHQ INLanguage understood: ENGLISH
#: from ITOFF

7 July 1999

MEPC 6/Circ.2
ANNEX
Page 16

INDONESIA

Director of Sea & Coast Guard
Directorate General of Sea Communications
J.L. Merdeka Timur No.5
Jakarta Pusat

Tel: +62 21 348 798
+62 21 363 269#
+62 21 365 097(24hr)#
Fax: +62 21 361 786
+62 21 366 614#
Tlx: 46783 DJPL IA#
45316 DLPL IA#
#: from FTOPF

Regional Contact Points:

MANADO
SULAWESI

Tel: +62 431 63599
Fax: +62 431 60908

AMBON
MOLUCCAS

Tel: +62 911 52852/52717

SORONG
IRIAN JAYA

Tel: +62 951 21839

JAYAPURA
IRIAN JAYA

Tel: +62 967 22236/33923
Fax: +62 467 22137

MEDAN
SUMATRA

Tel: +62 619 323357/325206
Fax: +62 619 323357

DUMAI
SUMATRA

Tel: +62 765 31437/31162

JAKARTA
JAVA

Tel: +62 21 494552/492244
Fax: +62 21 291516

SURABAYA
JAVA

Tel: +62 31 60236
Fax: +62 31 291516/818187

BARJARMASIN
KALIMANTAN

Tel: +62 511 3875/4775

BALIKPAPAN
KALIMANTAN

Tel: +62 542 22096
Fax: +62 542 23320

UJUNG PANDANG
SULAWESI

Tel: +62 411 316449/315189

7 July 1999

MEPC 6/Circ.2
ANNEX
Page 17**IRELAND**Irish Marine Emergency Service (IMES)
Department of the Marine
IMES Headquarters
Leeson Lane, Leeson Street,
Dublin 2Tel: +353 1 6620922 (24hr)
Fax: +353 1 6620795 (24hr)
Tlx: 93039 (24hr)

Any coastal VHF Sites

Language understood: ENGLISH

ISRAELHead, Marine Pollution Section
Environmental Protection Service
Ministry of the Interior
P.O. Box 6158
Jerusalem 91 061Tel: +972 2 630 407
Tlx: 26162-ieps iiMARINE AND COASTAL ENVIRONMENT DIVISION
MINISTRY OF THE ENVIRONMENT
P.O. BOX 34033
5 KANFEI NESHARIM STREET
JERUSALEM 95464TEL: +972 2 655 3825/6
FAX: +972 2 655 3823
TLX: 25629 ENVIR IL

Alternatively, spills may be reported to the Haifa Port Observatory:

HAIFA PORT OBSERVATORY

TEL: +972 4 518 276/376

ITALYCentro Operativo
Ispettorato Centrale Difesa Mare
Ministero Dell'Ambiente
Viale Dell'Arte, 16
00144 Roma (EUR)Tel: +39 6 590 84520/84778
+39 6 592 5102/4733/3669
Fax: +39 6 590 84111
Tlx: 614156 DIFMAR I
614103 DIFMAR I**JAMAICA**Jamaica Defence Force Coast Guard
HMIS Cagway
Port Royal
Kingston 1Tel: +1809 924 8873/5
Fax: +1809 924 8340
Tlx: 2374 FOREIGN JAAfter-hours Tel: +1809 924 8873/5
After-hours Fax: +1809 924 8340

Radio Call Sign 6YX

7 July 1999

In the case of incidents from any fixed or floating drilling rig or other offshore installation when engaged in the exploration, exploitation or associated offshore processing of sea-bed mineral water resources, the present national operational contact points are listed below, in addition to the above.

Hokkaido Mine Safety and Inspection Bureau (Sapporo)	Tel: +81 11 709 2311 +81 11 709 2481 (D) Fax: +81 11 709 2486
Kanto-Tohoku Mine Safety and Inspection Department (Sendai)	Tel: +81 22 263 111 +81 22 221 4840 (D) Fax: +81 22 263 0590
Kanto Branch of Kanto-Tohoku Mine Safety and Inspection Department (Tokyo)	Tel: +81 3 3216 5641 +81 3 3213 7907 (D) Fax: +81 3 3211 2770
Ministry of International Trade and Industry Industrial Location and Environmental Protection Bureau Mine Safety Division	Tel: +81 3 3501 1870 (D) Fax: +81 3 3501 6565
Chubu-Kinki Mine Safety and Inspection Department (Nagoya)	Tel: +81 52 951 2661 +81 52 861 0558 (D) Fax: +81 52 961 8578
Kinki Branch of Chubu-Kinki Mine Safety and Inspection Department (Osaka)	Tel: +81 6 941 9261 +81 6 941 3481 (D) Fax: +81 6 941 9481
Shikoku Branch of Chugoku-Shikoku Mine Safety and Inspection Department (Takamatsu)	Tel: +81 878 31 3141 +81 878 31 8736 (D) Fax: +81 878 36 2604
Chugoku-Shikoku Mine Safety and Inspection Department (Hiroshima)	Tel: +81 82 224 5753 Fax: +81 82 228 8588
Kyushu Mine Safety and Inspection Bureau (Fukuoka)	Tel: +81 92 481 1801 +81 92 431 7767 (D) Fax: +81 92 471 7436
Naha Mine Safety Inspection Office (Naha)	Tel: +81 988 88 8465 Fax: +81 988 88 6478

JORDAN

DIRECTOR GENERAL
THE PORTS CORPORATION
P.O. BOX 115
AQABA

TEL: +962 3 14024/24031
FAX: +962 31 6206/3214
TLX: 62262 PORT JO
62352 PORT JO

7 July 1999

MEPC 6/Circ.2
ANNEX
Page 20

KENYA

RAS SERANI SIGNAL STATION
MOMBASSA

TEL: +254 11 312895(24hr)
FAX: +254 11 311409
TLX: 21243 BANDARI

Contact may also be made directly to:

KENYA PORTS AUTHORITY
MOMBASSA

TEL: +254 11 31 1409/2211
FAX: +254 11 311867
TLX: 21243 DIRKPA KE

KIRIBATI***

MINISTRY OF TRANSPORT COMMUNICATIONS AND TOURISM
MARINE DIVISION
P.O. BOX 487 BETHO
TARAWA

Tel: +686 26003/26468
+686 26187/26512

KUWAIT

Environment Protection Council
P.O. Box 24395
Safat Kuwait 13104

Tel: +965 2453833/4(24hr)
2422816(24hr)
Fax: +965 2421993/2456836(24hr)
VEF.CH 73/77 or 16(24hr)

Languages understood: ARABIC/ENGLISH

Alternatively, spills can be reported directly to the nearest Port Authority:

SHUWAIKH PORT

Tel: +965 4810446
Fax: +965 4814196

SHUAIBA PORT

Tel: +965 3260069
Fax: +965 3263285

LATVIA

MARITIME RESCUE CO-ORDINATION CENTRE
ANDREJSALA 4
PO BOX 10
LV - 1045 RIGA

TEL: +371 9 350 138
FAX: +371 9 343 772
TLX: 161396 MRCC

LEBANON

MINISTRY OF TRANSPORT
STARCO BUILDING
Beirut

TEL: +961 1 371644/5/6
FAX: +961 1 371643/47

7 July 1999

LIBERIA

1. For incidents involving all ships, occurring within the territorial waters of the Republic of Liberia, the office to contact is:

Bureau of Maritime Affairs, R.L.
Providence Building, 5th Floor
197 Ashmun Street
P.O. Box 10-9042
1000 Monrovia 10, Liberia

Tel: +231 222 412, 224 604/799
Fax: +231 226 069

2. For incidents involving liberian registered ships, occurring world-wide, the office to contact is:

Office of the Deputy Commissioner of
Maritime Affairs, R.L.
c/o Liberian Services, Inc
11495 Commerce Park Drive
Reston, Virginia 22091-1507
USA

Tel: +1 703 620 4880
Fax: +1 703 476 8522
Tlx: 248 736 IRI UR

After-hours Tel: +1 703 620 4880
After-hours Fax: +1 703 476 8522
After-hours Tlx: 248 736 (IRI UR)

LIBYAN ARAB JAMAHIRIYA

DIRECTOR GENERAL
TECHNICAL CENTRE FOR ENVIRONMENT PROTECTION
BOX 83618
TRIPOLI

Tel: +218 21 48452
+218 21 45795
+218 21 46868
Tlx: 20138 TCEP LY

LITHUANIA

RESCUE CO-ORDINATION CENTER
JANONIO STR. 24
5800 KLAIPEDA

TEL: +370 6 219047
FAX: +370 6 256344

MADAGASCAR

MINISTERE DES TRANSPORTS MARITIMES
DIRECTION DES PORTS
ANTANANARIVO

Tel: +261 2 469 80
Fax: +261 2 237 03
Tlx: 22256 MG

MALAYSIA

The Department of Environment
Ministry of Science, Technology and Environment
13th Floor, Wisma Sime Darby
Jalan Raja Laut
Kuala Lumpur 50662

