

1. Incident Name

SS Catala

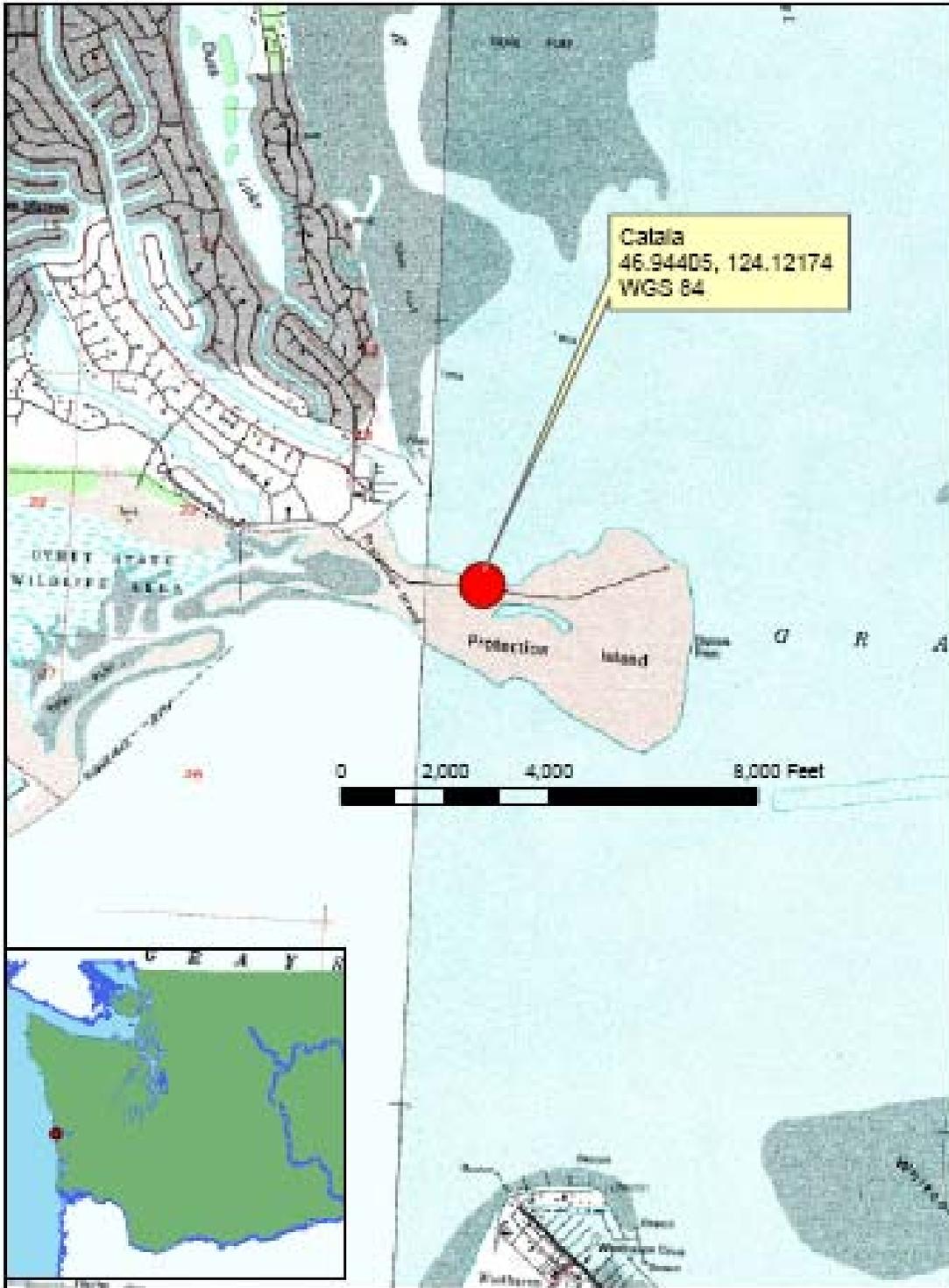
2. Prepared by: (name) Jim Sachet

Date 4/24/06

Time: 07:00

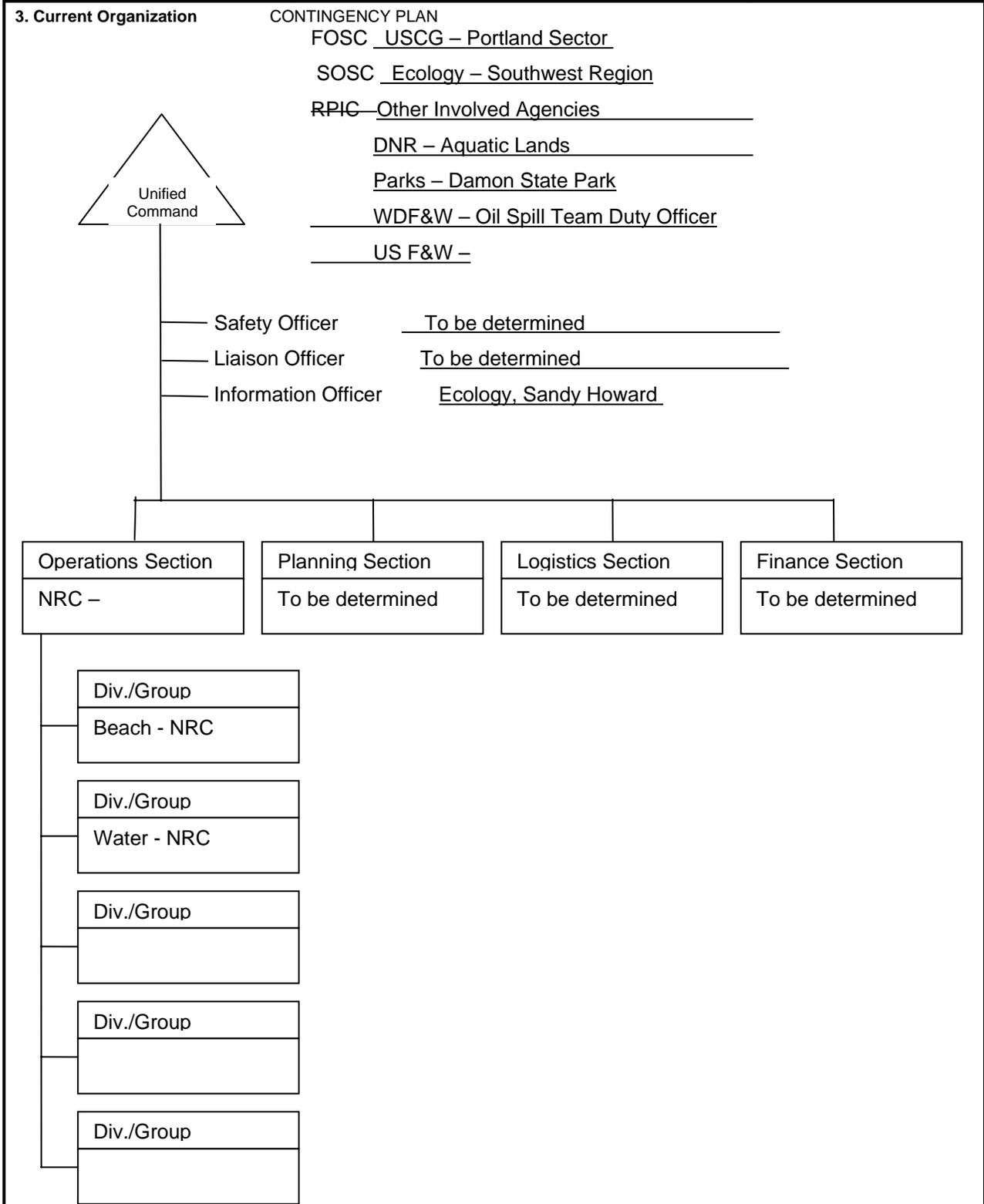
INCIDENT BRIEFING
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3. Map/Sketch (include maps drawn here or attached, showing the total area of operations, the incident site/area, overflight results, trajectories, Impacted shorelines, or other graphics depicting situational and response status)

