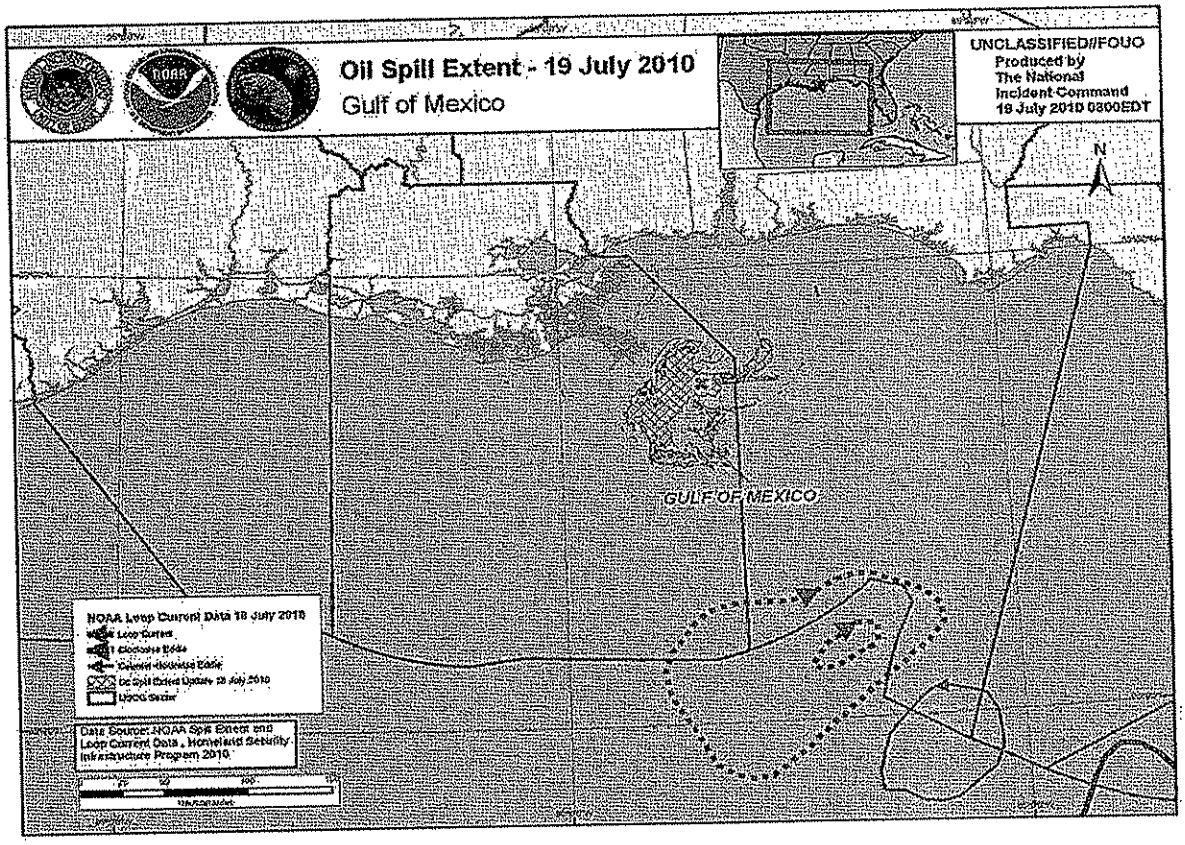
National Incident Command

DEEPWATER HORIZON RESPONSE

DAILY SITUATION REPORT

19 July 2010, 0630 EDT

National Incident Commander Daily Situation Update
0630EDT – 19 July 2010
Deepwater Horizon Spill Response
(Updates in RED)



National Incident Commander Objectives:

1. Establish and manage a coordinated interagency response effort to effectively employ all resources required to mitigate current and long term environmental and economic impacts of the incident.
2. Engage and inform the public, stakeholders and the media, keeping them apprised of response activities and plans.
3. Engage across all levels of government to develop courses of action for issues that span multiple agencies and departments.

Unified Area Command Objectives:

1. Ensure the safety and welfare of citizens and response personnel.
2. Control the source of the spill.
3. Continue to contain, recover, and dispose of spilled material.
4. Continue to maximize use and availability of advanced source control and response technologies.
5. Continue to maximize the protection, assessment, and response to environmentally, sensitive areas and wildlife risk.
6. Ensure stakeholders, government officials, and the public are kept informed of source control and response actions.
7. Minimize social, political, economic, and environmental impacts.
8. Continue to optimize critical resource utilization and effectiveness from all agencies and organizations across all response areas.
9. Ensure sustainability by conducting strategic planning to address long-range planning concerns; including worst case scenarios, contingencies, resources, logistics, and potential gaps.

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HIGHLIGHTS OF THE LAST OPERATIONAL PERIOD: (UAC Sit Exec 18 July)

- 1 controlled burn completed, no dispersant flights
- Capping Stack: continued to perform well integrity test
- Q4000: standing by to resume containment if required
- HELIX: standing by to resume containment if required
- DDII: on hold pending DDIII relief results
- DDIII: drilled to next casing point and tripped out of hole for ranging run #13
- CDP-2: released second free standing riser and installed buoy
- ENTERPRISE: standing by with top hat #7
- Detected seepage and undetermined anomalies in the vicinity of wellhead; BP to provide written procedures for opening choke valve should seppage be confirmed (NIC Letter 18 July)

WEATHER: (NOAA Spot Forecast 0205EDT 18 July)

Date	Wind (kts)	Sea State	Seas (ft)
Monday 19 July	NE-E 10-15, SCAT SHWRS	Choppy	3-5
Tuesday 20 July	E-SE 10-15, SCAT SHWRS & TSTMS	Choppy	3
Wednesday 21 July	E-SE 10-15, SCAT SHWRS & TSTMS	Choppy	3-5
Thursday 22 July	NE-E 10-15, SCAT SHWRS & TSTMS	Choppy	2-4
Friday 23 July	SE-E 5-10, SCAT SHWRS & TSTMS	Choppy	2-4

SOURCE CONTROL: (Houston 0637EDT 18 July)

	0000-2359CDT 16 July		Total Recovered/Flared to date:	
Vessel	**OIL**	**GAS**	**OIL**	**GAS**
DISCOVERER ENTERPRISE	0 bbls	0 million cubic ft of gas	562,104 bbls *includes collection total for Riser Insertion Test Tube (RITT - 22,158 bbls)	1,272.4 million cubic ft of gas * includes collection total for Riser Insertion Test Tube (RITT – 88.4 gas)
Q4000	0 bbls	0 million cubic ft of gas	241,187 bbls	534.1 million cubic ft of gas
HELIX PRODUCER I	0 bbls	0 million cubic ft of gas	23,742 bbls	~58.8 million cubic ft of gas (estimated due to incorrectly calibrated meter)
Cumulative oil/gas recoverd	0 bbls	0 million cubic ft of gas	827,033 bbls	~1,865.3 million cubic ft of gas

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- **DISCOVERER ENTERPRISE (DE):** Completed lightering. (Houston Update 2000EDT 18 July)
- **HELIX PRODUCER I:** Remains shut in. (Houston Update 2000EDT 18 July).
- **CAPPING STACK OPS:** The Three Ram Capping Stack is in position. (Houston Update 2000EDT 18 July)
- **WELL INTEGRITY PLAN:** Per Well Integrity Test Procedure, choke was completely closed at 1422L 15JUL10 and continues to hold steady (increasing at 1-2psi /hour). As of 1700L pressure is 6792 psi at PT-3K-2 on the three ram capping stack. Seismic/Acoustic testing: GECO TOPAZ is scheduled to complete two seismic runs on 18 July; three of four passes have been completed. NOAA PISCES completed a 1500m survey 18 July.
  Monitoring: Temperature at the casing is 39.9 degrees F. Temperature monitoring is currently offline due to seismic operations. Geophone (vibration - hourly) has been installed on the lower cement line on casing and "big ears" sensor (acoustic – 30 minutes) on the casing 1 inch below the well connector on 18 July. (Houston Update 2000EDT 18 July)
- **SUB-SEA DISPERSANT:** No subsea dispersant use. (Houston Update 2000EDT 18 July)
- **Q4000:** Remains shut in. (Houston Update 2000EDT 18 July).
- **VOLATILE ORGANIC COMPOUNDS (VOC):** No reported VOCs. (Houston Update 2000EDT 18 July)
- **SHORT TERM CONTAINMENT:** The DE has deployed Top Hat #7 to depth and has moved within 1500' of the well. (Houston Update 2000EDT 18 July)
- **LONG TERM CONTAINMENT AND DISPOSAL PLAN 1:** The second process train on the HELIX PRODUCER I is online. (Houston Update 2000EDT 18 July)
- **LONG TERM CONTAINMENT AND DISPOSAL PLAN 2:** The FSR 2 inner riser has been completed. Upper riser work scheduled to be completed today 18 July. Complete the 1060' jumper keel haul and installation. Initial collection of oil and gas from CDP2 is anticipated OOA 24 July. (Houston Update 2000EDT 18 July)
- **SUBSEA TIE-IN**: Planning and design work on going for both Rigel and Na Kika tie-in options. (Houston Update 2000EDT 18 July)

- **RELIEF WELL DATA:** (Houston 1200EDT 18 July)

	Total Drill Depth (MD=measured or total drilled depth in feet)	**Day # of Est. Completion Days**	**Comments**
DD-II	15,961'	52 of 104 (50 %)	T-Time 102 hrs; Drilling of relief wells are not expected to be impacted by high sea state
DD-III	17,867'	75 of 104 (72%)	T-Time 94 hrs; Drilling of relief wells are not expected to be impacted by high sea state

- **DD-II:** 2nd Relief Well – DDII is at a depth of 15,961' (15,200' TVD). DDII has run 11 7/8" casing to depth and cemented. The DDII conducting maintenance and will hold operations and await results of the DDIII relief well. (Houston Update 2000EDT 18 July)
- **DD-III:** 1st Relief Well – DDIII is at a depth of 17,867' (17,108' TVD). Completed 24' run, will conduct range run #13, and plans to case on Tuesday, 20 July. (Houston Update 2000EDT 18 July)

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(Houston Source Control Vessels 17 July)

Name	Flag	Status/Location	Current Function	Comments
Q4000	United States	On-scene	Containment Continues to recover production and flare gas	T-Time 69 hours. Shut down as of 1050CDT, 15 July
DISCOVERER ENTERPRISE	Marshall Islands	On-scene	Containment	T-Time 52 hours Operations may conintue in sea states < 12'
HELIX PRODUCER I	Bahamas	On-scene	Oil Production Will process 20-25,000 bbls of oil/day at the CDP-1 free standing riser	T-Time 24 hrs. Shut down as of 1120CDT, 15 July
LOCH RANNOCH	United Kingdom	On-scene	Shuttle Tanker Will transfer oil and store from the HELIX PRODUCER	Capacity is 1,000,000 bbls (40 days on station). In position and attached to HP1 via transfer hose. Transfer ops with HP1 completed
DISCOVERER CLEAR LEADER	Marshall Islands	Anchored standing by	Containment Will recover production-125,000 bbls capacity	DNV and BOEM have commenced survey of production equip and are scheduled to complete their survey
DISCOVERER INSPIRATION	Marshall Islands	Mississippi Canyon Block 467	Demobilizing	Previously landed capping stack, preparing for demobilization
SKANDI NEPTUNE	Norway	On-scene	ROV operations	Applying sub-sea dispersants around the BOP stack
MASSACHUSETTS	United States	On-scene	Shuttle Tank Barge Transfers oil from the DISCOVERER ENTERPRISE	
EVI KNUTSEN	Norway	Anchored at LOOP anchorage	Shuttle Tanker Will store oil produced by the TOISA PISCES- 750,000 bbl capacity	Joint DP test will take place with TOISA PISCES upon departure
NAVION FENNIA	Bahamas	Anchored at LOOP anchorage	Shuttle Tanker Will transfer oil from the HELIX PRODUCER and the TOISA PISCES	DP trials completed; Joint test with TOISA PISCES upon departurel
SEILLEAN	Panama	Departed Trinidad. Enroute to Corpus Christi, TX	Containment Will recover production	Once loading operations are complete the SEILLEAN will sail to Corpus Christi, TX for outfitting and commissioning of production systems. MSU Corpus Christi will conduct a PSC Exam prior to departure for MC 252. Estimated MC 252 ETA beginning of August
OVERSEAS CASCADE	United States	Transiting	Shuttle Tanker	Currently at Plains St. James facility (LA) discharging. Scheduled to return to the field on 18 July at approx 1800CDT. DP Trials started 18 July

TOISA PISCES	Liberia	Corpus Christi, TX	Undergoing modification Will attach to the CDP-2 free standing riser to process oil	Yard work completed; currently conducting system test; departed for field 16 July. DP trials scheduled for 21 July
SEACOR RIGOROUS	United States	At staging area	With transfer hose that will be used between HELIX PRODUCER & LOCH RANNOCH	Have deployed 12" lightering transfer hose
LA CHEVAL	United States	At staging area	With transfer hose that will be used between HELIX PRODUCER & LOCH RANNOCH	Have deployed 12" lightering transfer hose
NORMAND FORTRESS	Norway	En-route	Construction support	Install the pipeline crossing for the 2 subsea pipeline alternatives
WEST SIRIUS	Panama	On-scene	Construction support	Install freestanding Riser 2

CRITICAL RESOURCE MANAGEMENT : (Critical Resources Unit 18 July)

- The list of International offers of Assistance will be posted to HISN on Monday evenings @ 1900EDT.
- **International Offers of Assistance: Government to Government**
- As of July 18, the NIC has received 70 offers from 28 countries and 4 International Organizations.
  - 44 offers were for critical resources, 40 have been accepted.
  - In total, 46 govt-govt and Intl Org offers have been accepted to date.
- **International Offers of Assistance: Private, Government and IMO Facilitated**
- As of 18 July, the NIC has received 54 offers of assistance from private companies
  - 25 offers were submitted directly by private entities
  - 29 offers were facilitated by foreign governments or the IMO
  - 33 offers were for critical resources, 6 offers have been accepted
  - Changes reflect the reclassification of one offer and the deletion of another
- **Domestic Offers of Resources**
  - As of 18 July, the NIC has received 76 domestic offers
    - 18 originated through the Homeport website
    - 9 offers have been accepted
    - 25 offers were for critical resources; none have been accepted

- **Skimmers** (Critical Resources Unit 17 July)

Foreign Skimmers	Domestic Skimmers	Navy Skimmers	Skimmers Freed up by Emergency Rule
0	577	46	27

  - State by State listing of all Inshore and Near Shore skimmers now listed in NIC Deepwater Horizon Response "At a Glance" spreadsheet.
  - UAC confirms 309 skimmers delivered on 19 July. (UAC 0258EDT 19 July)
  - Homeport website to collect skimmer availability went live on 01 July at 0900.