Tel: +60 3 293 8955/8402
Fax: +60 3 293 6006
Tlx: 28154 MOSTEC MA

Contact can also be made to the nearest harbour master

7 July 1999

MEPC 6/Circ.2
ANNEX
Page 22

MALTA

MALTA MARITIME AUTHORITY
MARINA PINTO
VALLETTA VLT 01

TEL: +356 222203/4
+356 238 177/997
FAX: +356 222208
Tlx: 1110 MW

MARSHALL ISLANDS

MINISTRY OF TRANSPORT AND COMMUNICATIONS
P.O. BOX 154
MAJURO
MH96960

Tel: +692 625 5269
Fax: +692 625 3486

DELBITA-ULIGA-DELAP PORT AUTHORITY
P.O. BOX 154
MAJURO
MH96960

Tel: +692 625 3469
+692 625 3569
+692 625 3589

MINISTRY OF RESOURCES AND DEVELOPMENT
ENVIRONMENTAL PROTECTION AUTHORITY
P.O. BOX 1727 MAJURO
MH96960

Tel: +692 625 3035
+692 625 5203

MAURITANIA

PORT AUTONOME DE NOUADHIBOU
P.O. BOX 236
NOUADHIBOU

Tel: +222 2134
Tlx: 441

DIRECTEUR DU PORT DE NOUAKCHOTT
MINISTERE DE L'EQUIPEMENT NOUAKCHOTT

Tel: +222 2274
Tlx: 551

MAURITIUS

Mauritius Marine Authority (Port Master)
Port Administration Building
Mer Rouge
Port Louis

Tel: +230 240 0565
+230 240 1986/0415#
Fax: +230 240 0856#
Tlx: 4238 MALPORT IW#

National Coast Guard
The Commandant
Headquarters
Fort William
Port Louis

Tel: +230 240 3653

Department of Environment
Ken Lee Tower
Port Louis

Tel: +230 212 6080

Languages understood: ENGLISH/FRENCH
#: From ITOPF

7 July 1999

MEXICO

Secretaria de Marina
 Dirección General de Oceanografía Naval
 Eje 2 OTE Tramo H Escuela Militar No.261
 Col de los Cipreses, Coyoacan
 Edif. B-1er Nivel
 04030 Mexico D.F.

Tel: +52 5 684 8188 (Ex.3444)
 +52 5 648 1811#
 Fax: +52 5 679 6411#
 Tlx: 1772649#

#: from ITOFF

Secretaria de Marina
 Jefatura del Edo Mayor Gral de la Armada
 Eje 2 Ote Tramo H. Escuela Naval Militar 261
 Los Cipreses, Coyoacan, Edif. D. 3er. Nivel
 04830 Mexico D.F.

Tel: +52 5 684 8188 (Ext.3412, 3413)

Secretaria de Comunicaciones y Transportes
 Coordinación General de Puertos y Marina Mercante
 Dirección General de Marina Mercante
 Municipio Libre 37
 Col. Santa Cruz Atoyac
 C.P. 03310
 México, D.F., 80. Piso Ala "B"

Tel: +52 5 688 7213
 Fax: +52 5 604 38 89/
 605 83 21

Languages understood: SPANISH/ENGLISH

MICRONESIA (FEDERATED STATES OF)

DEPARTMENT OF RESOURCES AND DEVELOPMENT
 DIVISION OF MARINE RESOURCES:
 FSM CAPITOL COMPLEX
 KOLONIA
 POHNPEI

Tel: +691 320 2620

Alternatively, spills can be notified to:

POHNPEI PORT AUTHORITY
 AIR TERMINAL COMPLEX
 P.O. BOX 1150
 KOLONIA
 POHNPEI FSM 96941

Tel: +691 320 2793
 Fax: +691 320 2798

CHUUK: OFFICE OF THE GOVERNOR
 MARINE RESOURCES DEPT.
 CHUUK STATE PORT AUTHORITY

Tel: +691 330 2234/2660
 Fax: +691 330 4157

KOSRAE: OFFICE OF THE GOVERNOR
 MARINE RESOURCES DEPT.
 KOSRAE STATE PORT AUTHORITY

Tel: +691 370 3002/31
 Fax: +691 330 4157

YAP: OFFICE OF THE GOVERNOR
 MARINE RESOURCES DIV.
 YAP STATE PORT AUTHORITY

Tel: +691 350 2108/9
 2350/2294

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 24

MONACO

DIRECTION DES PORTS
SERVICE DE LA MARINE
DEPARTMENT DES TRAVAUX PUBLICS ET
DES AFFAIRES SOCIALES
BP 468
98012 MONACO CEDEX

TEL: +33 4931 58678/58577
FAX: +33 4931 53715
TLX: 489035 SERMAR MC

MOROCCO

Direction de la Marine Marchande
Ministère des Pêches et de la Marine Marchande
Bd. Felix Houphouet Boigny
Casablanca

Tel: +212 2 22 19 31
Fax: +212 2 27 33 40
Tlx: 24613 MARIMAR M

After hours

Tel: +212 2 27 80 92/27 60 10

Language understood: FRENCH

MOZAMBIQUE

GAPROMAR- GABINETE DE COORDENACAO
DE PROJETOS DA MARENHA
EDIFICIO DA CAPITANIA DO PORTO
CAIXA POSTAL 1421
MAPUTO

Tel: +258 1 424 109/254
+258 1 420 745

NETHERLANDS

Coast Guard Centre
P.O. Box 303
1970 AH Druuiden

Tel: +31 255 534 344(24 hr)
Fax: +31 255 523 496(24 hr)
Tlx: 71088/71027(24 hr)

Languages understood: DUTCH/ENGLISH/GERMAN

for ARUBA

FIRE DEPARTMENT
SABANA BERDE 31

Tel: +297 8 115
+297 8 21108
Fax: +297 8 32967

for NETHERLAND ANTILLES

SHIPPING INSPECTORATE
PLETTERINWEG Z/N
PARERA
WILLEMSTAD
CURAÇAO

Tel: +599 9 612 361
Fax: +599 9 612 964

7 July 1999

Spills may also be notified to the nearest port authority

CURAÇAO PORT AUTHORITY

TEL: +599 9 61 4422/1133
FAX: +599 9 61 3907
TLX: 3339 CURPA NA

BONAIRE PORT AUTHORITY

TEL: +599 7 8151
FAX: +599 7 8416

SINT MAARTEN PORT AUTHORITY

TEL: +599 5 22 348/307
FAX: +599 5 25 048

NEW ZEALAND

Director of Maritime Safety
Maritime Safety Authority of New Zealand
Level 8, AMP House
109 Featherston Street
P.O. Box 27006
Wellington

Tel: +64 4 473 0111
+64 4 472 7367 (24hr)
Fax: +64 4 473 0999

Language understood: ENGLISH

for COOK ISLANDS

Police Department
Rarotonga

Tel: +682 22 499
Fax: +682 21 499

NICARAGUA

MINISTERIO DE TRANSPORTE
DIRECCION GENERAL DE TRANSPORTE ACUATICO NACIONAL
3ER PISO EDIFICIO NO. 17
PLAZA ESPANA
MANAGUA

TEL: +505 2 60572/96067
TLX: 1339 MITRANS

NIGERIA

Federal Ministry of Transport
Maritime Division
Port of Lagos
Lagos

THE PETROLEUM INSPECTORATE
44 ERIC MOORE
SURU-LERE
PMB 12701
LAGOS

Tel: +214 1 802490 - 4
Tlx: 27478 NNPC NG

Alternatively, spills should be notified to the nearest port authority.

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 26

NORWAY

Norwegian Pollution Control Authority (SFT)
Oil Pollution Control Department
P.O. Box 125, N-3191 Horten

Tel: +47 330 44161(24hr)
Fax: +47 330 44257
Tlx: 70519 SFT-HS-N

After-hours Fax: +47 330 44257
After-hours Tlx: 70342 POL H

Language understood: ENGLISH

OMAN

Ministry of Regional Municipalities
and Environment
P.O. Box 323
Muscat

Tel: +968 696444
+910 5793 (Beeper)#
Fax: +968 602320
Tlx: 5711 MININVOY ON

After-hours Tel: +968 696459
After-hours Fax: +968 602320
After-hours Tlx: 5711 MININVOY ON

Languages understood: ENGLISH/ARABIC

#: from ITOPF

ROYAL NAVY OF OMAN

Tel: +968 614805 (24hr)
Fax: +968 616378

ROYAL OMAN POLICE COAST GUARD

Tel: +968 714661 (24hr)
Fax: +968 714937

PAKISTAN

Directorate of Ports and Shipping
Ministry of Communications
Somerset House
223 E.I. Lines
Sadar
Karachi

Tel: +92 21 51 3396/2304/6859#
Fax: +92 21 512 331#
Tlx: 29822 BGPF PK#
#: from ITOPF

MARITIME SECURITY AGENCY
KDLB BUILDING
P.O. Box 13333
KARACHI 2

TEL: +92 21 202357/201446/515481
FAX: +92 21 201205
TLX: 25988/25771 MERSEC PK

7 July 1999

PALAU

ENVIRONMENT QUALITY PROTECTION BOARD
P. O. BOX 100
KOROR
96940

TEL: +680 488 2520
FAX: +680 488 2963

Alternatively, spills can be notified to:

MALAKAL PORT AUTHORITY
Address as above

Tel: +680 488 2496

In addition, oil spills should be reported to USCG MSO GUAM.