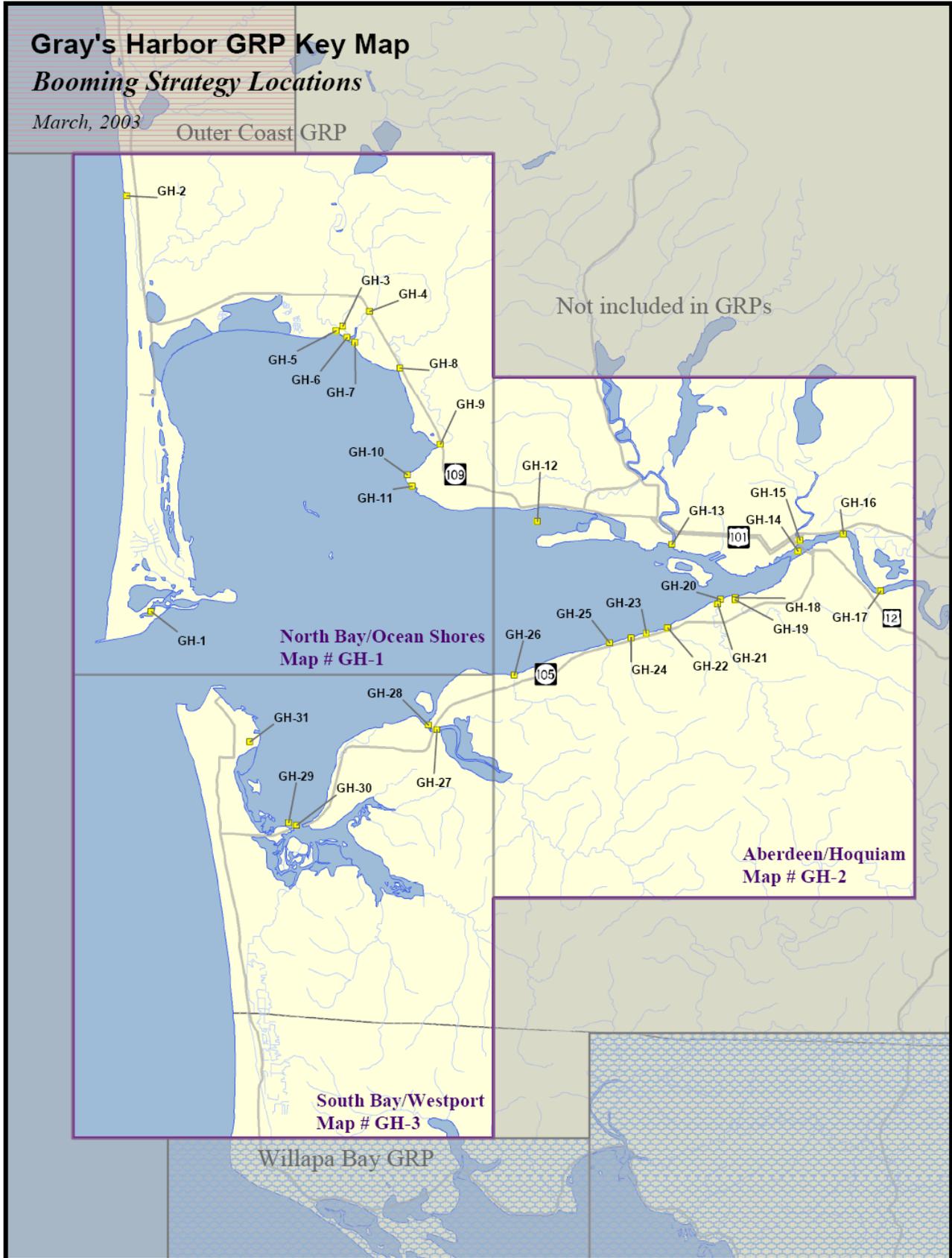


1. Incident Name SS Catala		2. Prepared by: (name) Date 4/24/06 Time: 07:00		INCIDENT BRIEFING ICS 201-OS (pg 2 of 4)	
4. Initial Incident Objectives					
<p>Ensure safety of public and response personnel</p> <p>Complete Notifications</p> <p>Control the source of the spill</p> <p>Manage response in a coordinated manner</p> <p>Protect environmentally sensitive areas</p> <p>Control & recover spilled material</p> <p>Recover & rehabilitate injured wildlife</p> <p>Clean-up product from impacted areas</p> <p>Keep the public and stakeholders informed of response activities</p>					
5. Summary of Current Actions					
Time		Action/Note			
4/12/06		IC established on to cap hatch in bow tank; USCG, Ecy, Parks, F&W, DNR. Initial findings and strategy = situation stable; threatened/endangered species in vicinity; large waterfowl migration due; cap oil, conduct more detailed assessment of vessel/contents/site contamination; develop plan for removal & cleanup; develop schedule(s)			
4/12/06		Samples obtained of oil in tank by USCG			
4/13/06		Conference call held to discuss status and plans. Ecy, USCG, DNR, Parks, WDF&W, USF&W			
4/14/06		Signs posted around vessel warning public of presence of oil. Samples taken of suspected asbestos containing materials.			
4/19/06		Additional samples obtained of oil at various locations inside & outside hull + suspected asbestos containing materials.			
4/21/06		Asbestos confirmed from 4/14/06 samples. Signs revised to warn public.			
4/24/06		Conference call held to discuss conducting assessment of vessel and preparation of contingency spill plan. Ecy, DNR, Parks, WDF&W, Global Diving & Salvage.			
NO DATE		NOTE: The SS Catala is known to contain an undetermined quantity of heavy fuel oil in at least one tank & is suspected to have released oil throughout the hull & adjacent beach sand. The estimated volume in the one tank holding oil is 200 – 2500 gallons. An unconfirmed report has been received that the Catala had 20,000 gallons of bunker fuel on board when it grounded in 1965. The beach is actively eroding which may lead to a release of oil from the hull tanks.			
		The remainder of this 201 is intended as a CONTINGENCY PLAN in case there is a release of oil during the next two to three months. The oil is planned to be removed from the hull tanks sometime in June – August, after the major bird migration and nesting season ends.			
		If a release of oil from the Catala does occur, the primary strategy is to deploy double or triple containment boom in the immediate vicinity of the vessel on Damon Point and initiate oil removal actions from the water (e.g., vacuuming, skimming) . Actual boom deployment strategies will depend upon the size and trajectory of spill, weather, tide and sea conditions. Tidal currents in the immediate area are expected to reduce the effectiveness of booming. In addition to booming the source of the spill, containment/collection/protective boom may be deployed to minimize impacts to the lagoon located on Damon Point south east of the Catala. The following GRPs have been identified as priorities for protective booming: Oyhut Wildlife Area (GH-1); Bowerman Basin (GH-12); Elk River (GH-29 & 30); and, John's River (GH-27 & 28). The total length of boom required for containment, collection and protection is estimated at 10,000 feet. National Response Corporation (NRC) is the primary response contractor.			
		Beach conditions and the condition of the Catala are being visually monitored on a daily basis by Washington State Parks representatives. Any significant changes will be reported to Incident Command.			
		Weather, tide and sea state conditions are being monitored by NOAA via USCG. A forecast of any significant storm or tide events will be reported to Incident Command.			
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Grays Harbor GRPs