- **DOD**
  RFA 78B
  - In theater: 26 shallow water skimmers, 4 Harbor Busters, and 34 tow boats
  - Enroute: 1 shallow water skimmers and 1 tow boats

CLEAN- UP/RESPONSE OPERATIONS SHORESIDE: (DWH AAG 0600 18 July)

	LA	MS	AL	FL	TX	TOTAL
Current Miles of Shoreline Impact	352.5	112.1	69.1	82.3	0	616
People Assigned	1,304	1,487	2,663	4,426	0	9880

- At 2150 CDT, the UAC received a call reporting 900' of boom blocking the outside of Whisky Pass in Terrebonne Parish. The boom poses a hazard to navigation. Position plots 1NM South of the eastern end of Timbalier Island. Weather o/s winds ESE 5-10KTS. UAC notified Sector New Orleans CC. Incident Command and Safety have also been notified. Subsequent investigation revealed the location of the boom is in LaFourche's AOR. MSST SAR asset responded to location in report, conducted expanding square search for the boom with negative results. An overflight on the morning of 18 July found a section of dislocated boom approximately 200-250' in position 29 04.218N 090 22.400W, close to the reported position. Overflight did not locate any additional boom or navigational hazards in the area. FOB LaFourche operations ordered Alpha Company vessel M/V Miss Denise to respond the morning of 18 July. Vessel found 100' of 18" boom and 200' of 36" boom and recovered both sections. There was no evidence of tampering or vandalism. Original length unknown but the recovered boom was typical of a beginning and end section of boom. It is believed no boom is missing. No further action is necessary. (CCIR 2211EDT 17 July; NIC Passdown 18 July)
- Reported by ICP Mobile: At 2030 hrs., on 17 Jul 2010 a request was made by USCG Base Gulfport MS for assistance with boom (100 yards in length) that had dislodged and was floating across the ship channel at Buoy #24. (Coordinates 30.12.05/088.56.6) At 2048 hrs., the USCGC MANATEE was dispatched to tie up the boom or take it to shore. At 2317 hrs., USCG Base Gulfport, MS confirmed boom was moved from the channel and a light installed. Boom will be re-set on 18 Jul 2010 by VOO. Any further information will be provided as available. (CCIR 0947 EDT 18 July)

TEXAS:
Shoreline: No new contamination. No SCAT currently scheduled.
Inshore: Total recovered to date 87.13 cubic yards of oily solids.
Nearshore: Nothing significant to report.
Offshore: Conducted 1 overflight. Nothing significant to report.

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LOUISIANA:
Offshore: Skimmers were operational today at the source, 7,599 bbls collected. 1 burn operation conducted. Oil tracking South/Southeast of the source.
Shoreline: Branches are allocating resources to oiling in several locations from St. Bernard Parish to Grand Isle. Continued ops throughout Barataria Bay, South Pass and Grand Terre. Currently only light oiling found. Heavy oil impact has decreased.
Inshore: 12 fishing vessel skimming Task Forces and 27 Shallow Water Barge Skimming Systems were operational in 5 parishes.

MISSISSIPPI:
Shoreline: No new oil reported in Hancock and Harrison counties. Water and beach cleanup operations were limited due to weather. Beach cleanups were suspended on Cat, Horn and Petit Bois Islands due to weather. Cleanups were limited on Ship Island due to weather. Jackson County beach cleanup efforts were also limited due to weather, however beach patrols responded to reports of light tarballs at Bell Fontain, Lake Mars and Pascagoula Beach.
Nearshore: TF#5 conducted limited oil reconnaissance in the vicinity of Horn Island. TF#6 continued outfitting. Both nearshore task forces in Mississippi were on standby due to weather. VOO operations were also restricted due to weather.
Offshore: Tactical control of offshore assets temporarily transferred to ICP Houma to assist with skimming operations near the source. Operational control will remain with ICP Mobile. TF#703 continues to maintain coverage for the Mississippi barrier islands.

ALABAMA:
Shoreline: Light impact of oil and tarballs in Mobile County. No new oil in the Fort Morgan area. Sporadic tarballs were reported in Gulf Shores and in Orange Beach. City of Gulf Shores opened Little Lagoon Cut. Crews identified oiling in the Perdido Pass area and have begun manual cleanup. Crews continued manual cleaning on Little Dauphin Island, West Beach, Pelican Beach, East Beach , and West Point Beach. Light to moderate impact was reported on West Dauphin Island, East Dauphin Island and Pelican Island.
Nearshore: TF#2 scouted east in Mobile Bay and secured for weather. TF#4 VOOs scouted 5 miles east and west of Perdido Pass and up to 10 miles offshore.
Offshore: Tactical control of offshore assets temporarily transferred to ICP Houma to assist with skimming operations near the source. Operational control will remain with ICP Mobile.

FLORIDA:
Shoreline: No new oil reported ashore in Florida. Conducted manual beach cleanups on Escambia, Santa Rosa, Okaloosa, Bay, Gulf and Walton County beaches. Crews continued conducting manual cleanups on Perdido Beach, Perdido Key, Fort Pickens, Pensacola Beach, Navarre Beach and Okaloosa Island.
Nearshore: TF#1 performed training and scouted in the area of Panama City. TF#3 conducted oil reconnaissance in Pensacola Bay and was on standby due to weather. VOO Task Forces conducted surveillance, skimming and booming operations in state waters. Branch 4 assumed tactical control of VOO operation.
Offshore: Tactical control of offshore assets temporarily transferred to ICP Houma to assist with skimming operations near the source. Operational control will remain with ICP Mobile. Offshore assets

NRC LYNNE FRINK, USCGC JAMES RANKIN and USCGC JOSHUA APPLEBY maintained coverage for Florida off of Port St. Joe.

ENVIROMENTAL IMPACT: NSTR

PORT/WATERWAY ECONOMIC IMPACT: (Gulf Exec Sum 18 July)

- All ports remain open, including the Louisiana Offshore Oil Port (LOOP).
- Decontamination Activities: NSTR
- 83,927 sq mi (35%) of Gulf Federal waters are closed to fishing. (NOAA 13 July)

SAFETY/PERSONNEL CASUALTIES: NSTR

FINANCIAL UPDATE: (NPFC Executive Financial Summary Report 18 July)

OSLTF Emergency Fund Remaining	$31,259,096.73
Fed Project Ceiling	$359,500,000.00
Obligated funds to Date	$312,487,894.81
Fed project Ceiling Remaining	$47,012,105.19

BP CLAIMS SUMMARY: (BP Claims Report 16 July) Not reported on weekends.

- Total Number of Claims: 114,278
- Total Amount Disbursed: $177,130,787.00
- Number of Claims Denied: 0
- Number of Checks Disbursed: 64,102

BP CLAIMS CALL CENTER STATISTICS: (BP Claims 16 July) Not reported on weekends.

- Calls Received: 2,024
- Call operators: 164
- Checks written: 3,476
- Cumulative Checks written: 64,102
- Managers/adjusters in field: 1,097
- Claim Centers: 36

FUTURE PLANS (Next 24-48 hours): (UAC Sit Exec Sum 18 July)

- Continue to monitor VOCs; utilize dispersants as necessary
- Capping stack: continue well integrity test and monitor with sonar and seismic surveys
- Q4000: stand by to resume containment if required
- HELIX PRODUCER: stand by to resume containment if required
- DDII: on hold pending DDIII relief results
- DDIII: complete ranging run #13 and prepare to set 9 5/8" casing
- CLEAR LEADER: rig up and test well-test equipment
- CDP-2: install buoy on first free standing riser
- ENTERPRISE: stand by with top hat #7

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NIC STRATEGIC EFFORTS:

- **FRTG Flow Rate Analysis**
  This improved estimate is based on more and better data that is available after the riser cut data which helps increase the scientific confidence in the accuracy of the estimate. As the Government continues to collect additional data and refine these estimates, it is important to realize that the numbers can change. In particular, because the upper number is less certain, it is important to plan for the upper estimate plus additional contingencies immediately. The most likely flow rate of oil is between 35,000 and 60,000 barrels per day.
- **International Engagement Strategy**
  Interagency Strategic Planning (IASP) maintains country specific files on the potential for Impact from the DWH pollution incident on foreign countries. To date, IASP provided briefs to DOS on projections for impact to Cuba, Bahamas, and Bermuda. Brief for Mexico is tentatively scheduled for 4 August. DOS confirming meeting participants. If the potential for oil impact on a foreign country becomes likely, IASP will inform DOS; DOS will provide official notification to the country.
- **Hurricane/Severe Weather Contingency Plan**
  UAC Hurricane/Severe Weather Contingency Plan Revision 4.0 has been published to HSIN. Hurricane planning continues at Unified Area Command and Unified Incident Commands. Personnel Accountability Unit use of the PIER messaging system is being incorporated into the UAC Area Plan.
- **NIC Strategy Implementation**
  NIC Strategy Implementation doctrine version 2.0 has been disseminated and posted on HSIN.
- **Coast Guard/EPA Emergency Regulation**
  The Coast Guard and the Environmental Protection Agency (EPA) continue to take steps to ensure that vital oil spill response equipment currently stationed throughout the country is available to join the fight against BP's leaking oil in the GOM. On 30 June, a joint Coast Guard-EPA temporary interim rule, was published in the Federal Register and became effective. The rule temporarily lowers timing thresholds that require identification and staging of oil spill response equipment around the country in case of an oil spill—freeing up some resources for deployment to the Gulf. Essentially this means that we are temporarily reducing the time in which equipment, including vessels, must be available and "at the ready" for an oil spill so that we can battle the BP oil spill with an even greater force than we have already mobilized.
- **Coast Guard Safety Zone Establishment (Boom Protection)**
  The Captains of the Port for Morgan City, LA, New Orleans, LA, and Mobile, AL, under the authority of the Ports and Waterways Safety Act, has established a 20-meter safety zone surrounding all Deepwater Horizon booming operations and oil response efforts taking place in Southeast Louisiana. The safety zone has been put in place to protect members of the response effort, the installation and maintenance of oil containment boom, the operation of response equipment and protection of the environment by limiting access to and through deployed protective boom. Violation of a safety zone can result in up to a $40,000 civil penalty. Willful violations may result in a class D felony. The US Coast Guard and Joint Information Center have approved Media Vessel Credentialing. They are authorized to travel within the 20m boom safety zone for media activities. They have been made aware that the area is an operational area and there may be many boats engaged in oil spill recovery activities. Media Vessel Credentials are issued by the Joint Information Center, New Orleans, LA.

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Media	Social Media
NOLA JIC • Prepared for Monday morning Press Briefing with Admiral Zukunft at 10:00 a.m. 7/19/2010. • Prepared a Monday afternoon media over-flight with Admiral Zukunft and CBS News. • Processed 11 applications for Safety Zone Media Access Credentials for a total of 281 since inception. **Houma JIC** • Provided an operational overview X6 interview with [redacted] of CBS Evening News; interviews the St Tammany Branch Chief on Lake Pontchartrain; French TV in the Venice, LA responder village for imagery with BP PR rep. **Florida Peninsula JIC** • Was not engaged with national media. **Mobile JIC** • Was not engaged with national media. **Galveston JIC** • Was not engaged with national media.	• DHR social platforms received positive commentary in response to the Q&A with the operations section chief at the Florida Peninsula Command Post and the release requesting public help in reporting banded birds to help with scientific research. • There is some comment that the capping of the well has allegedly caused the opening up of fissures in the sea floor. Concern expressed on AP reported seepage and methane leaking near Deepwater Horizon well. • There is still noteworthy interest in the status of the well cap and the current results from the well integrity test across all social media platforms. • There was early buzz about a new "Joe the Plumber" – the individual who allegedly designed the new cap and has a plumbing background. Many lauded Joe's efforts, but expressed concern that the capping process may have been delayed because Joe is not involved in the response. • Continued training with the newest member of the online communications team

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Community Relations	Government Relations

• CR Teams in FL, MS, and LA have provided Deepwater Horizon Response information in ten languages to CBOs, FBOs, churches, local elected officials and businesses reaching nearly 350,000 individuals.
• CR Teams continue to identify trends and issues throughout affected communities:
  o The need for crisis counseling continues to be reported by religious and social service group leaders.
• On the horizon:
  o July 18, Terrebonne Parish, Protect Our Coastline Concert, 3pm, Houma, LA
	• Daily Governors Teleconference – briefing by RADM Neffenger, USCG, and [redacted], USDA.
	• Local Officials Teleconference – briefing by NOAA, [redacted], CAPT Martin.
	• Sector St. Petersburg will participate in a Collier County, FL officials meeting to discuss Deepwater Horizon Response and county planning efforts

X6

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Unified Area Command Daily External Affairs Report
Summary July 18, 2010

Key Message/Messages

We will stay in the fight as long as it takes and will continue to strategically deploy assets to fight the oil as far offshore as possible, and quickly and effectively clean the impacted coastline. Our commitment to you has been and still is to fight the oil on all fronts and minimize community and environmental harm and we are dedicated to fighting for the Louisiana way of life.