USCG MSO GUAM
PO BOX 176
GUAM

TEL: +1 671 539 2001/4107

PANAMA

AUTORIDAD PORTUARIA NACIONAL
APARTADO 806
Panama 7

Tel: +507 32 5844
+507 69 6840
TLX: 368765/2765 AUTPOR PG

Alternatively, spills should be reported to the Contamination Control Department of the local port authority.

PUERTO DE BALBOA

Tel: +507 524858/887
+507 524824 (24hr)

PUERTO DE CRISTOBAL

Tel: +507 4521 18/451742 (24hr)

PUERTO DE VACAMONTE

Tel: +507 510111
+507 237873 (24hr)

PAPUA NEW GUINEA

The Co-ordinator
Search and Rescue/Oil Pollution Centre
Maritime Safety Branch
Department of Transport
P.O. Box 1489, Port Moresby

Tel: +675 214 994(24hr)
Fax: +675 214 968
Tlx: 22203 DOTRANS NE

Language understood: ENGLISH

Notification can also be made to:
Regional Port Manager
PO Box 384
Port Moresby

After-Hours
Tel: +675 211 637
Fax: +675 213 606
Tel: +675 259 030

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 28

PERU

DIRECCION GENERAL DE CAPITANIAS Y
GUARDACOSTAS (DICAPI)
DEPARTAMENTO DE CONTAMINACION DE MARINE
CALLE CONSTITUCION 150
CALLAO

Tel: +51 14 29 7278/6581/1550
Fax: +51 14 65 8770/1068
Tlx: 26071 DICAPI PE

PHILIPPINES

National Operations Center for Oil Pollution
Farola Compound
Binondo
1006 Manila

Tel: +63 2 40 26 88 (24hr)

Languages understood: ENGLISH/TAGALOG

Coast Guard Operations Centre
Headquarters Philippine Coast Guard
25th Street Port Area
1018 Manila

Tel: +63 2 40 02 90 (24hr)
+63 2 47 77 01#
Fax: +63 2 48 32 57
+63 2 530 06 17#

#: from ITOFF

Headquarters FIRST Coast Guard District
Muelle dela Industria, Binondo
1006 Manila

Tel: +63 2 48 52 17
+63 2 49 27 39

Headquarters SECOND Coast Guard District
Arellano Boulevard, Port Area
6000 Cebu City

Tel: 21 10 50
Fax: 600 21 10 50

Headquarters THIRD Coast Guard District
Lower Calarian
7000 Zamboanga City

Tel: 77 16

Headquarters FOURTH Coast Guard District
5300 Puerto Princesa City

Tel: 28 01
Fax: 28 01

Headquarters FIFTH Coast Guard District
Sta Clara 4200 Batangas City

Tel: 725 3704

Headquarters SIXTH Coast Guard District
Barangay Obereo
5000 Iloilo City

Tel: 02 9

Headquarters SEVENTH Coast Guard District
San Fernando 2500 La Union

Tel: 41 4302

Headquarters EIGHTH Coast Guard District
Sasa Wharf
8000 Davao City

Tel: 75 66 7

7 July 1999

POLAND

Ministry of Transport and Maritime Economy
Department of Maritime and Inland
Waters Administration
ul. Chalubinskiego 4/6
00-928 Warszawa

Tel: +48 22 62 11 448
+48 22 62 94 623
Fax: +48 22 62 88 515
Tlx: 816 651 PKP PL

PORTUGAL

Direção Geral de Marinha
Praça do Comércio
1188 Lisboa cedex

Tel: +351 1 346 9221
+351 1 608 101/4
+351 1 347 5796#
Fax: +351 1 342 4137
Tlx: 43536 DIRMAR P
#: from ITOPF

Regional contact points:

DEPARTAMENTO MARITIMO DO NORTE
RUA NOVA DA ALFANDEGA
PORTO 4000

TEL: +351 2 2008266/7
+351 2 9951706 (24HR)
Fax: +351 2 2003426

DEPARTAMENTO MARITIMO DO CENTRO
ALCANTARA MAR
LISBOA 1300

Tel: +351 1 608101/4 (24hr)
Fax: +351 1 600998

DEPARTAMENTO MARITIMO DO SUL
DOCA DE FARO
FARO 8000

Tel: +351 89 803602 (24hr)
Fax: +351 89 823613

DEPARTAMENTO MARITIMO DO MADEIRA
AVENIDA DO MAR
FUNCHAL 9000

Tel: +351 91 23637
Fax: +351 91 28232

QATAR

DOHA COASTAL RADIO STATION
DOHA

TEL: +974 864 444
FAX: +974 864 031

Notification may also be sent to one of the following:

COAST GUARD
P.O. BOX 920
DOHA

TEL: +974 414 488
FAX: +974 431 777

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 30

DEPARTMENT OF PORTS, MARITIME AFFAIRS
& LAND TRANSPORT.
MINISTRY OF COMMUNICATION & TRANSPORT
P.O. BOX 313
PORT BUILDING
DOHA

TEL: +974 457 294/5
+974 434 377
FAX: +974 413 563/994
TLX: 4378 MAWANI DH

QATAR GENERAL PETROLEUM CORP.
P.O. BOX 47
DOHA

TEL: +974 402 593
FAX: +974 402 707

REPUBLIC OF KOREA

National Maritime Police Agency
1 GA 105 Buksung-Dong
Jung-Gu, 400-201, Incheon

Tel: +82 32 883 1846
Fax: +82 32 883 1846

After-hours Tel: +82 32 883 0461
After-hours Fax: +82 32 881 5362

Language understood: ENGLISH

Alternatively spills should be reported to the nearest Marine Police District:

PUSAN	+82 51 6325050	YOSU	+82 662 6625050
POHANG	+82 562 475050	SOKCHO	+82 392 828114
DONGHAE	+82 394 328494	TAEAN	+82 455 6742113
KUNSAN	+82 654 637000	MOKPO	+82 631 426085
CHUNGMU	+82 557 22906	CHEJU	+82 64 527000
UJSAN	+82 522 625050		

ROMANIA

Constantza Harbour Master
Constantza Port
8700

Tel: +40 041 618299
Fax: +40 041 616431
Tlx: 14209

After-hours Tel: +40 041 618299
After-hours Fax: +40 041 618299

Language understood: ENGLISH

Area of Black Sea coast and area of Maritime Danube

Head office
Constantza Harbour Master

Tel: +40 041 616431
Fax: +40 041 616431/618299

Constantza South Office

Tel: +40 041 742843/741493
Fax: +40 041 742790

Mangalia Office

Tel: +40 041 751299

7 July 1999

Midia Office	Tel: +40 041 782232
Head Office Galati Harbour Master	Tel: +40 036 60248 Fax: +40 036 60318
Braila Office	Tel: +40 039 613068/635420 Fax: +40 039 612184
Head Office Tulcea Harbour Master	Tel: +40 040 513226 Fax: +40 040 512937
Sulina Office	Tel: +40 040 543510 Fax: +40 040 543723

Coastal Radio StationRADIONAVILA
CBA CUMPARA

Call Sign: YQI

Lat. 44 07 N
Long 28 34 E**RUSSIAN FEDERATION**Marine Pollution Control and
Salvage Administration (MPCSA)
1/4 Rozhdestvenka
Moscow, 103759Tel: +7 095 926 9474/9302/9455
Fax: +7 095 926 9038/9128/9021
Tlx: 411197 MORFLOT RUAfter hours Tel: +7 095 926 1055 (SMRCC)
After hours Fax: +7 095 926 9038/9128/1052

Languages understood: RUSSIAN/ENGLISH

The masters of vessels should communicate with the following State bodies which operate 24 hours:

- | | |
|--|---|
| 1. State Maritime Rescue
Co-ordination Centre | Tel: +7 095 926 10 55
Fax: +7 095 926 10 52
Tlx: 411 197 |
| 2. MRCC St-Petersburg | Tel: +7 812 184 98 08
Fax: +7 812 184 07 55
Tlx: 121 512 |
| 3. MRCC Murmansk | Tel: +7 815 255 50 65
Fax: +7 815 252 21 32
Tlx: 126 121 MRF SU |
| 4. MRCC Arkhangelsk | Tel: +7 818 244 71 00/3 99 68
Fax: +7 818 243 83 10
Tlx: 242 111 MRF SU |
| 5. MRSC Tiksi | Tel: 2 63 78
Fax: 2 26 35
Tlx: 141 147 BUNTA SU |

7 July 1999

MEPC 6/Circ.2
ANNEX
Page 32

- | | | |
|-----|--------------------------------|--|
| 6. | MRSC Vladivostok | Tel: +7 4232 22 27 26/21 12 48
Fax: +7 4232 22 27 26
Tlx: 213 124 RCC SU
213 115 MRF SU |
| 7. | MRSC Kholmsk | Tel: 2 30 90
Fax: 2 30 90
Tlx: 412 613 SSC |
| 8. | MRSC Petropavlovsk-Kamchatskiy | Tel: +7 415 22 2 44 97
Fax: +7 415 22 2 44 97
Tlx: 244 112 KMPA SU |
| 9. | MRSC Provideniya | Tel: 2 28 56/23 93 |
| 10. | MRSC Novorossiysk | Tel: +7 861 34 5 30 90/6 29 44
Fax: +7 861 34 6 48 96
Tlx: 279 113 MRF SU |

Such incident reports should also be broadcasted via corresponding coast radio stations on frequencies 405-525 kHz, 1605-2850 kHz, 156-162 MHz or via special report systems of vessels' movement.

RWANDA

Ministry of the Environment and Tourism
(Environment Division)
B.P. 2378 Kigali

Tel: +250 7 2093/7930/7932
Fax: +250 7 6958

Language understood: FRENCH

- No operational contact point has yet been established in Rwanda. However, the Ministry of the Environment and Tourism (Environment Division) whose responsibilities include environmental research and planning, together with environmental protection and nature conservation, should be able to draw up emergency plan and disseminate information.

SAINT KITTS & NEVIS

ST. KITTS & NEVIS COAST GUARD
DEEP WATER PORT
BASSETERRE

Tel: +1809 465 8384
Fax: +1809 465 8406

SAINT LUCIA

MARINE POLICE UNIT
ROYAL ST. LUCIA POLICE FORCE
PO BOX 109
CASTRIES

Tel: +1809 452 2595
Fax: +1809 453 2799

7 July 1999

SAINT VINCENT & GRENADINES

ST VINCENT & THE GRENADINES COAST GUARD
COAST GUARD BASE
CALLIAQUA POST OFFICE
CALLIAQUA
ST. VINCENT

TEL: +1809 457 4554
FAX: +1809 457 4578

SAMOA (WESTERN)

POLICE DEPARTMENT
APIA

Tel: +685 22 222 (24hr)

SAUDI ARABIA

JEDDAH PORT MANAGEMENT
PO BOX JEDDAH ISLAMIC PORT
JEDDAH

TEL: +966 2 643 2222
+966 2 642 1222
TLX: 401175 PORTS SJ
401594 PORTS SJ

JUBAIL PORT MANAGEMENT
PO BOX 276
JUBAIL

TEL: +966 3 361 0600
TLX: 631005 JUBPT SJ

YANBU PORT MANAGEMENT
PO BOX YANBU PORT
YANBU

TEL: +966 4 322 1163
TLX: 461005 PORTS SJ

Notification should be made to the nearest Port Authority. Alternatively, spills can be reported to the nearest Coast Guard Station.

SENEGAL

CENTRE COORDINATION DES OPERATIONS
NATIONAL SENEGALESE NAVY

Tel: +221 222 104
+221 217 140

PORT AUTONOME DE DAKAR
21 BOULEVARD DE LA LIBERATION
P.O. BOX 3195
DAKAR

Tel: +221 234 545
+221 222 970
+221 224 545
Fax: +221 213 606
TLX: 21404

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 34

SEYCHELLES

Harbour Master
Ministry of Tourism and Transport
Port and Marine Services Division
P.O. Box 47, Victoria
Mahé

Tel: +248 224701 (24hr)
+248 241189 (H.M home)
Fax: +248 224004
Tlx: 2329 TRATUR SZ

Language(s) understood: ENGLISH/FRENCH

Contact may also be made to the coastal radio station:

Tel: +248 375 733
Fax: +248 376 291
Tlx: 2316
Radio Telephone: 2182 kHz
Radio Telegraph: 500 kHz
VHF: ch 16

SIERRA LEONE

SIERRA LEONE PORTS AUTHORITY
PO BOX 386
FREETOWN

Tel: +232 22 50 652

SINGAPORE

Port Master
Port Master's Department
Maritime and Port Authority of Singapore
7B Keppel Road
19th Storey, Tanjong Pagar Complex
Singapore 089055

Tel: +65 2747 111 Ext. 1166/2357
Fax: +65 3211 777 (Local)
+65 2245 776 (Overseas)
Tlx: 34970 PORTPM

The Singapore Port Radio Station (Distinctive numbers/letters: 9VG) can also be contacted in the normal working frequencies.

SLOVENIA

Ministry of Transport and Communications
The Slovenian Maritime Directorate
Ukmarjev trg 2
6 000 Kopar

Tel: +3866 271 216
Fax: +3866 271 447
Tlx: 34 235 UP POM SI

SOUTH AFRICA

Director General: Transport
Department of Transport
Chief Directorate Shipping
Private Bag X193
Pretoria 0001

Tel: +27 12 2902903/04
Fax: +27 12 2902914
Tlx: 321195

7 July 1999

POLLUTION DIVISION
SFA FISHERIES RESEARCH INSTITUTE
DEPARTMENT OF ENVIRONMENT AFFAIRS
PRIVATE BAG X2
ROGGEBAAL 8012

TEL: +27 21 4023911
+27 21 4023338/42/44
+27-82 5576612
(EMERGENCY CELL PHONE)
FAX: +27 21 4399345
Tlx: 520796 ENOM SA

Spills can also be reported to local radio stations:

CAPE TOWN RADIO:
WALVIS BAY RADIO:
PORT ELIZABETH RADIO:
DURBAN RADIO:

TEL: +27 21 522010
TEL: +27 642 3581
TEL: +27 41 731002
TEL: +27 31 7014921

SPAIN

Centro Nacional de Coordinacion del Salvamento
Lucha Contra la Contaminacion (CNCS-LCC)

Tel: +34 1 597 93 32/3/4/5(24hr)
INMARSAT: 135 1316

Sociedad de Salvamento y Seguridad Maritima
C/ Rodriguez Jaen, 10 28071 Madrid

Fax: +34 1 323 42 22/37 11
Tlx: 41210-41224 (SAMAD E)

After-hours Fax: +34 1 323 37 11
After-hours Tlx: 41210-41224 (SAMAD E)
Languages understood: SPANISH/ENGLISH

SRI LANKA

SRI LANKAN PORT AUTHORITY
19 CHURCH ST
P.O. Box 595
COLOMBO

TEL: +94 1 421 201/231
FAX: +94 1 440 651
TLX: 21805 PORTS CE

THE MARINE POLLUTION PREVENTION AUTHORITY (MPPA)
COMMASSARIATE ST.
COLOMBO 1

Tel: +94 1 347480
Fax: +94 1 421079

SUDAN

SUDAN SEA PORTS CORPORATION
OPERATOR)
PO BOX 531
PORT SUDAN QUAYS
PORT SUDAN

TEL: +249 2910/2258 (VIA
TLX: 70012 RASMINA SD

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 36

SWEDEN

Swedish Coast Guard Headquarters
Svanholmen
371 23 Karlskrona

Tel: +46 455 85777(24hr)
+46 455 53400(Office hrs)
Fax: +46 455 81275
Tlx: 43028 KBV SYD S

Language understood: ENGLISH

SYRIAN ARAB REPUBLIC

General Directorate of Ports
Marine Pollution Prevention and
Combating Department
P.O. Box 505
Ben Bella Street
Lattakia

Tel: +963 41 35890/33876
Tlx: 451216 MWANI SY

Languages understood: ENGLISH/FRENCH

TANZANIA (UNITED REPUBLIC OF)