4.3.2 Proposed Booming and Collection Strategies: Matrices

Strategy	Status	Location	Response Strategy	Length of Boom	Strategy Implementation	Staging Area	Site Access	Resources Protected
GH-1		Ohyut Sink GRA0157 46°-56.405'N 124°-08.684'W	Exclusion - Keep oil out of salt marsh.	2000'	Install boom across entrance to marsh. Sand spits at entrance are dynamic, and the position of the entrance is likely to change, which may require more boom than what is listed here. Winter storms will impact the site.	Stage at Ocean Shores Marina parking lot.	Drive from Hoquium to Ocean Shores. Marina is at the south end of town.	Marshes, shorebirds, waterfowl.
GH-12		Bowerman Basin GRA0243 46°-58.374'N 123°-56.896'W	Exclusion - Keep oil out of inner Bowerman Basin.	4000'	Install boom across basin on west side of piles. Booms must be installed at half tide (either ebb or flood). Piles are not exposed at high tide, and the basin goes dry at low tide.	Stage at west end of Bowerman Airport.	Drive to Hoquiam then to Bowerman Airport.	Sensitive nesting sites, waterfowl, shorebirds, marshes and wetlands.
GH-27	Field tested 1992	Johns River GRA0308 46°-54.065'N 124°-00.085'W	Exclusion - Keep oil from moving up Johns River.	600'	Install boom across river.	Boat ramp at private oyster company on north side of river before crossing Markham Bridge.	Drive from Aberdeen to Markham (Hwy 105) turn right into oyster business just before crossing bridge.	Salt Marsh, shorebirds, waterfowl, salmon.
GH-28		Johns River GRA0309 46°-54.015'N 123°-59.610'W	Exclusion/ Collection - Keep oil from moving up Johns River.	1000'	Install boom at angle from boat launch site on south shore to north end of bridge, collect oil at boat launch.	Boat ramp on south side of river.	Drive from Aberdeen to Markham (Hwy 105) cross bridge to launch ramp site.	Salt Marsh, shorebirds, waterfowl, salmon.
GH-29		Elk River GRA0373 46°-51.801'N 124°-04.385'W	Diversion - Divert oil from shoreline to GH-30 for collection.	600'	Install boom using a small boat. Strong currents may make installation difficult.	Stage at Brady's Oysters, has a private ramp.	Drive from Aberdeen on Hwy 105 to Bay City bridge. Follow signs to Brady's Oysters.	Large saltmarsh, waterfowl, shorebirds, etc.
GH-30		Elk River GRA0326 46°-51.928'N 124°-04.576'W	Exclusion/ Collection - Keep oil from moving up Elk River.	1500'	Install boom at angle using small boat to collect oil at east side of bridge. Strong currents may make installation difficult.	Stage at Brady's Oysters, has a private ramp.	Drive from Aberdeen on Hwy 105 to Bay City bridge. Follow signs to Brady's Oysters.	Large saltmarsh, waterfowl, shorebirds, etc.