Key Efforts

Future Events and Issues (All times CDT)

Summary of Future Media Events for JICs

UAC NOLA JIC will support a morning Press Briefing with Admiral Zukunft at 10:00am in New Orleans Monday 7/19/2010; will support an afternoon media over-flight with Admiral Zukunft and CBS News.

Florida JIC has an interview on19 July for [redacted] of DOI with [redacted] from Florida Insider Fishing Report. Subject of interview is planning and response activities specific to the Florida Peninsula; on 2 August: WUSF 89.7 FM (NPR) Tampa will Interview Capt. Dickinson on his role as both captain of the port and Branch St. Petersburg federal on-scene coordinator. X6

Staff is reaching out to Gainesville media market for embed opportunities to improve media representation of oil spill response activities in their area.

Galveston JIC has no future media events scheduled.

Houma JIC will support a CBS News interview Monday 7/19 with Admiral Zukunft; The HBO wildlife documentary continuing tomorrow; Popular Mechanics phone interview with Capt. Laferriere on 7/19; CBS Morning show interview Harry Reid with RADM Z; on 7/20-7/21 [redacted], Der Spiegel Magazine on deck with photographer [redacted]; Media Day at Hammond Bird Rehabilitation Center on 7/21; [redacted], Getty Images on site to cover all aspects of the operation here in Grand Isle on 7/21-7/22. X6 X6 X6

Mobile JIC has CNN scheduled to do a story on the Navy Airship 7/20/10; a media flight 7/20; a media flight 7/21; a media event for donation of shallow water wildlife operations boat by Dragonfly Boatworks and Jimmy Buffett to the Friends of Bon Secour National Wildlife Refuge on 7/19aat Gulf Shores, AL; Fox News request for MS beach "back drop" for broadcasting news on 7/19.

Governmental Relations:

Engagement with Government Officials – Sunday July 18, 2010

AM	Congressman Taylor meeting with MS State booming coordinator at Bay St. Louis regarding state boom strategy in the bay. No ICP involvement.
0800	Daily Governors Teleconference – briefing by Captain Gautier.
1045	EPA General Counsel Scott Fulton visit to UAC.
1400	Local Officials Teleconference – briefing by NOAA, CAPT Jillson, CAPT Polk.
1400	Congressional Teleconference.
1415	EPA General Counsel Source Overflight of Grand Isle and Beach Tours.
ALL DAY	International Observers Program visit to UAC.
TBD	Branch St. Petersburg will participate in a Collier County officials meeting to discuss DHR response and county planning efforts.
TBD	Responding to a special request made by Congressman Alcee Hastings (D-FL/23rd), [redacted] will speak to a group of approximately 60 students teachers, and administrators with the Qatar Foundation International Summer of Science and Service Program, who will be visiting the Tampa, FL area, about the oil spill's impact on the region and the clean-up effort.

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Future Media Events for Government Relations

Monday, July 19

TBD	Branch St. Petersburg will participate in a Collier County officials meeting to discuss DHR response and county planning efforts.
TBD	Responding to a special request made by Congressman Alcee Hastings (D-FL/23rd), [redacted] will speak to a group of approximately 60 students teachers, and administrators with the Qatar Foundation International Summer of Science and Service Program, who will be visiting the Tampa, FL area, about the oil spill's impact on the region and the clean-up effort.
TBD	EPA officials overflight of Grand Isle and Beach Tours.

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Tuesday, July 20

TBD	International Observers Program visit to UAC
TBD	Senator Sessions' staff tour of ICP Mobile and overflight.

Wednesday, July 21

1200	RADM T. Sullivan, FORCECOM and CAPT Brian Marvin, FC-5 at ATC Mobile. No ICP Mobile involvement.
TBD	International Observers Program

Thursday, July 22

0745	RADM T. Sullivan, FORCECOM and CAPT Brian Marvin, FC-5 on site for Governors' call and tour of ICP Mobile.
0900	MS State Representatives tour of the ICP and ICS 101 brief.
1300	Deputy Secretary Lute visit to DEEPWATER HORIZON Aviation Coordination Command (ACC) at Tyndall AFB.
1530	Deputy Secretary Lute to visit FOB at NAS. CAPT Poulin to attend.
TBD	VPOTUS visit to Dauphin Island and overflight.
TBD	Vice Commandant, VADM Brice-O'Hara, overflight and tour of ICP Mobile.

Friday, July 23

1500	VADM Brown, PACAREA, visit to CGC Walnut and her Change of Command.
TBD	FLOTUS, Commandant, Vice Commandant, and PACAREA visit to Pascagoula for commissioning of USS Stratton at Northrop Grumman.

Community Relations:

ALABAMA

Summary of Activities

All Counties

- Nothing to report

Mobile County

Bayou la Batre:

- Visited the Claims Center and spoke with claims adjustor to provide the office with 15 handouts each of Deepwater Horizon Response in Spanish, Thai, Korean, Croatian, Vietnamese, Laotian and 20 of each IRS in Korean, Vietnamese, Haitian, French, Thai, Croatian, Cambodian, Laotian and Russian. The claims adjustor requested to have

  A Vietnamese speaking CR language specialist to serve as an interpreter at the claims office when the Bilingual Vietnamese speaking claims adjustor has his day off. CR language specialist stated she will submit a request to LEP coordinator and contact claims adjustor for CR availability.
- At the request of the claims office assistant CR language specialist interpreted for one Vietnamese speaking claimant who inquired about the VOO program.

Tomorrow's Activities

All Counties

- No CR activity planned.

FLORIDA PANHANDLE

Summary of Activities

Escambia County

- Participated in the BP Community Outreach event at the Hilton Hotel on Pensacola Beach.
  - Representatives from USCG, BP operations, BP claims, National Park Service, Fish & Wildlife, EPA, DHS and the VOO program attended.
  - CR Outreach Team from Escambia County and Santa Rosa County distributed Hurricane and Oil Spill fliers, BP Tri-Fold, Claims and the Deepwater Horizon Incident and Oil Spill flyers, FAQ fliers and NOAA Hurricane fliers. There were no concerns or issues voiced regarding the claims process and everyone was well received.
  - Several individuals asked about employment opportunities with the VOO program or the beach clean-up. They were referred to Work Source to complete an application for beach clean-up positions and to Parsons, the company responsible for the VOO program. Parsons had a table for the event.

Santa Rosa County

- DHS CR from Escambia and Santa Rosa staffed an information table with the BP Claims representative at the BP Community Outreach event at the Hilton Hotel on Pensacola Beach. The following handouts were provided to visitors: BP Tri-Fold, Claims and the Deepwater Horizon Incident; Hurricane and Oil Spill; Frequently Asked Questions (Individual and Business); Claims and Escrow Sheet.
- Participating representatives were USCG; BP Operations; BP Claims; Department of Homeland Security; National Park Service; Fish and Wildlife and EPA Program.
  - The USCG gave a presentation dealing with response principles and the Incident Command Post and the number of individuals responding to the incident.
  - BP provided an overview of their services and response to the oil spill and on-going efforts.
- Following the presentations, each group returned to their respective tables and the general public was directed to visit the areas of interest and concerns. There were no issues or concerns raised by the visitors to the BP Claims table.
- Several individuals inquired about employment opportunities with the VOO program or the beach clean-up. They were referred to Work Source to complete applications for beach clean-up positions and to Parsons, the company responsible for the VOO program. Parsons was represented at a table for this event.

Walton County

Paxton:

- Distributed BP Tri-folds, Filing a Claim is Free, USDA, IRS and Q and A handouts to four businesses (18 employees). One owner said his business is down 30%, Stopped at seven churches and spoke with a member of one (25 members), Masonic Lodge, City Hall (no one present), Post Office where Clerk allowed material placed for public use and the fire department where [redacted] said they would pass information to anyone in need. X6

Community of Liberty:

- Distributed same as above BP handouts to four churches and spoke with a member of one church (40 members) who will post for congregation and one business (one employee) on Hwy 331 S, a heavy traveled beach route, who said his business has dropped and he will consider filing a claim.

Santa Rosa Beach:

- Spoke with Assistant Manager of the Claims Center who said she would print and post IRS flier in all 16 languages. No issues or concerns for CR outreach Team.

Tomorrow's Activities
All Counties

- All FL teams off Sunday, July 18, 2010.

MISSISSIPPI
Summary of Activities
Hancock County

- Provided CR support at an information table from 9:00am – 3:00pm at the Red Cross Disaster Rally held at the WIN
- Job Center in Waveland. Approximately 80 individuals visited the table and received the BP How to File a Claim tri-
- No requests were made for LEP handouts which were available for distribution.
- CR outreach team member was interviewed by WQRZ-LP, a local radio station. Questions included what the DHS team was doing at the rally and in the area. CR team member explained the DHS-CR outreach mission and how the field teams were working closely with BP and USCG liaisons to encourage those individuals and businesses affected by the oil spill to file a claim with BP.

Harrison County

- Provided information material to seven businesses (112 employees) one of which was affected by the oil spill suffered a 45% loss of revenue. Those affected were encouraged to file a claim with BP.
- Five businesses reported no decline in their business since the oil spill but they are concerned it may affect future endeavors.

Jackson County

- Jackson County field team joined Hancock team to provide CR support at an information table from 9:00am – 3:00pm at the Red Cross Disaster Rally held at the WIN Job Center in Waveland. Approximately 80 individuals visited the table and received the BP How to File a Claim tri-fold. No requests were made for LEP handouts which were available for distribution.

Tomorrow's Activities/On the Horizon
All Counties

- All MS teams off Sunday, July 18, 2010.

LOUISIANA
Summary of Activities
Jefferson Parish
Bridge City Community:

- CR distributed BP fact sheets (English, Vietnamese, Spanish and Cambodian), Attorney fliers (English, Spanish and Vietnamese), IRS News Release, Gulf Oil Spill Q&A, USDA fact sheets (English and Vietnamese) and SBA information to one grocery store and three houses of worship.
  - Bridge City is a small community where the primary industry is the shipyard; individuals say they have not been affected by the oil spill in this area.

Grand Isle:

- CR met with Lafourche Parish CR Team and BP PIO to transition Grand Isle outreach to Lafourche CR Team.
  - CR observed more activity than in past visits: people out fishing on piers, bridges, and waterways. Businesses are staying open later than about two weeks ago. Even with more activities occurring in the community souvenir shops remain closed.

Lafourche Parish Team now covering Grand Isle:

- CR Team attended a meeting to discuss local community and economic issues including how the community is responding to relief efforts and the partnership of BP and DHS CR staff. Present were White House Domestic Policy Council and Legislative Affairs Staff, the BP Community Liaison, USCG and DHS staff members.
- CR Team attended a Unified Command Meeting, Planning and Review, with BP CR at the Grand Isle Branch Command Center.
- During the meeting the mayor of Grand Isle acknowledged being cautiously optimistic about the well cap. He also stated he has established a good working relationship with the BP CR Team and Coast Guard.

St. Tammany Parish

City of Madisonville:

- CR team provided BP tri-folds and claims fact sheets to a marina and the city museum.
  - He provided CR Team with the phone number of a Madisonville resident who has lost income in a trucking business since the spill. CR will follow up.
  - He informed CR that a local fisherman committed suicide after the spill because he felt his way of life was ending. He said everyone he talks to is depressed. CR will inform BP CR of the marina owner's concerns.
- CR spoke with the manager of the museum who is showing an exhibit related to the oil spill. BP CR was informed of the exhibit.

Town of Pearl River:

- CR Team spoke with the owner of a boat repair business affected by the oil spill. CR provided BP contact information and explained the claims process. The owner has not yet filed a claim; he has heard about the claims process through the media but had not received any information. He expressed gratitude for the CR visit.

City of Slidell:

- CR Team attended the afternoon session of Vessels of Opportunity training held at the North shore Harbor Center in the City of Slidell. Forty seven people attended the session conducted in English; seventeen attended the session conducted in Vietnamese.

Tomorrow's Activities/On the Horizon

All Parishes

- Joint CR teams will visit local businesses, churches, FBOs, CBOs, and local elected officials providing BP claims information to residents in affected communities.