TANZANIA HARBOURS AUTHORITY
PORT OFFICE
P.O. BOX 1300
DAR ES SALAAM

Tel: +255 (0)51 25 839/23 834
Fax: +255 (0)51 46 925
Tlx: 41346 PORTREEVE
8112

THAILAND

MARINE ENVIRONMENT SECTION
HARBOR DEPARTMENT
1278 YOTHA ROAD, TALARDNOI
SAMPHANTHAWONG DISTRICT
BANGKOK 10100

TEL: +66 23941962(MARINE POLICE)
+66 2 233 7163
+66 2 235 3087
+66 2 234 3832
FAX: +66 2 236 7248

TOGO

PORT AUTONOME DE LOME
BOITE POSTALE 1225
LOME

Tel: +228 274 742/5
FAX: +228 272 627
Tlx: 5243 TGPORT TO

TONGA

HABOUR MASTER
NUKU'ALOFA HARBOUR AUTHORITY
PO BOX 144
QUEEN SALOTE WHARF
NUKU'ALOFA

TEL: +676 231 68/93
FAX: +676 237 33
TLX: 66235 MINOFA TS

7 July 1999

TRINIDAD AND TOBAGO

1. Ministry of Energy and Energy Industries
Level 8, Riverside Plaza, Basson Street
Port of Spain
Trinidad
- Tel: +1809 623 6708/2200
+1809 623 2726
- After-hours Tel: +1809 634 4235, 4439/40
(Trinidad and Tobago Coast Guard)
- After-hours Fax: +1809 637 2678
2. Ministry of Foreign Affairs
Knowsley Building,
Queen's Park West
Port of Spain
Trinidad
- Tel: +1809 623 4116/20
Fax: +1809 627 0571
Tlx: 22549/22321
- Languages understood: ENGLISH/SPANISH

TUNISIA

Direction Generale de la Marine Marchande
Ministere du Transport
24, Avenue de la Republique
1001 Tunis

Tel: +216 1 259 117
+216 1 650 444
Fax: +216 1 354 244
Tlx: 15131 MARMAR TN

TURKEY*

Prime Ministry-Undersecretariat
for Maritime Affairs
Amt Caddesi No,8 06580 Tandogan-Ankara

Tel: +90 312 212 8061/8790
Fax: +90 312 212 8278

Ministry of Environment
Eskisehir Yolu 8 km
06100 Ankara

Tel: +90 312 287 9964
285 1876/1705
Fax: +90 312 285 5140/5875/3739

Turkish Coast Guard
Ministry of Interior
Karantil Sokak No.64
06100 Bakanhklar-Ankara

Tel: +90 312 417 5050 (24hr)
Fax: +90 312 425 0036 (24hr)
Tlx: 46201 SGKKA TR (24hr)

Chief of Operation Staff Officer
Director of Search and Rescue Department

Tel: +90 312 417 0582
+90 312 425 3337

*Ministry of Environment is responsible for the co-ordination of all issues related to pollution, while the Prime Ministry Undersecretariat for Maritime Affairs and the Turkish Coast Guard are responsible for operational aspects of oil pollution prevention and response.

UKRAINE

STATE INSPECTORATE FOR
PROTECTION OF THE BLACK SEA
30, R. LUXEMBURG STR.
ODESSA 27001

TEL: +7 0482 251 447
+7 0482 253 363
FAX: +7 0482 251 416

7 July 1999

MEPC 6/Circ.2
ANNEX
Page 38

UNITED ARAB EMIRATES

FRONTIER AND COAST GUARD SERVICE
PO BOX 2432
ABU DHABI

TEL: +971 2 731 900
FAX: +971 2 730 325

Spills should be reported to the nearest Port Authority:

DUBAI PORTS AUTHORITY
PORT RASHID
DUBAI

TEL: +971 4 459 565
FAX: +971 4 456 803
Tlx: 47530 DPA EM

DUBAI PORTS AUTHORITY
JEBEL ALI PORT
DUBAI

TEL: +971 4 835 251
FAX: +971 4 835 430
Tlx: 47308 DPA EM

FUJAIRAH PORTS AUTHORITY
FUJAIRAH

Tel: +971 9 228800
Fax: +971 9 228022
Tlx: 89085 FPORT EM

MINA ZAYED SEAPORT AUTHORITY
ABU DHABI

TEL: +971 2 731 892
Fax: +971 2 730 090
Tlx: 22890 PORTCO EM

SHARJAH PORTS AUTHORITY
KHOR FAKKAN
SHARJAH

TEL: +971 6 853 24
FAX: +971 6 850 27
Tlx: 89023

UNITED KINGDOM

Marine Pollution Control Unit
Spring Place
105 Commercial Road
Southampton SO15 1EG

Tel: +44 1703 329445
Fax: +44 1703 329440
Tlx: 47655 MEOR G

After-hours Tel: +44 1703 329415
After-hours Fax: +44 1703 329440
After-hours Tlx: 47655 MEOR G

Language understood: ENGLISH

Alternatively, contact should be made with the nearest Coast Guard Station.

for ANGUILLA

ROYAL ANGUILLA POLICE FORCE
MARINE SECTION
SANDY GROUND POLICE STATION & MARINE BASE
SANDY GROUND, ANGUILLA

Tel: +1 809 497 5333/2333/2354
Fax: +1 809 497 3746
TLX: 9320 ANGTOL LA

7 July 1999

for **BERMUDA**

RESCUE CO-ORDINATION CENTRE
BERMUDA HARBOUR RADIO

Tel: +1441 2971010/0686
Fax: +1441 2971530
Tlx: 3208 RCC BA

for **BRITISH VIRGIN ISLANDS**

MINISTRY OF COMMUNICATION & WORKS
MARINE DIVISION
ROAD TOWN
TORTOLA

Tel: +1809 494 2213/3701
Fax: +1809 494 3878

BRITISH VIRGIN ISLANDS PORT AUTHORITY
ROAD HARBOUR OFFICE
ROAD TOWN
TORTOLA

Tel: +1809 494 3435

ROYAL VIRGIN ISLANDS POLICE FORCE
ROAD TOWN
TORTOLA

Tel: +1809 494 3873

TORTOLA RADIO
ROAD TOWN
TORTOLA

Tel: +1809 494 4116

for **CAYMAN ISLANDS**

Cayman Islands Fire Service

Tel: +1809 949 0077/2499
(2376 (24 hr))

Marine VHF Radio CH 16
Call Sign "Grand Cayman Fire Control"
Single Side Band Radio 2182 kHz
Call Sign "Grand Cayman"

for **FALKLAND ISLANDS**

Mr. J. Clark
Marine Officer
The Fisheries Department
Stanley
Falkland Islands

for **ISLE OF MAN**

Director of Harbours
Harbours Division
Department of Transport
Isle of Man Government Offices
Sea Terminal Building
Douglas, Isle of Man
IM1 2RF British Isles

Tel: +44 1624 686626
Fax: +44 1624 626403

MEPC 6/Circ 2
ANNEX
Page 40

Other Contacts:
Officer in Charge, Coastguard

Tel: +44 1624 661664
Fax: +44 1624 626403

Douglas Harbour Control

Tel: +44 1624 666628
Fax: +44 1624 626403

for **MONTSERRAT**

ROYAL MONTSERRAT POLICE FORCE
POLICE HEADQUARTERS
PLYMOUTH

TEL: +1809 4912 555/6
FAX: +1809 4918 013

OFFICE OF DISASTER PREPAREDNESS
OFFICE OF THE CHIEF MINISTER
CHURCH ROAD
PLYMOUTH

TEL: +1809 4912 444

for **TURKS & CAICOS ISLANDS**

MINISTRY OF COMMUNICATIONS & TRANSPORTATION
GOVERNMENT OFFICES
GRAND TURK
TURKS & CAICOS ISLANDS

Tel: +1809 946 2857
Fax: +1809 946 1120

UNITED STATES

National Response Center
Commandant (G M)
United States Coast Guard Headquarters
2100 2nd Street S.W.
Washington, DC 20593-0001

Tel: +1 202 267 2675
+1-800 424 8802

Fax: +1 202 267 4085/4065
Tlx: 892427

After-hours Tel: +1 202 267 2675
After-hours Fax: +1 202 267 2165
After-hours Tlx: 892427

Language understood: **ENGLISH**

for **PUERTO RICO**

US COAST GUARD MARINE SAFETY OFFICE
PO BOX 3666
SAN JUAN
PUERTO RICO 00902-3666

Tel: +1809 729 6800 ext.308
Fax: +1809 729 6648

Additionally, a spiller must notify the National Response Centre in Washington

7 July 1999

for GUAM

USCG MSO GUAM

Tel: +1 671 339 4107/2001

Additionally, a spiller must notify the National Response Center in Washington

URUGUAY

**PREFECTURA NACIONAL NAVAL
DIRECCIÓN DE LA MARINA MERCANTE
EDIFICIO ADUANA 5 PISO
RBLA 25 DE AGOSTO DE 1825
MONTEVIDEO**

Tel: +598 2 955500

VANUATU

**Director of Ports and Marine
Private Mail Bag 046
Port Vila**

Tel: 678 22339
Fax: 678 22475
Tlx: 7711127

Vanuatu

After-hours Tel: 67822331/678 22222
After-hours Fax: 678 22310

Language understood: ENGLISH

VENEZUELA

**Ministerio de Transporte y Comunicaciones
Dirección General Sectorial de Transporte
Acuático
Av. Lecuna, Torre Este Piso 38.
Parque Central
Caracas**