National Incident Commander Daily Situation Update
0630EDT – 19 July 2010
Deepwater Horizon Spill Response
(Updates in RED)

Issues/Activities and Status

- Increased requests from local and state officials and now non governmental agencies for USCG overflights and ICP visits. Air Operations indicates their flight documentation is being scrutinized by Finance section on passenger lists for flights and being told that flights that have no true MEP missions are not paid for under OPA-90. Need policy or guidance on how to handle these.
- Governor Riley and Alabama Representative Spencer Collier requesting that federal royalties from off shore drilling be shared with Alabama and Mobile and Baldwin County specifically.

Trends

- Elected officials have begun to ask much more technical questions than they have previously been asking.
- The 43-inch lighted boom installed in Hancock County, MS under the Magnolia plan has already been run over by local mariners. The CG LNO reports that this trend looks to continue during overnight hours.

JOINT INFORMATION CENTER
24-HOUR SUMMARY

UPDATED July 18, 2010 7 PM

PAST 24 HOURS

Admiral Allen Directs BP to Provide Updates and Next Steps for Well Integrity Test
Admiral Allen sent a letter to BP Chief Managing Director [redacted] regarding the well integrity test. Click here to view the letter. X6

Admiral Allen also reiterated the circumstances surrounding the well integrity test:
"Work must continue to better understand the lower than expected pressure readings. This work centers on two plausible scenarios, depletion of oil from the reservoir and potential leakage caused by damage to the well bore or casing.

"While we are pleased that no oil is currently being released into the Gulf of Mexico and want to take all appropriate action to keep it that way, it is important that all decisions are driven by the science. Ultimately, we must ensure no irreversible damage is done which could cause uncontrolled leakage from numerous points on the sea floor."

Federal Scientists Ask for Help from the Public in Tracking Treated & Released Wildlife
With large numbers of birds being rescued, treated, and relocated in the Gulf States as a result of the BP oil spill, people seeing banded birds are asked to report sightings. As part of this unprecedented unified response to the BP oil spill, federal scientists are asking the public to help report oiled wildlife, as well.

A large percentage of captured birds are being successfully treated and released back into the wild. These birds are being fitted with leg bands that provide identifying information to assist federal scientists from the U.S. Fish and Wildlife Service, U.S. Geological Survey and other organizations in studying these birds after release.

Scientific information being collected from this oil spill will expand the scope of knowledge that bird researchers and other scientists will have in the future to help ensure the health of migratory birds. Among other information, scientists will learn the extent to which released birds return to their original habitat.

People who see the birds are asked to report sightings to the National Bird Banding Lab online: http://www.pwrc.usgs.gov/bbl/default.htm. Reporting the band number and the bird's location will help biologists understand the movements and survival of the birds after their release.

Progress Continues in Drilling Relief Wells

The drilling of relief wells continues. The Development Driller III resumed drilling operations, which were temporarily put on hold in order to avoid interference with the well integrity test, and has drilled the first relief well to a depth of 17,840 feet below the Gulf surface. The Development Driller II has drilled the second relief well—a redundancy measure taken at the direction of the administration—to a depth of more than 15,960 feet below the surface.

Personnel Continue Wildlife Rescue and Recovery Missions Across the Region
From the Houma, La., Incident Command Post, a total of 295 personnel, 83 vessels and four helicopters participated in reconnaissance and wildlife rescue and recovery missions. From the Mobile, Ala., Incident Command Post, 39 two-person teams, 22 support personnel and 11 vessels responded. These missions were conducted in response to calls received on the Wildlife Hotline to report of oiled and injured wildlife. To report oiled wildlife, call (866) 557-1401.

By the Numbers to Date:

The administration has authorized the deployment of 17,500 National Guard troops from Gulf Coast states to respond to this crisis; currently, 1,619 are active.

Approximately 42,000 personnel are currently responding to protect the shoreline and wildlife and cleanup vital coastlines.

More than 6,490 vessels are currently responding on site, including skimmers, tugs, barges, and recovery vessels to assist in containment and cleanup efforts—in addition to dozens of aircraft, remotely operated vehicles, and multiple mobile offshore drilling units.

More than 3.4 million feet of containment boom and 7.2 million feet of sorbent boom have been deployed to contain the spill—and approximately 852,000 feet of containment boom and 3 million feet of sorbent boom are available.

More than 34.2 million gallons of an oil-water mix have been recovered.

Approximately 1.84 million gallons of total dispersant have been applied—1.07 million on the surface and 771,000 sub-sea. Approximately 574,000 gallons are available.

409 controlled burns have been conducted, efficiently removing a total of more than 11 million gallons of oil from the open water in an effort to protect shoreline and wildlife. Because calculations on the volume of oil burned can take more than 48 hours, the reported total volume may not reflect the most recent controlled burns.

17 staging areas are in place to protect sensitive shorelines.

Approximately 615 miles of Gulf Coast shoreline is currently oiled—approximately 352 miles in Louisiana, 112 miles in Mississippi, 69 miles in Alabama, and 82 miles in Florida. These numbers reflect a daily snapshot of shoreline currently experiencing impacts from oil so that planning and field operations can more quickly respond to new impacts; they do not include cumulative impacts to date, or shoreline that has already been cleared.

Approximately 83,927 square miles of Gulf of Mexico federal waters remain closed to fishing in order to balance economic and public health concerns. More than 65 percent remains open. Details can be found at http://sero.nmfs.noaa.gov/.

To date, the administration has leveraged assets and skills from numerous foreign countries and international organizations as part of this historic, all-hands-on-deck response, including Argentina, Belgium, Canada, China, Estonia, France, Germany, Greece, Ireland, Japan, Kenya, Mexico, Netherlands, Norway, Qatar, Russia, Spain, Sweden, Taiwan, Tunisia, United Arab Emirates, United Kingdom, the United Nations' International Maritime Organization, the European Union's Monitoring and Information Centre, and the European Maritime Safety Agency.

National Incident Command
0630EDT – 19 July 2010
Deepwater Horizon Spill Response

LOOP CURRENT

Deepwater Horizon MC252

Loop Current Location Relative to Oil Slick

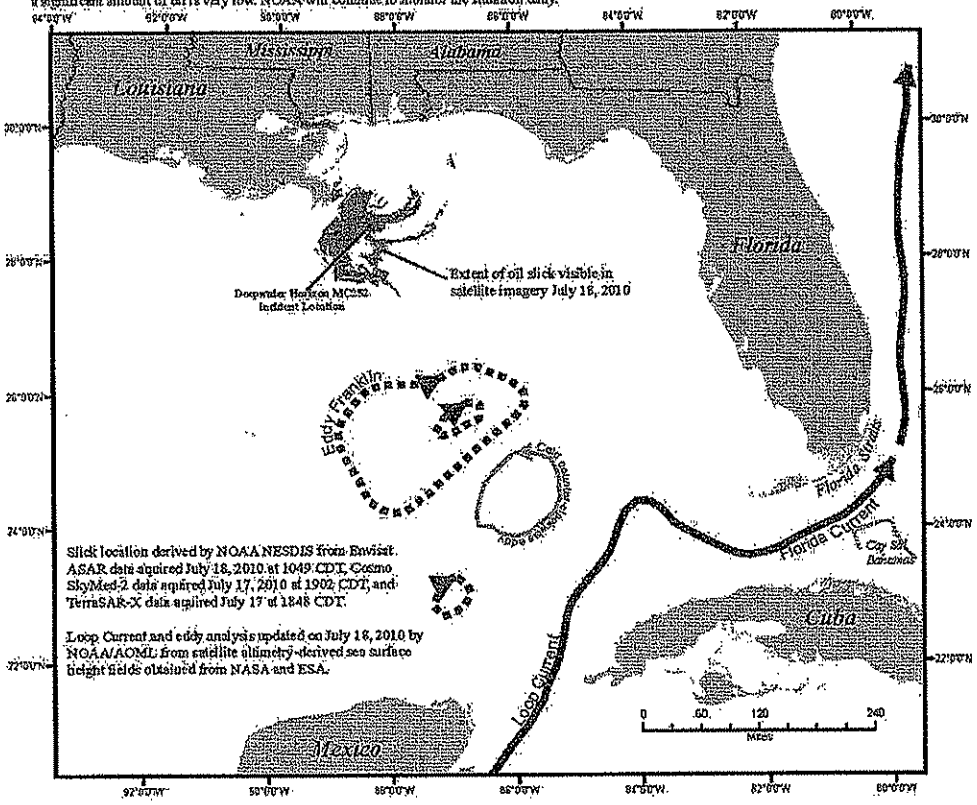
July 18, 2010

The National Oceanic and Atmospheric Administration (NOAA) is closely monitoring the Deepwater Horizon MC252 (BP oil spill) slick's proximity to the Loop Current in the Gulf of Mexico.

- The Loop Current is an area of warm water that comes up from the Caribbean, flowing past the Yucatan Peninsula (Mexico) and into the Gulf of Mexico.
- It generally curves east across the Gulf and then flows south parallel to the west Florida coast; there it becomes the Florida Current as it moves through the Florida Straits, joins the Gulf Stream and travels up the Atlantic Coast, veering progressively farther away from the coast.
- Sometimes the northern part of the Loop Current separates from the main Loop Current, forming a large rotating region of water, known as an eddy.
- There are also smaller eddys that form along the edges of the Loop Current.

Both the location of the Loop Current and location of the oil slick are dynamic and constantly changing. The present location of the oil is identified daily through analysis of satellite imagery, observer overflights and advanced technology on aircraft. This information is also keeping us informed of how far away the oil is from the Loop Current each day. If oil from the spill enters the Loop Current, it would take at least a few days or more to reach the Florida Straits. During this transit time, the natural processes of evaporation and dispersion would reduce the oil volume significantly, and make it less toxic. The remaining oil would be mostly in the form of tarballs.

The figure below, updated daily, shows the location of the oil spill based on satellite imagery. It also depicts the present location of the Loop Current, an eddy north of the Loop Current called Eddy Franklin, and two smaller eddies associated with Eddy Franklin. There has been no indication of oil in or near the Loop Current for over four weeks. Much of the visible slick has moved to the south and east, but with little northerly wind in the forecast, Eddy Franklin separated from the Loop Current, and no eddies in position to move oil toward Eddy Franklin, the risk of the Loop Current transporting a significant amount of oil is very low. NOAA will continue to monitor the situation daily.



Map prepared July 18, 2010 by
NOAA Emergency Response Division

National Incident Command
0630EDT – 19 July 2010
Deepwater Horizon Spill Response

FISHERIES STATUS

Southeast Fishery Bulletin

National Marine Fisheries Service, Southeast Regional Office, 263 13th Avenue South, St. Petersburg, Florida 33701-5505

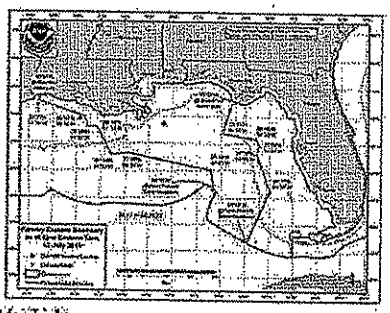
FOR INFORMATION CONTACT:

X6 [redacted]

July 13, 2010
FB10-064

BP Oil Spill: NOAA Modifies Commercial and Recreational Fishing Closure in the Oil-Affected Portions of the Gulf of Mexico

Current revisions to the closure, described below, will be effective on July 13, 2010 at 6 p.m. eastern time (5 p.m. central time). All commercial and recreational fishing including catch and release is prohibited in the closed area; however, transit through the area is allowed.



Map Link:

X6 [redacted]

The new closure measures 83,927 sq mi (217,371 sq km) and covers about 35% of the Gulf of Mexico exclusive economic zone. The majority of federal waters in the Gulf of Mexico are open to commercial and recreational fishing.

Modeling and mapping the actual and projected spill area is not an exact science, NOAA Fisheries Service strongly advises fishermen not to fish in areas where oil or oil sheens (very thin layers of floating oil) are present, even if those areas are not currently closed to fishing.

The closed area is bounded by rhumb lines connecting, in order, the following coordinates:

North latitude	West longitude
At state/federal line	85° 29'
28° 23'	85° 55'
28° 10'	84° 30'
27° 55'	84° 24'
27° 38'	84° 30'
26° 17'	83° 56'
At outer federal line	84° 53'
Follow the outer boundary of federal waters northerly to...	
The outer federal line	86° 16'
27° 03'	86° 23'
27° 39'	89° 50'
27° 35'	90° 23'
28° 36'	91° 08'
28° 36'	91° 32'
28° 58'	91° 40'
29° 31'	93° 36'
At the state/federal line	93° 30'
Follow the state/federal water line easterly to beginning point	

Reminders:
If state waters are closed to fishing due to the oil spill, all vessels must comply with that closure. If state waters are not closed to fishing due to the oil spill, federally permitted vessels may fish in those waters while abiding by all other applicable regulations.

Permit holders are reminded to maintain their federal vessel permits by submitting timely reporting requirements and renewal applications, even if the vessel is not currently engaged in fishing activities.

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 14, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has nine (9) spotter visual reports from 13 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 14 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 6-8 knots, wave height 1 foot, ceilings unlimited and visibility 10 nm.

Houma Unified Command anticipates that, due to the weather, location, distribution (4,500 sqmi) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 15, 2010. Prior to spray operations the spotter aircraft will identify the highest value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the

heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* is planned to conduct water chemistry and toxicology sampling. These operations depend upon approval to apply dispersants either aerial or with boat spray systems onboard the M/V *International Peace*.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed 23,000 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Roy A. Nash Date: 6/15/2010

FOR James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 15 June 2010 with Oil Targets from Spotter Operations on 14 June

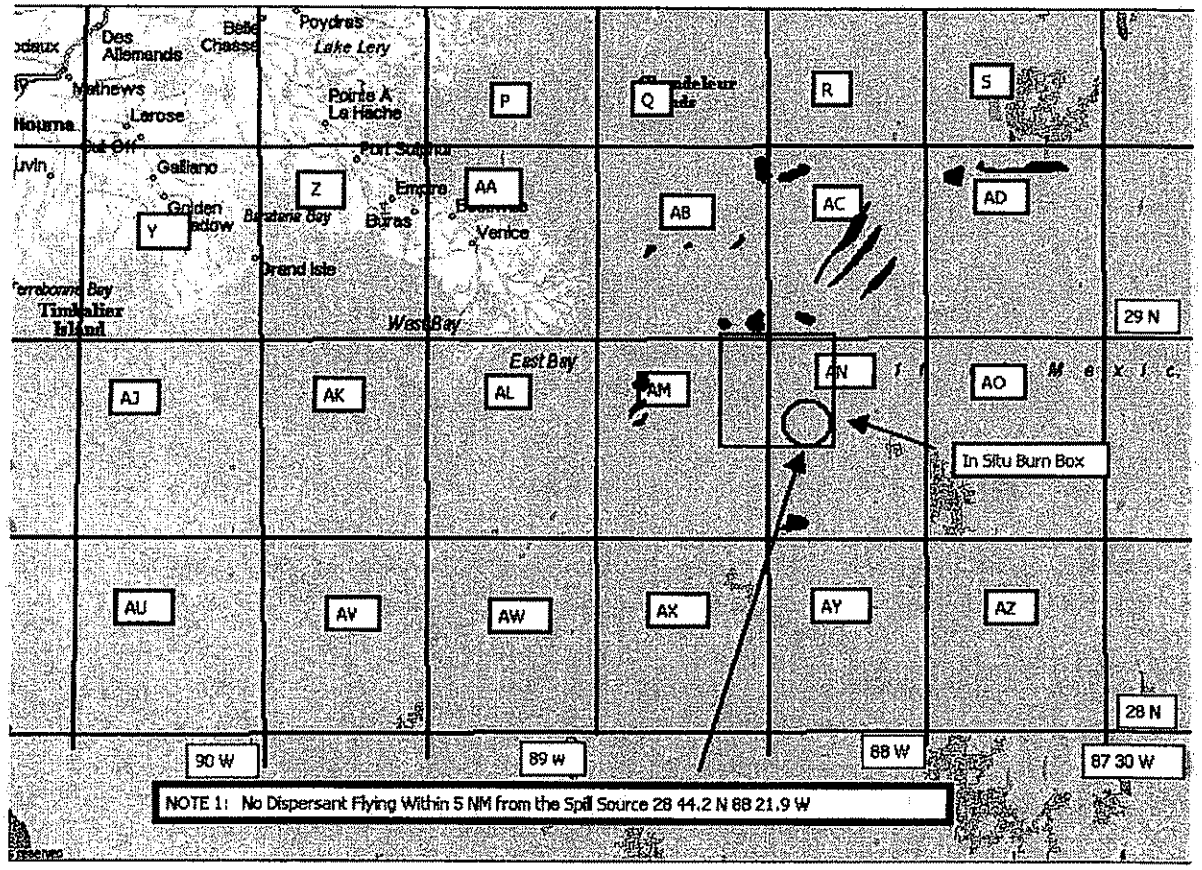


TABLE 1
Dispersible Oil Report June 14, 2010

	Zone	Estimated Area (sq.mi)	Estimated percentage dispersible oil	Dispersant Needed (1/20 DOR)
Priority 1	AD	900	.2	5,600
Priority 2	AC	900	1.0	13,440
Priority 3	AB	900	.01	1,120
Priortiy 4	AM	900	.02	1,440
Priority 5	AN	900	.01	1,120
Total		4,500		22,720

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

Attachment 3

Offshore Skimming Resources

		SOURCE			Date/Time: 14 June 1200	
Designator	Kind / Type	Vessel	Assignmer	Status	Location	
[redacted]						
IT	PV1/Wear	International Trooper	[redacted]	Skimming	Mechanical	
402	TV2	MSRC 402 Barge (Kimberly Colle)	TF Storage	On-scene	MC-252	
452	TV1	MSRC 452 Barge (Tara Crosby)	TF Storage	Standby	Ft Jackson	
570	TV1	MSRC 570 Barge (Crosby Clipper)	TF Storage	Standby	Pilot Town	
155	TV1	K-Sea DBL-155 (Rebel)	TF Storage	On-scene	MC-252	
Costner	TV1	Energy 8001 (Superior Service) Co	TF Storage	On-scene	MC-252	
		Boom Boats				
Designator		Vessel	Assignment		Location	ETA
CC		Chanese G	Central	Standby	Venice	
SF		Sea Fox	Central	Standby	Venice	
[redacted]						
MSE			Central	Mechanical	Venice	
JN		[redacted]	Central	Standby	Venice	
[redacted]						
SH		Sea Hawk	Central	Standby	Venice	

		Crew/Re-supply				
ML		[redacted]	Shuttle/Re-	Supply Run	Venice Based	
FO		Fox	Shuttle/Re-	Supply Run	Venice Based	
JP		[redacted]	Shuttle/Re-	Supply Run	Venice Based	
CS		[redacted]	Shuttle/Re-	Supply Run	Venice Based	
KL		[redacted]	Shuttle/Re-	Supply Run	Venice Based	
BC		[redacted]	Shuttle/Re-	Supply Run	Venice Based	
		Inland Barges				
331		Cenac 331 Barge	TF Storage	5,000 bbl open	Ft Jackson	
323		Cenac 323 Barge	TF Storage	21,000 bbl open	Venice	
324		Cenac 324 Barge	TF Storage	21,000 bbl open	Venice	
HM-3048		Higman 3048 Barge	TF Storage	Full	Enroute	Houstc
HM-3049		Higman 3049 Barge	TF Storage	8,000 bbl open	Venice New Park	

		NON SOURCE			
Designator		**Vessel**	**Assignmer**	**Status**	**Location**
[redacted]					
GI	RV1	Gulf Influence	FED	Enroute	
[redacted]					
HN	RV1	HOS North	FED	Outfitting	Fourchon

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 15, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), BP Exploration & Production Inc. ("BP") has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has nine (9) spotter visual reports from 15 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 16 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 5-10 knots, wave height 1-2 feet, ceilings unlimited and visibility 10 nm; 20 per cent chance of thunderstorms in the area.

Houma Unified Command anticipates that, due to the weather, location, distribution (3,600 sqmi) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 16, 2010. Prior to spray operations the spotter aircraft will identify the highest value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the

heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* is planned to conduct water chemistry and toxicology sampling. These operations depend upon approval to apply dispersants either aerial or with boat spray systems onboard the M/V *International Peace*.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed 27,700 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 6-16-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 16 June 2010 with Oil Targets from Spotter Operations on 15 June

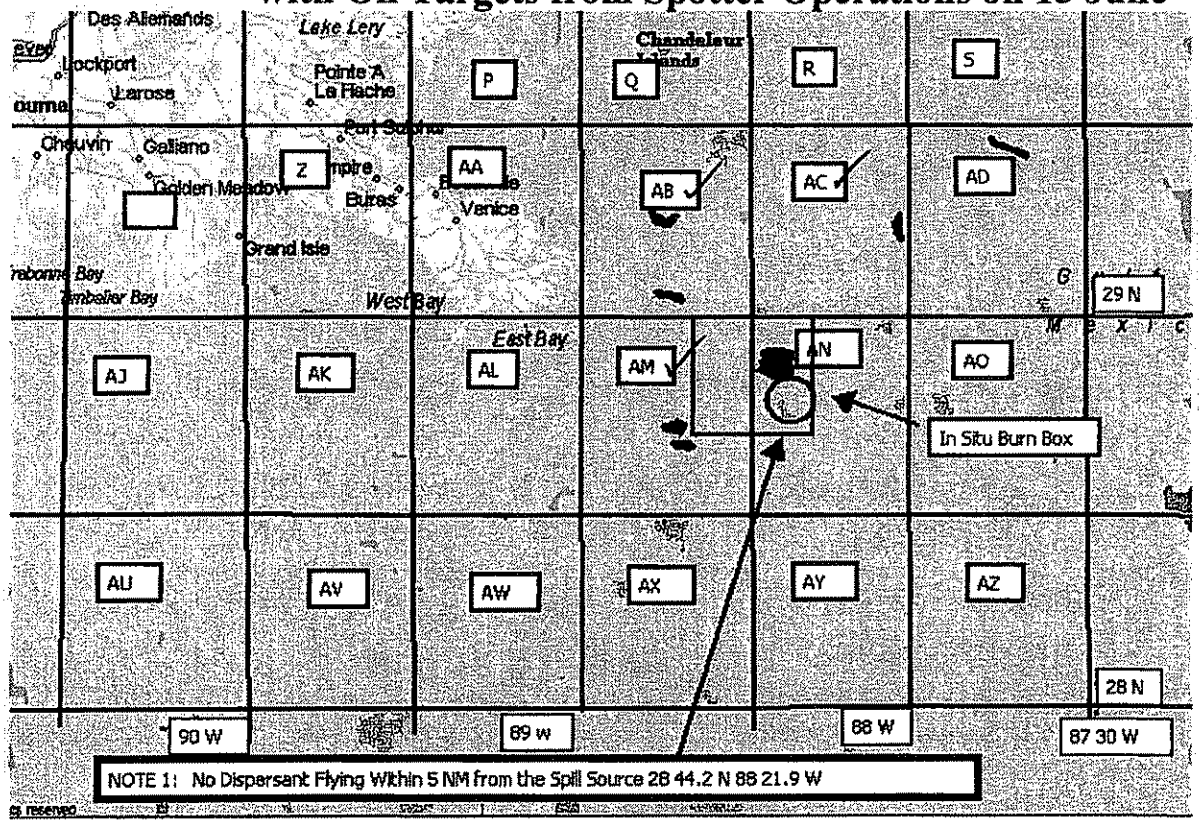


TABLE 1
Dispersible Oil Report June 15, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed (1/20 DOR)
AB	2	3200	2-15	1,152
AD	1	1152	90	5,184
AM	2	2739	60-70	9,498
AC	1	1280	30	1,920
AN	TBD	TBD	Due to Enterprise shutdown expect significant surface oil slicks near the source	10,000
TOTAL				27,754

19K.

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

Attachment 3

Offshore Skimming Resources

[redacted]
In Transit
Out of Service
Lightering

	SOURCE				Date/Time 15 June 1400		
	Designator	Kind/Type	Vessel	Assignment	Status	Location	ETA
1	[redacted]						
2	[redacted]						
3	[redacted]						
4	[redacted]						
5	[redacted]						
6	[redacted]						
7	[redacted]						
8	[redacted]						
9	[redacted]						
10	[redacted]						
11	[redacted]						
	ER	RV1/Weir	Lana Rose (NRC VOSS)	NRC	Equipment	MC-252	
	SV	RV1/Weir	Seacor Washington (Dutch crew)	NRC	Equipment	Fourchon	
	HR	RV1/Belt	NRC Forrestwarden	NRC	Mechanical	Venice	
12	[redacted]						
13	[redacted]						
	H	RV1/Weir	International Trooper (w/CGA FRU)	CGA	Mechanical	Venice	
14	[redacted]						
15	[redacted]						
16	[redacted]						
	402	TV2	MSRC 402 Barge (Kimberly Cole)	TF Storage	On-scene	MC-252	
	452	TV1	MSRC 452 Barge (Tara Crosby)	TF Storage	Standby	Ft Jackson	
	570	TV1	MSRC 570 Barge (Crosby Clipper)	TF Storage	Standby	White Tail	
	155	TV1	K-Sea DBL 155 (Rebel)	TF Storage	On-scene	MC-252	
	Costner	TV1	Energy 8001 (Superior Service) Costner	TF Storage	On-scene	MC-252	

	Boom Boats					
Designator		Vessel	Assignment		Location	ETA
CC	WB2	Chanese G	Source	Standby	Venice	
SF	WB2	Sea Fox	Source	Standby	Venice	
[redacted]						
MSE	WB2	Ms. Addison	Source	Mechanical	Venice	

JN	WB2	[redacted]	Source	Standby	Venice	
[redacted]						
HE	WB1	Hercules	Source	Boom tow	Enroute	
BR	WB1	Brutus	Source	Boom tow	Enroute	
SH	WB2	Sea Hawk	Source	Standby	Venice	

	Crew/Re-supply					
ML	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
FO	WB2	Fox	Ampol Re-sup	Supply Run	Venice Based	
JP	WB2	[redacted] (Drop Box)	Shuttle/Re-su	Supply Run	Venice Based	
CS	WB4	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
KL	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
EV	WB2	Eveready	NRC Re-suppl	Supply Run	Venice Based	
MW	WB2	[redacted]	NRC Re-suppl	Supply Run	Venice Based	
BC	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	

		Inland Barges				
331	TV3	Cenac 331 Barge	TF Storage	5,000 bbl open	Ft Jackson	
323	TV3	Cenac 323 Barge	TF Storage	21,000 bbl open	Venice	
324	TV3	Cenac 324 Barge	TF Storage	21,000 bbl open	Venice	
HM-3048	TV3	Higman 3048 Barge	TF Storage	Full	Enroute	Houston
HM-3049	TV3	Higman 3049 Barge	TF Storage	8,000 bbl open	Venice Bay Park	

NON SOURCE				
Vessel	Assignmen	Status	Location	ETA
Gulf Influence	FED	On-scene	Western Loop	
Orleans	FED	repairs	Fourchon	
Sir Lancelot (USCG VOSS)	FED	repairs	Fourchon	
Miss Megan (USCG VOSS)	FED	Enroute		
Resolve Pioneer		Unable to contact		

Attachment 1
Vapor Suppression Guidelines
May 29, 2010

These guidelines pertain to deployment and use of dispersant vessels and fire fighting vessels in Source Control Operations. The guidance provides additional detail around action levels specified in the Offshore Air Monitoring Plan for Source Control (2200-T2-DO-PN-4002-4). In addition, this guidance aligns with Dispersant Procedures for Vessels Adriatic and HOS Super H (2200-T2-LC-RP-4091) and Fire Fighting Vessels Operating (Priorities and Procedures (2200-T2-DO-PR-4057).