Tel: +58 2 509 2845/2811
Fax: +58 2 574 3021/9043
509 2722
Tlx: MTC 22785/6

YEMEN

**MINISTRY OF OIL AND MINERAL RESOURCES
SANA'A**

Tel: +967 2 204 592/207 039
Fax: +967 2 204 596
Tlx: 3153 YOMIN YE

ZAIRE

**OFFICE NATIONAL DES TRANSPORTS
MATADI**

Tlx: 21017 ONATRA ZR

7 July 1999

MEPC 6/Circ 2
ANNEX
Page 42

ZIMBABWE

Ministry of Health
P.O. Box CY 1122
Causeway
Harare

Tel: +263 4 730011

HONG KONG (Associate Member)

Language understood: **ENGLISH**

Marine Department
Harbour Building
38 Pier Road
Central Hong Kong

Tel: +852 2852 4541
Fax: +852 2544 9241
Tlx: 64553 MARHQ HX

After-hours Tel: +852 2545 0181
After-hours Fax: +852 2541 7714
After-hours Tlx: 82952 MRCC HX

Language understood: **ENGLISH/CHINESE**

SENIOR MARINE OFFICER/SEARCH & RESCUE
MARINE EMERGENCY & RESCUE CO-ORDINATION CENTRE
12TH FLOOR
RUMSEY STREET CARPARK BUILDING
CENTRAL
HONG KONG

TEL: +852 5450181(24HR)
FAX: +852 5417714
TLX: 82952 MRCC HX

HONG KONG MARINE RESCUE, CALLSIGN VRC FREQ. 2182, 4125 KHZ.
COASTAL RADIO STATION HONG KONG RADIO, CALLSIGN VPS FREQ. 500, 2182 KHZ.

APPENDIX C

VESSEL PARTICULARS

1. A vessel "General Arrangements" diagram is provided for the following ship classes:

- T-AGOS Class
- T-AGS Class
- FSS (T-AKR) Class
- LMSR (T-AKR) Class
- T-ATF Class
- T-AH Class

INSERT
T-AGOS CLASS GENERAL ARRANGEMENTS
HERE

COMSCINST 5090.6

7 July 1999

INSERT
T-AGS CLASS GENERAL ARRANGEMENTS
HERE

7 July 1999

INSERT
FSS CLASS GENERAL ARRANGEMENTS
HERE

COMSCINST 5090.6

7 July 1999

INSERT
LMSR CLASS GENERAL ARRANGEMENTS
HERE

7 July 1999

INSERT
T-ATF CLASS GENERAL ARRANGEMENTS
HERE

COMSCINST 5090.6

7 July 1999

INSERT
T-AH CLASS GENERAL ARRANGEMENTS
HERE

7 July 1999

APPENDIX D

SUBSTANCE SPILL EMERGENCY RESPONSE TEAM (SAMPLE)

RATE	NAME	ASSIGNMENT
Master		In Charge
First Officer		On Scene Leader (OSL)
Chief Engineer		Standby to provide personnel
Watch Engineer		Assist Chief Engineer/Cargo Engineer
Cargo Officer		Assist 1st Officer
Medical Officer		Personnel Safety Advisor
Watch Officer		Assist OSL as directed
UNREP Boatswain		Team #1 Leader
Ships Boatswain		Team #2 Leader
Boatswain Mate		Rhib Boat
Boatswain Mate		Rig Emergency Fuel Boom
Boatswain Mate		Team# 1 Pump
Boatswain Mate		Team #2 Pump
Boatswain Mate		Launch Rhib Boat
Supply Officer		Issue clean-up gear
YNSK		Assist Supply Officer
Able Seaman (D)		Team # 1 Assist as directed
Able Seaman (D)		Team # 1 Assist as directed
Able Seaman (D)		Team # 1 Assist as directed
Able Seaman (D)		Team # 2 Assist as directed
Able Seaman (D)		Team # 2 Assist as directed
Able Seaman (D)		Team # 2 Assist as directed
Able Seaman (D)		Rhib Boat Crew
DEMACH		Rhib Boat Crew
DEMACH		Assist OSL

OICMILDEPT will report to the bridge to assist the Master with drafting messages and making voice notifications.

7 July 1999

APPENDIX E**OIL TRANSFER PROCEDURES
(IF APPLICABLE)**

Ensure that the crew understands the cargo handling requirements described in 46 CFR 35.35, and the ship's specific cargo transfer procedures.

Preparation:

The First Officer should review and update the specific transfer procedures for the ship, and ensure they are in accordance with the requirements listed here.

From 46 CFR 35.35, Cargo Handling:

- 1) The senior deck officer on duty shall ensure that a sufficient number of the crew shall be on duty to perform cargo transfer operations.
- 2) The senior deck officer on duty shall see that all scuppers are properly plugged during transfer operations, except on tank vessels using water for deck cooling.
- 3) Sea valves shall be closed and lashed, or sealed to indicate that they should not be open during cargo operations. Under no circumstances shall those valves be secured by locks.
- 4) Movement of the ship during cargo transfer operations shall be taken into account. Suitable material shall be used in joints and couplings to insure that connections are tight. A bolted flanged coupling must have no less than four bolts, under any circumstances.
- 5) When cargo connections are supported by ship's tackle, the senior deck officer on duty shall determine the weights involved in order to insure that sufficient tackles are used.
- 6) Pans or buckets shall be placed under cargo hose connections on the tank vessel.

Prior to the transfer of cargo, the senior deck officer on duty shall inspect the vessel to assure himself that the following conditions exist (Declaration of Inspection, 46CFR 35.35-30):

- 1) Are warnings displayed as required?

7 July 1999

- 2) Is there any repair work in way of cargo spaces being carried out for which permission has not been given?
- 3) Have cargo connections been properly made (see 4 and 5 above) and are cargo valves set?
- 4) Have all cargo connections been made to the vessel's pipeline (cargo main), and not through an open-end hose led through a hatch?
- 5) Are there any fires or open flames present on the deck, or in any compartment which is located on, open, or adjacent to or facing that part of the deck on which the cargo connections have been made?
- 6) Has the shore terminal or other tank vessel concerned reported itself in readiness for transfer of cargo?
- 7) Are all sea valves connected to the cargo piping system closed?
- 8) If grades A, B, and C cargoes are being loaded, has an inspection been made to determine whether galley and boiler fires can be maintained with reasonable safety?
- 9) If grades A, B and C cargoes are being loaded, has an inspection been made to determine whether smoking may be permitted with reasonable safety in areas other than the weather deck?
- 10) If smoking is to be permitted, have those areas been designated?
- 11) Is the inert gas system being operated to maintain an inert atmosphere in the cargo tanks?

If a transfer operation includes the collection of cargo vapor from a vessel's cargo tanks through a vapor control system not located on the vessel, the Declaration of Inspection must include the following as an appendix:

- 1) Is each part of the vapor collection system aligned to allow vapor to flow to the facility vapor connection or, if lightering, to the other vessel?
- 2) Are the vapor collection hoses or arms connected to the vessel's vapor collection connection?
- 3) Are the vessel and facility vapor connections electrically isolated?

7 July 1999

- 4) Have the initial transfer rate and the maximum transfer rate been determined?
- 5) Have the maximum and minimum operating pressures at the facility vapor connection, or vessel vapor connection, if lightering, been determined?
- 6) Have all alarms (high level and overfill protection, and vapor collection system oxygen content alarms) been tested within 24 hours prior to the start of transfer operations and found to be operating properly?
- 7) Is each vapor recovery hose free of loose covers, kinks, bulges, soft spots, or any other defect which would permit the discharge of vapors through the hose material, and gouges, cuts, or slashes that penetrate the first layer of hose reinforcement?
- 8) Has the oxygen concentration of all inerted cargo tanks been verified to be 8 percent or less?

The senior deck officer on duty shall control the transfer operation as follows:

- 1) Supervise the operation of cargo system valves.
- 2) Start transfer of cargo slowly.
- 3) Observe cargo connections for leakage.
- 4) Observe operating pressure on cargo system.
- 5) Observe rate of loading for the purpose of avoiding overflow of tanks.

Cargo transfer operations shall be stopped:

- 1) During severe electrical storms.
- 2) If a fire occurs on the wharf, on the tanker, or in the vicinity.