All vessels experiencing VOC levels exceeding 50PPM are directed to report it to Source Control SimOps Branch Director. Application of dispersant should be coordinated through the Source Control SimOps Branch Director.

Recommended actions for VOC management:

- VOC levels of 20 to 70ppm
  - Use Rem Forza and Kay Marine 5 vessels for wide spray water pattern to suppress and redirect vapors

- VOC over 70ppm
  - Notify Source Control SimOps Branch Director to coordinate dispersant use
  - Use HOS Super H and Adriatic as primary dispersant vessels
  - Use Rem Forza and Kay Marine 5 vessels to apply dispersant when wide spray water pattern is not effective

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 16, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has seven (7) spotter visual reports from 16 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 17 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 5-10 knots, wave height 1-2 feet, ceilings unlimited and visibility 10 nm; 20 per cent chance of thunderstorms in the area.

Houma Unified Command anticipates that, due to the weather, location, distribution (3,600 sqmi) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 17, 2010. Prior to spray operations the spotter aircraft will identify the highest value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the

heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* plans to conduct boat spray testing on fresh oil with water chemistry and toxicology sampling. The SMART Tier 1 observations indicate that dispersants are effective as shown in the QA/QC review document attached. Details and photographs of the Tier 1 observations are available at epaosc.org web site.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed ~~25,800~~ 18,700 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 6-17-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 17 June 2010 with Oil Targets from Spotter Operations on 16 June

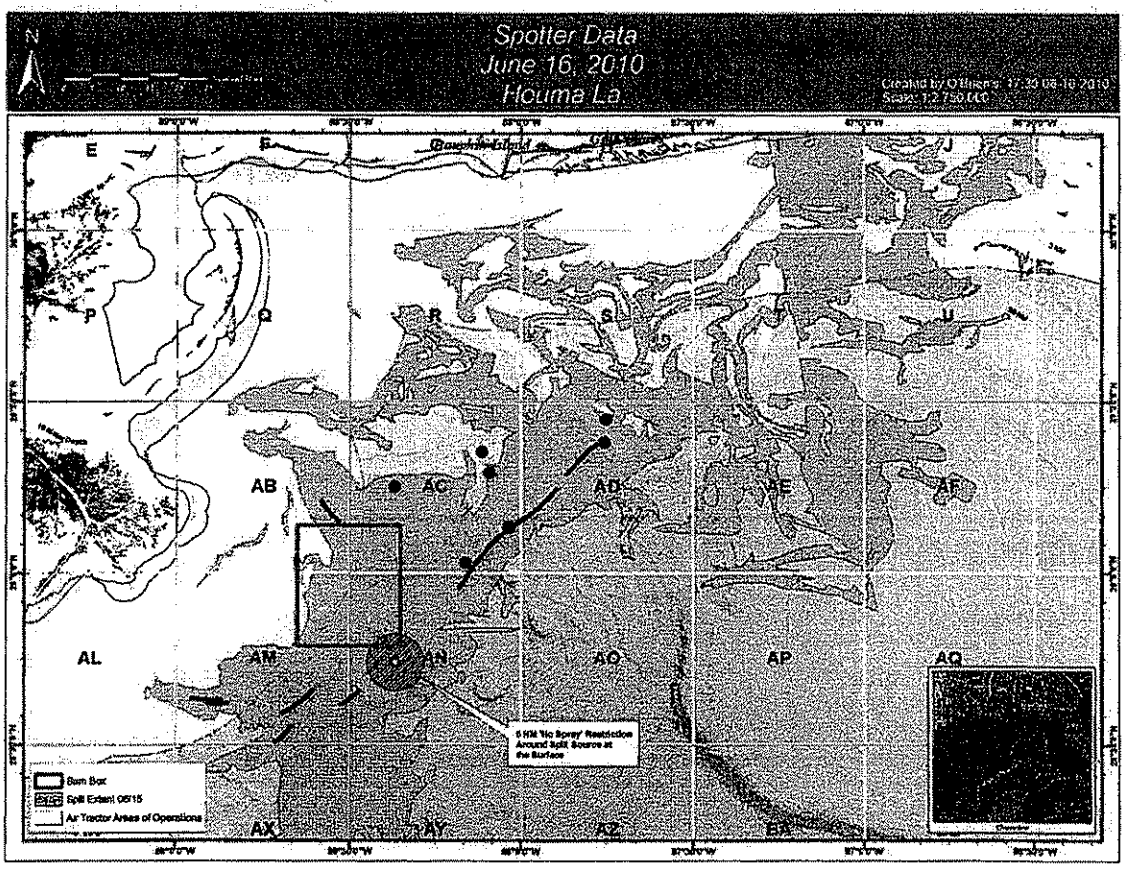


TABLE 1
Dispersible Oil Report June 16, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed (1/20 DOR)
AB	1	96	90	432
AC	4	10,240	20	10,240
AD	2	684	50-90	1,801
AM	4	4838	20-80	13,312
AN	TBD	TBD	Zone near source, unable to recon due to ISB	0
TOTAL				25,785

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

		Boom Boats				
Designator		**Vessel**	**Assignment**		**Location**	**ETA**
CC	WB2	Chanese G	Source	Standby	Venice	
SF	WB2	Sea Fox	Source	Standby	Venice	
[redacted]						
HSE	WB2	Hs. Addison	Source	Mechanical	Venice	
JN	WB2	[redacted]	Source	Standby	Venice	
[redacted]						
HE	WB1	Hercules	Source	Boom tow	Enroute	
BR	WB1	Brutus	Source	Boom tow	Enroute	
SH	WB2	Sea Hawk	Source	Standby	Venice	

		Crew/Re-supply				
ML	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
FO	WB2	Fox	Ampol Re-sup	Supply Run	Venice Based	
JP	WB2	[redacted] (Drop Box)	Shuttle/Re-su	Supply Run	Venice Based	
CS	WB4	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
KL	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
EV	WB2	Eveready	NRC Re-suppl	Supply Run	Venice Based	
MW	WB2	[redacted]	NRC Re-suppl	Supply Run	Venice Based	
BC	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	

		Inland Barges				
331	TV3	Cenac 331 Barge	TF Storage	5,000 bbl open	Ft Jackson	
323	TV3	Cenac 323 Barge	TF Storage	21,000 bbl open	Venice	
324	TV3	Cenac 324 Barge	TF Storage	21,000 bbl open	Venice	
HM-3048	TV3	Higman 3048 Barge	TF Storage	Full	Enroute	Houston
HM-3049	TV3	Higman 3049 Barge	TF Storage	8,000 bbl open	Venice New Park	

Attachment 3

Offshore Skimming Resources

SOURCE					Date/Time 16 June 0900	
Designator	**Kind/Type**	**Vessel**	**Assignment**	**Status**	**Location**	**ETA**
[redacted]						
MSR	RV1/Weir	Mississippi Responder	MSRC	Pit stop	Ft Jackson	
[redacted]						
LR	RV1/Weir	Lana Rose (NRC VOSS)	NRC	Equipment	MC-252	
SW	RV1/Weir	Seacor Washington (Dutch arm)	NRC	Equipment	Fourchon	
PER	RV1/Belt	NRC Perseverence	NRC	Mechanical	Venice	
[redacted]						
IT	RV1/Weir	International Trooper (w/CGA FRU)	CGA	Mechanical	Venice	
[redacted]						
RE	RV1/Belt	Rene (Navy Marco)	Fed	Equipment	MC-252	
[redacted]						
402	TV2	MSRC 402 Barge ([redacted])	TF Storage	On-scene	MC-252	
452	TV1	MSRC 452 Barge ([redacted])	TF Storage	Standby	Ft Jackson	
570	TV1	MSRC 570 Barge ([redacted])	TF Storage	Standby	White Tail	
155	TV1	K-Sea DBL-155 (Rebel)	TF Storage	On-scene	MC-252	
Costner	TV1	Energy 8001(Superior Service) Costner	TF Storage	On-scene	MC-252	

Attachment 4

Deepwater Horizon Incident – Houma Incident Command Center

SMART Tier 1 Preliminary Data Quality Assessment and Review

SMART Tier 1 data consists of observations summarized in an Activity Log (Unit Log ICS 214-CG) and pre- and post-application photographs and associated photo log of dispersant spray operations. This form documents the results of a preliminary quality assessment review of these documents.

Smart Air Team #: 2 Date: 6/15/2010

Operational Period: 0000 15 June 2010 to 2359 15 June 2010

Data Review (Check documents that were reviewed)

☑ Unit Log – ICS 214-CG

☑ Photographs (How many reviewed? 9)

☑ Photo Log

Assessment (Check appropriate box(s))

☑ Concur with SMART observer findings (reasonableness of findings)

☐ Issues of note from data review. Briefly describe.

☑ Dispersant is effective based on review of Activity Log, photographs, and photo log.

☐ Results inconclusive with respect to dispersant effectiveness.

☐ Other. Briefly describe.

Reviewed by Dispersant Assessment Group Member (Print name, sign, and date)

Name: [redacted] Signature: [redacted] Date: 6-16-10

Reviewed by NOAA SSC (Print name, sign, and date)

Name: [redacted] Signature: [redacted] Date: 6·16·10

Template Updated 20100613

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 17, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has nine (9) spotter visual reports from 17 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 18 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 5-10 knots, wave height 1-2 feet, ceilings unlimited and visibility 10 nm; 20 per cent chance of thunderstorms in the area.

Houma Unified Command anticipates that, due to the weather, location, distribution (5,400 sqmi) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 18 2010. Prior to spray operations the spotter aircraft will identify the highest value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the

heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* plans to conduct boat spray testing on fresh oil with water chemistry and toxicology sampling. The QA/QC report on the SMART Tier 1 observations will be provided tomorrow with the updated morning spotter reports.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed ~~21,000~~ 19,200 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 6/18/2010

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 18 June 2010 with Oil Targets from Spotter Operations on 17 June

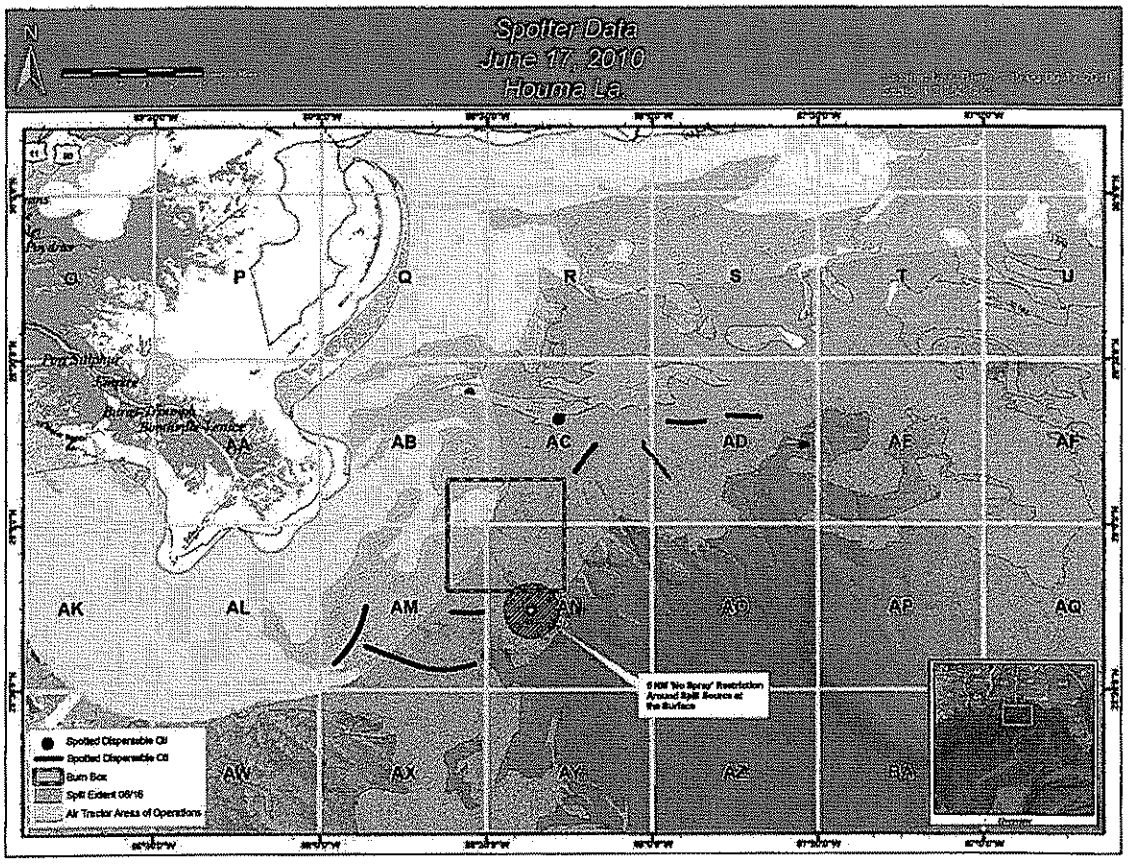


TABLE 1
Dispersible Oil Report June 17, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed (1/20 DOR)
AB	2	640	20	640
AC	3	1,120	70-80	4,160
AD	3	693	80-85	9,397
AM	4	6,903	15-85	6,829
AN	TBD	TBD	Zone near source, unable to recon due to ISB	0
TOTAL				21,026

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 18, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has nine (9) spotter visual reports from 18 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 19 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 5-10 knots, wave height 0.5-1 feet, ceilings unlimited and visibility 10 nm; 25 per cent chance of thunderstorms in the area.

Houma Unified Command anticipates that, due to the weather, location, distribution (4,500 sqmi) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 19 2010. Prior to spray operations the spotter aircraft will identify the high value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the

heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* plans to conduct boat spray testing on fresh oil with water chemistry and toxicology sampling. The QA/QC report on the SMART Tier 1 observations for the 17th is attached.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed 16,400 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 6-19-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 19 June 2010 with Oil Targets from Spotter Operations on 18 June

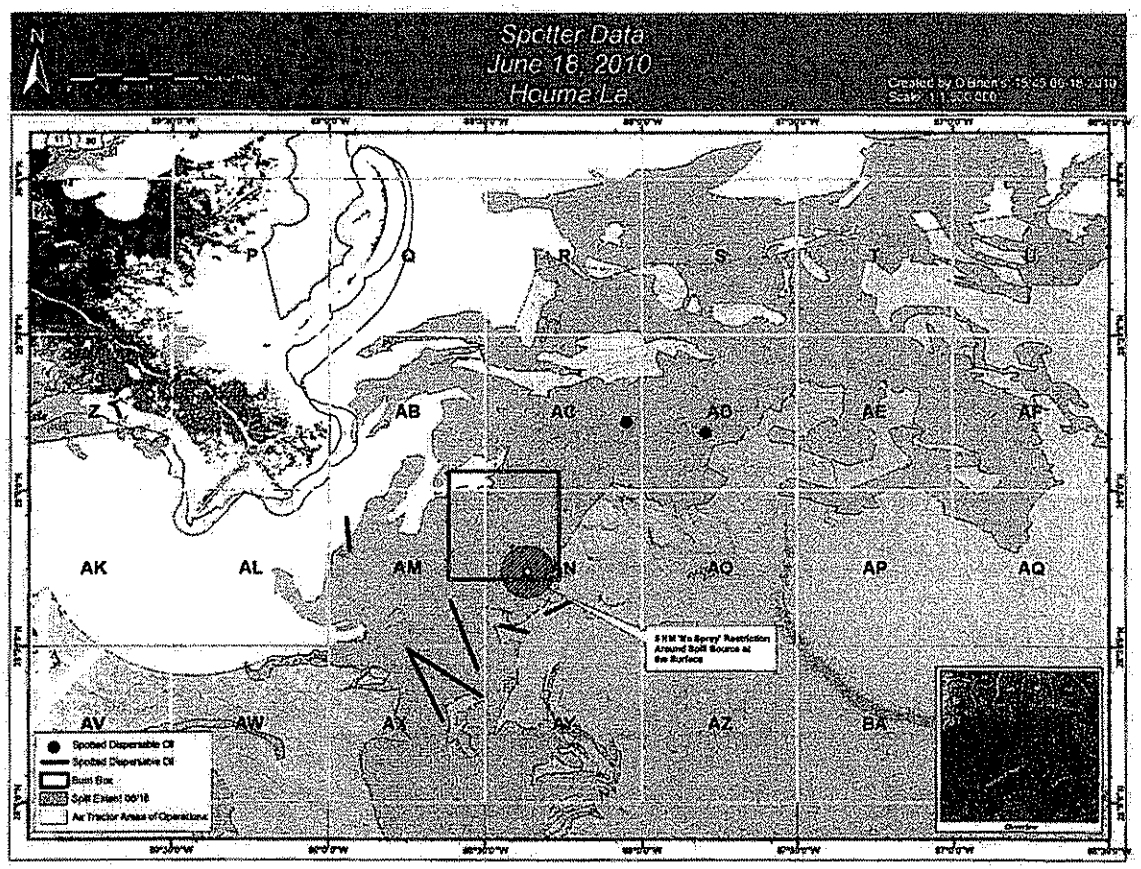


TABLE 1
Dispersible Oil Report June 18, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed (1/20 DOR)
AC	1	2560	30	3,840
AD	1	192	90	864
AM	2	1280	80	5,120
AN	2	3360	30-90	5,520
AX	2	736	20	1,024
TOTAL				16,368

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

Attachment 3

Offshore Skimming Resources

SOURCE				Date/Time	18 June 1500	
Designator	**Kind/Type**	**Vessel**	**Assignment**	**Status**	**Location**	**ETA**
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
MSR	RV1/Weir	Mississippi Responder	MSRC	Pit stop	Ft Jackson	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
LR	RV1/Weir	Lana Rose (NRC VOSS)	NRC	Equipment	MC-252	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
MA	RV1/Weir	Mr. Alex (w/CGA FRU)	CGA	Mechanical	MC-252	
RE	RV1/Belt	Rone (Navy Marco)	Fed	Equipment	MC-252	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

402	TV2	MSRC 402 Barge ([redacted]	TF Storage	On-scene	MC-252	
452	TV1	MSRC 452 Barge ([redacted])	TF Storage	Standby	Ft Jackson	
570	TV1	MSRC 570 Barge ([redacted])	TF Storage	Standby	White Tall	
155	TV1	K-Sea DBL-155 (Rebel)	TF Storage	On-scene	MC-252	

Costner	TV1	Energy 8001(Superior Service) Costner	TF Storage	On-scene	MC-252	
		Boom Boats				
Designator		**Vessel**	**Assignment**		**Location**	**ETA**
CC	WB2	Chanese G	Source	Standby	Venice	
SF	WB2	Sea Fox	Source	Standby	Venice	
[redacted]						
MSE	WB2	[redacted]	Source	Mechanical	Venice	
JN	WB2	[redacted]	Source	Standby	Venice	
[redacted]						
HE	WB1	Hercules	Source	Boom tow	Enroute	
[redacted]						
MR	WB1	[redacted]	Source	Boom tow	Enroute	
SH	WB2	Sea Hawk	Source	Standby	Venice	

		Crew/Re-supply				
ML	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
FO	WB2	Fox	Ampol Re-sup	Supply Run	Venice Based	
JP	WB2	[redacted] (Drop Box)	Shuttle/Re-su	Supply Run	Venice Based	
CS	WB4	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
KL	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
EV	WB2	Eveready	NRC Re-suppl	Supply Run	Venice Based	
MW	WB2	[redacted]	NRC Re-suppl	Supply Run	Venice Based	
BC	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	

		Inland Barges				
331	TV3	Cenac 331 Barge	TF Storage	5,000 bbl open	Ft Jackson	
323	TV3	Cenac 323 Barge	TF Storage	21,000 bbl open	Venice	
324	TV3	Cenac 324 Barge	TF Storage	21,000 bbl open	Venice	
HM-3048	TV3	Higman 3048 Barge	TF Storage	Full	Enroute	Houston
HM-3049	TV3	Higman 3049 Barge	TF Storage	8,000 bbl open	Venice New Park	

Deepwater Horizon Incident – Houma Incident Command Center

SMART Tier 1 Preliminary Data Quality Assessment and Review

SMART Tier 1 data consists of observations summarized in an Activity Log (Unit Log ICS 214-CG) and pre- and post-application photographs and associated photo log of dispersant spray operations. This form documents the results of a preliminary quality assessment review of these documents.

Smart Air Team #: 2 Date: 6/17/2010

Operational Period: 0000 17 June 2010 to 2359 17 June 2010

Data Review (Check documents that were reviewed)

☑ Unit Log – ICS 214-CG

☑ Photographs (How many reviewed? 12)

☑ Photo Log

Assessment (Check appropriate box(s))

☑ Concur with SMART observer findings (reasonableness of findings)

☐ Issues of note from data review. Briefly describe.

☑ Dispersant is effective based on review of Activity Log, photographs, and photo log.

☐ Results inconclusive with respect to dispersant effectiveness.

☐ Other. Briefly describe.

Reviewed by Dispersant Assessment Group Member (Print name, sign, and date)

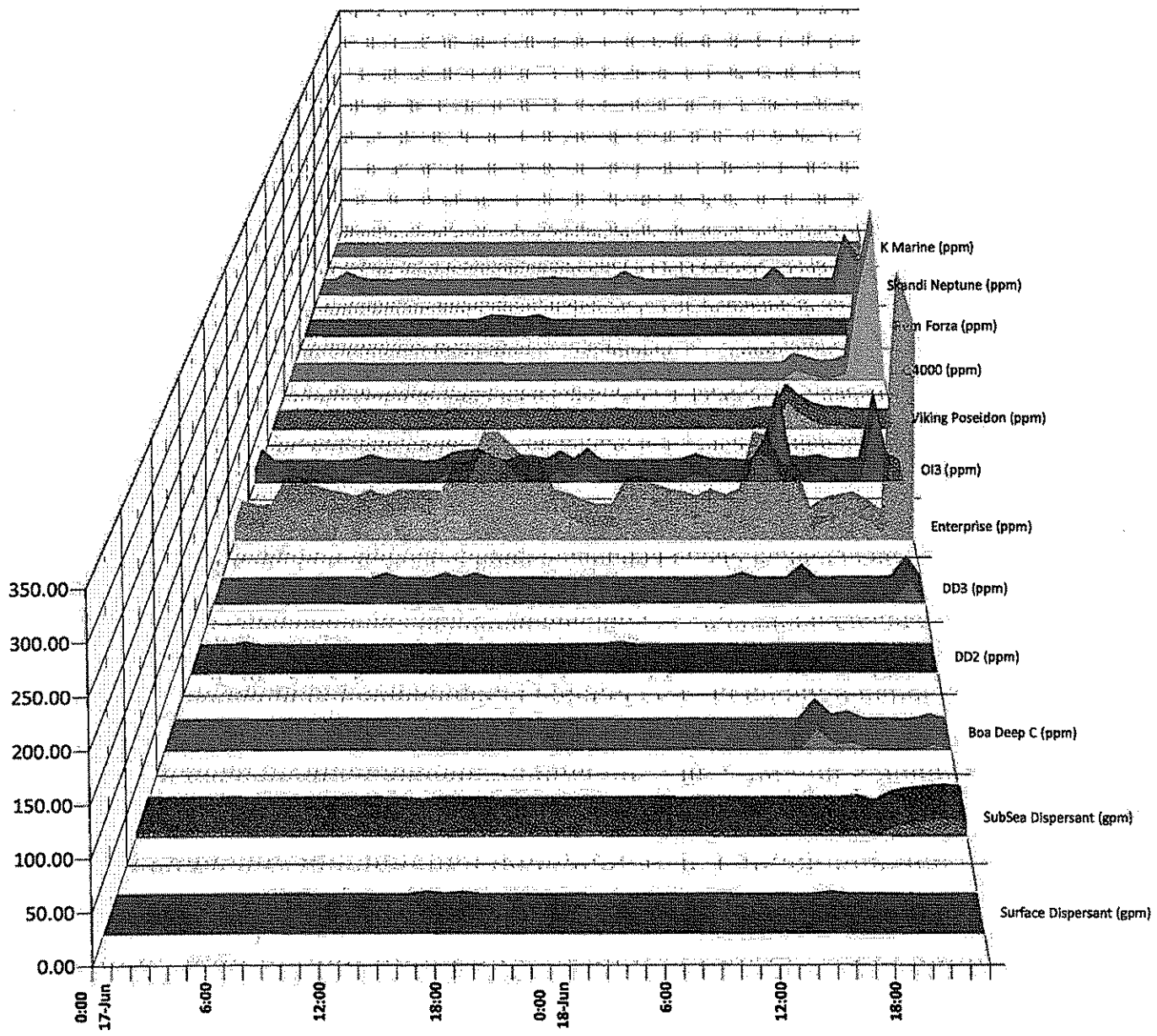
Name: [redacted] Signature: [redacted] Date: 6/18/10

Reviewed by NOAA SSC (Print name, sign, and date)

Name: [redacted] Signature: [redacted] Date: 6/18/10

6/19/2010

48 Hour Dispersant Application and VOC Chart



James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 19, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has eleven (11) spotter visual reports from 19 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 20June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 4-8 knots, wave height 0.5-1 feet, ceilings unlimited and visibility 10 nm; 40 per cent chance of thunderstorms in the area.