7 July 1999

GENERAL OIL TRANSFER PROCEDURES
(IF APPLICABLE)

1. The licensed deck officer on watch will be designated the "Person in Charge," under the direction and responsibility of the Chief Officer.
2. The Chief Officer, under the direction and responsibility of the Master, shall ensure that the designated "Person in Charge" is qualified and that he is instructed in the vessel's transfer equipment and emergency shutdown procedures.
3. A pre-transfer conference will be held with the "Person in Charge" of the shore facility. Execute the Declaration of Inspection, agree on tank/product sequence, transfer rate, communications, and procedure to be followed in the event of an emergency.
4. Each crewmember engaged in the oil transfer operation shall familiarize himself with the line diagram of the vessel's piping, pumps, valves, etc.
5. Every licensed deck officer, prior to going on watch on deck, shall sign the Declaration of Inspection noting time and date, and shall also sign the loading/discharging orders.
6. Prior to pumping, permission will be requested from the Master. Before commencing any oil transfer, the First Officer, and officer on watch, shall assure themselves that all valves are properly set, sea suctions closed and sealed, manifolds blanked except where hoses are connected, drains closed, ullage screens in, scupper plugs in and tight, warning signs posted, bravo flag up, vessel moored properly and all USCG regulations observed. Frequent inspections of these items shall be conducted throughout the cargo transfer operation. Overboard lookouts to be posted to watch for any spillage or discharges.

**IF OIL FROM AN UNKNOWN SOURCE IS SIGHTED, STOP PUMPING
IMMEDIATELY AND FIND OUT WHERE IT IS COMING FROM!**

7. All fuel oil transfers shall be performed during daylight hours or with adequate lighting.
8. Each relieving deck officer shall be instructed in the transfer operation by the officer being relieved, and the relieving officer must sign the Declaration of Inspection. This applies to Port Relief Officers also.
9. Prior to transfer of fuel oil, the Chief Engineer will ascertain that the transfer pump overboard valve(s) are closed and sealed.
10. Deck watch officer to be notified of pending transfer and times of starting and completion.

7 July 1999

11. Each officer shall assign his men to their various duties such as handling valves, checking tank ullages, checking mooring lines to make sure that vessel is properly secured and that cargo hoses have sufficient slack.
12. All crewmen on watch shall be instructed in the use of the emergency shutdown station and also are to be in constant contact with the officer in charge.
13. The Watch Engineer and pumpman shall open necessary tank suction valves as specified by the First Officer and shall unlock and open discharge valve to ship's bunker tanks to be filled, and ensure that all other valves in the system are closed.
14. When topping off a cargo tank; the officer shall watch the tank ullage of the tank or tanks being filled and ensure that transfer to other tanks will proceed smoothly. Constant vigilance is essential!
15. When a tank is topped off, the officer on watch must ensure that no more cargo is going into that tank due to leaking or slightly open valves. Upon completion of bunkering, the transfer pump shall be secured and all valves of the system returned to a closed and/or locked position and the deck Watch Officer notified that pumping is completed.
16. When loading cargo, the officer on watch shall ensure that a slack tank is available for use as an overflow tank.
17. Frequent inspections must be made over the side to detect any possible leakage into the water, so prompt action may be taken to reduce pollution.
18. Frequent rounds of the pumproom are a necessity during both discharging and loading operations, and the officer on watch shall see that this is done to avoid fires or flooding of the pumproom.
19. In case of an oil spill, shut down all cargo operations. If from an overflowing cargo tank, gravitate into a slack tank on the same system. Notify terminal immediately so that cleanup operations in the water can be taken care of immediately, and follow the notification procedures in the contingency plan. Activate the Spill Emergency Response Team and ensure containment of the spill. If spill is contained on deck, pump recoverable oil into designated tank and clean remainder from deck surfaces prior to resuming transfer operations.
20. Whenever an officer is on deck during loading or discharging operations, and is in doubt about the transfer operations, he should shut down immediately and notify Chief Mate or Master. This includes proximity of lightning, a fire on the vessel or in the vicinity.

APPENDIX F

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT

Cage	Item Description	COG	Stock Number	Column 1	Column 2
Spill Containment Material					
58536	Sorbent Sweep (18" x 100' bale)	9G	9330-01-281-4608	8 ea	16 ea
50378	Sorbent Sheet (18"x18" - 100 sheet/bale)	9G	9330-01-219-7414	1 be	2 be
OBJ93	Oil & Water Absorbent (20/bx)	9Q	7930-01-353-6414	1 bx	1 bx
OBJ93	Sorbent Sox (15/bx)	9Q	7930-01-353-6415	1 bx	1 bx
18078	Decontaminating Agent (15lb/cn)	9G	6850-01-230-8556	1 cn	2 cn
3347	Steel Drum (30 gal)	9Z	8110-00-866-1728	2 ea	4 ea
51545	Plastic Bags (100/bx)	9Q	8105-01-183-9764	2 bx	2 bx
39428	Scrub Brush	9Q	7920-00-282-2470	12 ea	12 ea
83421	Brush Handle	9Q	7920-00-141-5452	6 ea	12 ea
80244	Rubber Dustpan	9Q	7920-00-616-0109	6 ea	12 ea
OBJ93	Squeegee	9Q	7920-00-224-8339	6 ea	12 ea
64067	Tongs	9Q	7330-00-616-0998	3 ea	6 ea
76381	Sealing Tape	9Q	7510-01-362-7043	1 ro	2 ro
Personal Protective Equipment (PPE)					
4N228	Disposable Coveralls, Large (6/cs) (Saranex Coated)	9D	8415-01-415-7450	1 cs	2 cs
4N228	Disposable Coveralls, Medium (6/cs) (Saranex Coated)	9D	8415-01-415-7451	1 cs	2 cs
4M340	Coveralls, Medium (Tyvek Coated)	9D	8415-00-601-0794	6 ea	12 ea
4M340	Coveralls, Large (Tyvek Coated)	9D	8415-00-601-0797	6 ea	12 ea
91019	Toxicological Gloves	9D	8415-00-753-6553	3 pr	6 pr
OR8U2	Chemical & Oil Gloves (Sz 10)	9D	8415-01-013-7382	12 pr	24 pr
4687	Surgeon's Gloves (50/pkg)	9M	6515-01-149-8841	1 pkg	2 pkg
39428	Air Filtering Mask (20/bx)	9G	4240-01-246-0314	1 bx	1 bx
50378	Air Filtering Respirator (12/bx)	9G	4240-01-300-9411	1 bx	1 bx
55799	Air Filtering Respirator	9G	4240-01-022-8501	6 ea	12 ea

7 July 1999

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT

	Item Name		Stock Number	Column 1	Column 2
	Personal Protective Equipment (PPE) (Cont'd)				
55799	Air Filtering Respirator Cartridge, Organic Vapor/Acid (10/bx)	9G	4240-01-103-8475	2 bx	4 bx
55799	Air Filtering Respirator Cartridge, Organic Vapor (10/bx)	9G	4240-01-230-6892	2 bx	4 bx
55799	Chemical Goggles	9G	4240-00-190-6432	12 pr	24 pr
	Accessories				
OP6LO	Medical Locker	9G	2090-00-368-4795	2 ea	4 ea
ODX96	Accessories Storage Box	9C	2540-00-348-7792	2 ea	4 ea
22527	Blue Litmus Paper (100/bx)	9L	6640-00-290-0146	1 bx	1 bx
8T740	Guide for Hazardous Material Incidents, Emergency Response Handbook	9G	7610-01-350-5837	1 ea	1 ea
	Non-Regulated Hazardous Material (Spill Residue) Label		MSC 4400/5 (10/97)	1 pkg	1 pkg
OJOH2	* Tending Line (50 ft)	9Q	4020-00-968-1350	1 rl	1 rl
	* Snap Hook	9Z	5340-00-275-4584	8 ea	16 ea
	Notes/Remarks				
	* Tending Line will be fabricated locally				

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Sorbent Sweep (18" x 100 ft/bale)	9G 9330-01-281-4608	8 ea	\$41.05	\$328.40	16 ea	\$656.80	58536	M & I Supply Co PO Box 1127 Alpharetta GA 30009-1127 770-475-3877	P/N EA 1800
Sorbent Sheet (18" x 18" - 100 sheets/bale)	9G 9330-01-219-7414	1 bale	\$25.35	\$25.35	2 bales	\$50.70	50378	Minnesota Mining & Mfg Co Occupational Health & 3M Center Saint Paul MN 55144-1000 612-737-4114	P/N T-156
Oil & Water Absorbent (20/bx)	9Q 7930-01-353-6414	1 bx	\$79.80	\$79.80	1 bx	\$79.80	OBJ93	Upwright Inc 10665 Kahlmeyer Dr Saint Louis MO 63132 314-961-3711	P/N 640 / W0100
Sorbent Sox (15/bx)	9Q 7930-01-353-6415	1 bx	\$34.53	\$34.53	1 bx	\$34.53	OBJ93	Upwright Inc 10665 Kahlmeyer Dr Saint Louis MO 63132 314-961-3711	P/N 600 / W0050
Disposable Coveralls, Large (6/cs) (Saranex Coated)	9D 8415-01-415-7450	1 cs	\$305.74	\$305.74	2 cs	\$611.48	4N228	Kappler USA Inc 70 Grimes Dr Guntersville AL 35976-9480 205-505-4000	P/N 3T 434 (L)
Disposable Coveralls, Medium (6/cs (Saranex Coated))	9D 8415-01-415-7451	1 cs	\$305.74	\$305.74	2 cs	\$611.48	4N228	Kappler USA Inc 70 Grimes Dr Guntersville AL 35976-9480 256-505-4000	P/N 3T 434 (M)
Coveralls, Medium (Tyvek Coated)	9D 8415-00-601-0794	12 ea	\$54.60	\$54.60	24 ea	\$109.20	64067	A&E Manufacturing Co. 5501 21 st ST Racine WI 53406-5046	MIL-C-29133(M)
Coveralls, Large (Tyvek Coated)	9D 8415-00-601-0797	6 ea	\$27.30	\$54.60	12 ea	\$54.60	64067	A&E Manufacturing Co. 5501 21 st ST Racine WI 53406-5046	MIL-C-29133(L)

- ▶ Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- ▶ Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Toxicological Gloves	9D 8415-00-753-6553	3 pr	\$12.10	\$36.30	6 pr	\$72.60	91019	North Safety Products PO Box 70729 Charleston SC 29415 800-456-8315	P/N B 324
Chemical & Oil Gloves (Size 10)	9D 8415-01-013-7382	12 pr	\$2.00	\$24.00	24 pr	\$48.00	OR8U2	Montgomery Safety Products 592 W Chestnut St /PO Box 1057 Coshotton OH 614-622-1376	P/N 1715 F
Surgeons Gloves (50/pkg)	9M 6515-01-149-8841	1 pkg	\$21.30	\$21.30	2 pkg	\$42.60	4687	Baxter HealthCare Corp, Gov't Sales 1210 Waukegan Rd Waukegan IL 60085 847-578-9500	P/N 2D7154 / Triflex
Air Filtering Mask (20/bx)	9G 4240-01-246-0314	1 bx	\$11.44	\$11.44	1 bx	\$11.44	39428	McMaster-Carr Supply Co 600 Country Line Rd Elmhurst IL 60126 630-833-0300	P/N 55795T1
" "	" "	"	"	"	"	"	83421	National Industries for the Blind 1901 N Beaugard St, Suite 200 Alexandria VA 22311 703-998-0770	P/N Same as NSN
Air Filtering Respirator (12/bx)	9G 4240-01-309-9411	1 bx	\$132.76	\$132.76	1 bx	\$132.76	50378	Minnesota Mining & Mfg Co Occupational Health & 3M Center Saint Paul MN 55144-1000 612-737-4114	P/N 8710-20
Air Filtering Respirator	9G 4240-01-022-8501	6 ea	\$13.05	\$78.30	12 ea	\$156.60	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15116 412-733-9100	P/N 460968

- ▶ Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- ▶ Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Air Filtering Respirator Cartridge, organic vapor/acid (10/bx)	9G 4240-01-103-8475	2 bx	\$30.66	\$61.32	4 bx	\$122.64	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15116 412-733-9100	P/N 464046
Air Filtering Respirator Cartridge, organic vapor (10/bx)	9G 4240-01-230-6892	2 bx	\$26.23	\$52.46	4 bx	\$104.92	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15116 412-733-9100	P/N 464031
Chemical Goggles	9G 4240-00-190-6432	12 pr	\$1.58	\$18.96	24 pr	\$37.92	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15116 412-733-9100	P/N 791079
Decontaminating Agent (15 lb/cn)	9G 6850-01-230-8556	1 cn	\$32.98	\$32.98	2 cn	\$65.96	18078	Acton Technologies 100 Thompson St Pittston PA 18640-0726 717-654-0612	P/N HGXDECONTAMINANT
Medical Locker	9G 2090-00-368-4795	2 ea	\$171.36	\$342.72	4 ea	\$685.44	OP6LO	York Mfg 10928 Wheatlands Ave SanTee CA 92071 619-596-0222	P/N YMI 4795
Accessories Storage Box	9C 2540-00-348-7792	2 ea	\$157.08	\$314.16	4 ea	\$628.32	ODX96	Customs Mfg 606 Delco Dr Clinton WI 53525 608-676-2282	Use NSN
Non-Regulated Hazardous Material (Spill Residue) Label (25/pkg)	MSC Form 4400/5 (10/97)	1 pkg	N/C	N/C	1 pkg	N/C		MSC Local Form	MSC 4400/5 (10/97)
Blue Litmus Paper (100/bx)	9L 6640-00-290-0146	1 bx	\$21.96	\$21.96	1 bx	\$21.96	22527	Fisher Scientific Co 585 Alpha Dr Pittsburgh PA 15238-2911 800-395-5442	P/N 14-844

- ▶ Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- ▶ Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Guide for Hazardous Material Incidents, Emergency Response Handbook	9G 7610-01-350-5837	1 ea	\$7.65	\$7.65	1 ea	\$7.65	8T740	JJ Keller 3003 W Breezewood Ln Neenah WI 54957-0368 800-327-6868	P/N FA-3-ORS-6
Steel Drum (30 gal)	9Z 8110-00-866-1728	1 ea	\$42.09	\$42.09	2 ea	\$84.18	3347	OT Trans Industries Inc 2767 Hereford Rd Melbourne FL 32935 407-259-9880	P/N CQ 3005
Plastic Bags (100/bx)	9Q 8105-01-183-9764	2 bx	\$24.79	\$49.58	4 bx	\$99.16	51545	Mobil Chemical Co, Plastics Div 1150 E Pittsford-Victor Rd Pittsford NY 14534-3897	P/N PG1-6030
Scrub Brush	9Q 7920-00-282-2470	12 ea	\$2.89	\$34.68	24 ea	\$69.36	39428	McMaster-Carr Supply Co 600 Country Line Rd Elmhurst IL 60126-2034 708-834-9600	P/N 7175T14
Rubber Dustpan	9Q 7290-00-616-0109	6 ea	\$2.25	\$13.50	12 ea	\$27.00	80244	GSA/Federal Supply Service 1941 Jefferson Davis Hwy, CM4 Washington DC 20406 703-305-7510	P/N A-A-300 TY1
Brush Handle	9Q 7920-00-141-5452	6 ea	\$2.45	\$14.70	12 ea	\$29.40	83421	National Industries for the Blind 1901 N Beuregard St, Suite 200 Alexandria VA 22311 703-998-0770	P/N Same as NSN
Squeegee	9Q 7920-00-224-8339	6 ea	\$9.57	\$57.42	12 ea	\$114.84	OBJ93	Nat'l Industries for the Severely Handicapped 225 Cedar Ln Vienna VA 22180-5242 703-560-6800	P/N Same as NSN
Sealing Tape	9Q 7510-01-362-7043	1 roll	\$19.25	\$19.25	2 rolls	\$38.50	76381	Minnesota Mining & Mfg Co Occupational Health & 3M Center Saint Paul MN 55144-1000 612-737-4114	P/N 483

- ▶ Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- ▶ Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Tongs	9Q 7330-00-616-0998	3 ea	\$1.75	\$5.25	6 ea	\$10.50	64067	Nat'l Industries for the Severely Handicapped 225 Cedar Ln Vienna VA 22180-5242 703-560-6800	P/N Same as NSN
Tending Line, 50 ft (U/I contains 600 ft)	9Q 4020-00-968-1350	1 roll	\$14.25	\$14.25	1 roll	\$14.25	OJOH2	C & S Industrial Supply PO Box 5 Cuthbert GA 31740 912-732-5660	Use NSN / MILSPEC
Snap Hook	9Z 5340-00-275-4584	8 ea	\$1.78	\$14.24	16 ea	\$28.48		Item Manager; S9I	Use NSN

- ▶ Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- ▶ Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

7 July 1999

APPENDIX H**ESTIMATING OIL SPILL MOVEMENT AND VOLUME**

1. Oil slicks move under the influence of wind and current. Wind is a prominent factor on open water. A slick usually moves at a speed of 2 - 4 percent of the wind velocity and, in the northern hemisphere, slightly to the right of the direction in which the wind is blowing. In the absence of wind, and in places such as rivers, currents will control the slick's movement.

2. A rough estimate of the volume of oil on the water can be made from the appearance of the slick. The following can be used to roughly estimate spill quantity:

STANDARD TERM	GALLONS OF OIL PER SQUARE MILE	APPEARANCE
Barely visible	0 - 25	Barely visible under favorable light
Silvery	50	Silvery sheen
Faint colors	100	Slightly colored sheen
Brightly colored	200	Slightly colored bands
Dull	600	Dull brown
Dark	1,300	Dark brown

NOTE: A 1-inch thickness of oil equals 5.61 gallons per square yard or 17,378,709 gallons per square mile.