Houma Unified Command anticipates that, due to the weather, location, distribution (4,500 sqmi) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 20 2010. Prior to spray operations the spotter aircraft will identify the high value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the

heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* will be returning to port for the transfer of samples and re-provisioning. The QA/QC report on the SMART Tier 1 observations for the 18th will be provided to EPA tomorrow morning.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed 15,500 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 6-20-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 20 June 2010 with Oil Targets from Spotter Operations on 19 June

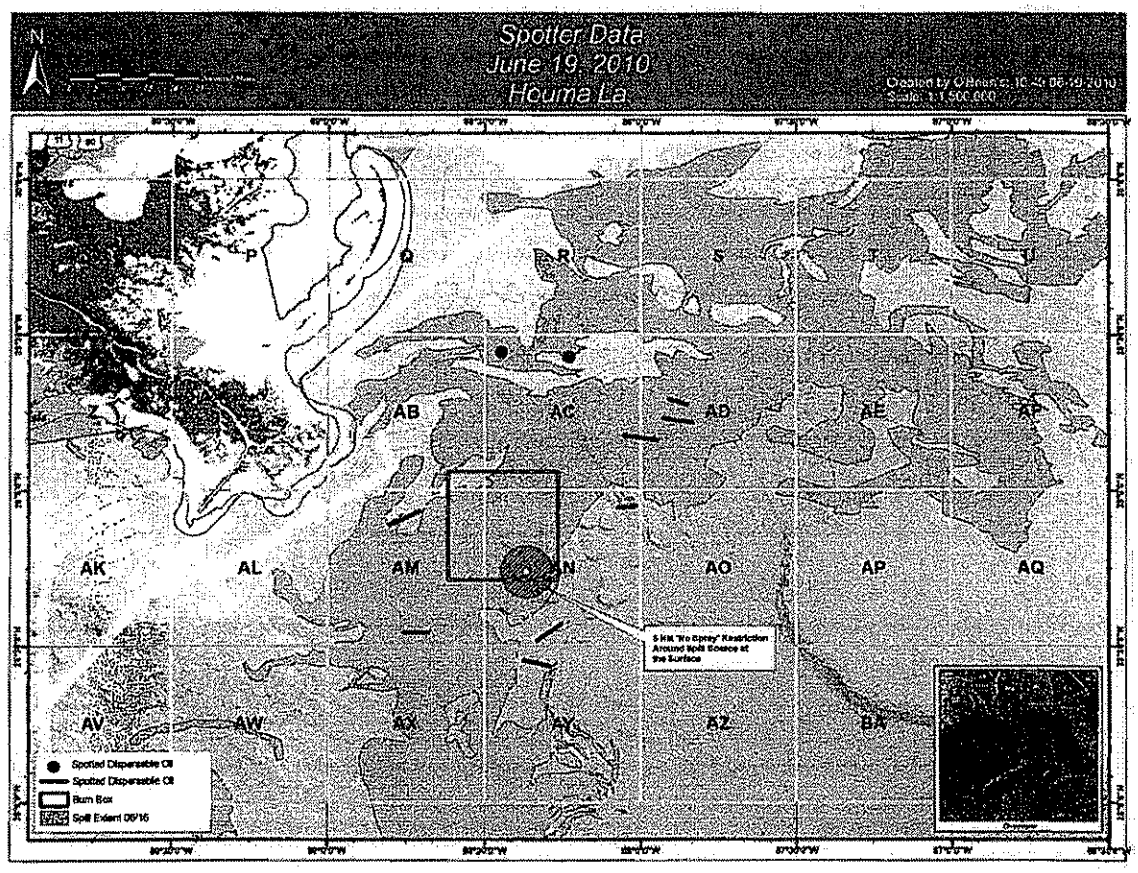


TABLE 1
Dispersible Oil Report June 19, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed (1/20 DOR)
AC	3	280	20-50	600
AD	3	1,172	30-50	2,611
AM	3	12,198	15-60	9,638
AN	3	2,880	15-20	2,480
AY	1	127	20	130
TOTAL				15,459

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

Attachment 3

Offshore Skimming Resources

		SOURCE			Date/Time 19 June 1500	
Designator	**Kind/Type**	**Vessel**	**Assignment**	**Status**	**Location**	**ETA**
[redacted]						
VAR	RV1/Weir	Virginia Responder	MSRC	Pit stop	Ft Jackson	
[redacted]						
LR	RV1/Weir	Lana Rose (NRC VOSS)	NRC	Equipment	MC-252	
PER	RV1/Belt	NRC Perseverence	NRC	Mechanical	MC-257	
[redacted]						
MA	RV1/Weir	Mr. Alex (w/CGA FRU)	CGA	Mechanical	MC-252	
RF	RV1/Belt	Rene (Navy Marco)	Fed	Equipment	MC-252	
[redacted]						
402	TV2	MSRC 402 Barge ([redacted])	TF Storage	On-scene	MC-252	
452	TV1	MSRC 452 Barge ([redacted])	TF Storage	Standby	Ft Jackson	
570	TV1	MSRC 570 Barge ([redacted])	TF Storage	Standby	White Tail	
155	TV1	K-Sea DBL-155 (Rebel)	TF Storage	On-scene	MC-252	

Costner	TV1	Energy 8001(Superior Service) Costner	TF Storage	On-scene	HC-252	
		Boom Boats				
Designator		**Vessel**	**Assignment**		**Location**	**ETA**
CC	WB2	Chanese G	Source	Standby	Venice	
SF	WB2	Sea Fox	Source	Standby	Venice	
[redacted]						
MSE	WB2	[redacted]	Source	Mechanical	Venice	
JN	WB2	[redacted]	Source	Standby	Venice	
[redacted]						
HE	WB1	Hercules	Source	Boom tow	Enroute	
[redacted]						
MR	WB1	[redacted]	Source	Boom tow	Enroute	
SH	WB2	Sea Hawk	Source	Standby	Venice	

		Crew/Re-supply				
ML	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
FO	WB2	Fox	Ampol Re-sup	Supply Run	Venice Based	
JP	WB2	[redacted](Drop Box)	Shuttle/Re-su	Supply Run	Venice Based	
CS	WB4	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
KL	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	
EV	WB2	Eveready	NRC Re-suppl	Supply Run	Venice Based	
MW	WB2	[redacted]	NRC Re-suppl	Supply Run	Venice Based	
BC	WB2	[redacted]	Shuttle/Re-su	Supply Run	Venice Based	

		Inland Barges				
331	TV3	Cenac 331 Barge	TF Storage	5,000 bbl open	Ft Jackson	
323	TV3	Cenac 323 Barge	TF Storage	21,000 bbl open	Venice	
324	TV3	Cenac 324 Barge	TF Storage	21,000 bbl open	Venice	
HM-3048	TV3	Higman 3048 Barge	TF Storage	Full	Enroute	Houston
HM-3049	TV3	Higman 3049 Barge	TF Storage	8,000 bbl open	Venice New Park	

Re: FW: Houma Unified Command - Sunday, June 20, 2010 - Aerial Dispersant Utilization Request

[redacted] to: Watson, James RADM 06/20/2010 09:45 AM

Cc: "Loebl, Gordon CAPT", [redacted], "Perry, Raymond CAPT", "Nash, Roy RDML", [redacted], R6 DWH REOC RIC, [redacted]

Admiral Watson,

I have reviewed the request and have consulted with EPA Region 6. We continue to look for an increase in mechanical recovery and oil containment at the wellhead and still await the schedule for increasing these capabilities. EPA concurred with an initial 5,000 gallons last night for aerial application on June 20, 2010. EPA is now concurring with the remainder of the request of 10,500 gallons which brings the total to 15,500 gallons for aerial dispersant application for June 20, 2010.

As mentioned in previous concurrences, EPA evaluates the entire picture when considering the use of dispersants. On June 19, 2010, approximately 23,000 gallons of dispersant (Subsurface and Source Area Surface application) were used to control VOC levels in the source area. EPA looks forward to reviewing the VOC trend data as part of our ongoing evaluation of the use of dispersants as a VOC control method.

As always, we look forward to continuing discussions on reducing surface application, eliminating subsurface application, and achieving 90% source recovery.

Thanks,
[redacted]

"Watson, James RADM" Please review dispersant request for tomo... 06/19/2010 08:24:25 PM

From: "Watson, James RADM" <James.A.Watson@uscg.mil>
To: "Perry, Raymond CAPT" <Raymond.J.Perry@uscg.mil>, [redacted]
Cc: [redacted] "Loebl, Gordon CAPT" <Gordon.A.Loebl@uscg.mil>, "Nash, Roy RDML" <Roy.A.Nash@uscg.mil>
Date: 06/19/2010 08:24 PM
Subject: FW: Houma Unified Command - Sunday, June 20, 2010 - Aerial Dispersant Utilization Request

Please review dispersant request for tomorrow. Note special request for 5K gals tonight based on track record of reliable amounts of oil that will still be there from tonight's flight and wx problems when the missions are delayed.

JW

-----Original Message-----
From: [redacted]
Sent: Saturday, June 19, 2010 6:44 PM
To: Watson, James RADM
Cc: [redacted]
Laferriere, Roger CAPT; Austin, Meredith CAPT; [redacted]
Subject: Houma Unified Command - Sunday, June 20, 2010 - Aerial Dispersant Utilization Request

Admiral,

Attached is the dispersant spray request for 20 June 2010. In line with our

normal routine, we will be sending up spotter aircraft at 0615 to re-assess the area and re-locate targets.

<<June_20_request_for_aerial_spray_operations_FINAL.doc>>
As you have probably noticed we are in a period of offshore thunderstorms which prevent us from adequately mapping the response area in the morning and reduces our ability to apply dispersants in the afternoon. This weather pattern and the delayed approval process also increases risk within our air operations as described in the attached review prepared by our aviation consultant. With the typical afternoon storms for this area we have only been able to spray a portion of the daily volumes authorized. For June 19th we were authorized to spray 16,400 g, but were only able to spray 2,604 gallons.

To improve safe air operations for this time of year, we propose that (based upon our request) the FOSC approve the night before a single flight from each base which would total no more than 5,000 gallons. This would allow the spotters to acquire and direct spray aircraft during the morning when we are experiencing fewer storms. While these aircraft are operating other spotters would more thoroughly map the response area and provide the complete report of slicks for the day. This updated report would be provided at about 0930 to the FOSC as we are currently doing. At that time the FOSC could set the final volume for the day.

<<SAFETY ASPECTS OF AERIAL DISPERSANT OPERATION IN SUMMERTIME.doc>>

Respectfully,

[redacted] Captain Roger Laferriere

Houma Unified Command

June_20_request_for_aerial_spray_operations_FINAL.doc

SAFETY ASPECTS OF AERIAL DISPERSANT OPERATION IN SUMMERTIME.doc

Re: FW: Houma Unified Command - Sunday, June 20, 2010 - Aerial Dispersant Utilization Request

[redacted] to: Watson, James RADM 06/19/2010 11:21 PM

Cc: "Loebl, Gordon CAPT", [redacted], "Perry, Raymond CAPT", "Nash, Roy RDML" [redacted], "Austin, Meredith CAPT"

Admiral Watson,

I have reviewed the request and have consulted with EPA Region 6. EPA concurs with the special request for 5,000 gallons of dispersant to be available for use on June 20, 2010. We will evaluate the remaining balance of the request tomorrow morning. In addition, we will evaluate a path forward to ensure safe air operations.

Thanks,
[redacted]

"Watson, James RADM" Please review dispersant request for tomo... 06/19/2010 08:24:25 PM

From: "Watson, James RADM" <James.A.Watson@uscg.mil>
To: "Perry, Raymond CAPT" <Raymond.J.Perry@uscg.mil>, [redacted]
Cc: [redacted], "Loebl, Gordon CAPT" <Gordon.A.Loebl@uscg.mil>, "Nash, Roy RDML" <Roy.A.Nash@uscg.mil>
Date: 06/19/2010 08:24 PM
Subject: FW: Houma Unified Command - Sunday, June 20, 2010 - Aerial Dispersant Utilization Request

Please review dispersant request for tomorrow. Note special request for 5K gals tonight based on track record of reliable amounts of oil that will still be there from tonight's flight and wx problems when the missions are delayed.

JW

-----Original Message-----
From: [redacted]
Sent: Saturday, June 19, 2010 6:44 PM
To: Watson, James RADM
Cc: [redacted]
Laferriere, Roger CAPT; Austin, Meredith CAPT; [redacted];
Subject: Houma Unified Command - Sunday, June 20, 2010 - Aerial Dispersant Utilization Request

Admiral,

Attached is the dispersant spray request for 20 June 2010. In line with our normal routine, we will be sending up spotter aircraft at 0615 to re-assess the area and re-locate targets.

<<June_20_request_for_aerial_spray_operations_FINAL.doc>>
As you have probably noticed we are in a period of offshore thunderstorms which prevent us from adequately mapping the response area in the morning and reduces our ability to apply dispersants in the afternoon. This weather pattern and the delayed approval process also increases risk within our air operations as described in the attached review prepared by our aviation consultant. With the typical afternoon storms for this area we have only been

able to spray a portion of the daily volumes authorized. For June 19th we were authorized to spray 16,400 g, but were only able to spray 2,604 gallons.

To improve safe air operations for this time of year, we propose that (based upon our request) the FOSC approve the night before a single flight from each base which would total no more than 5,000 gallons. This would allow the spotters to acquire and direct spray aircraft during the morning when we are experiencing fewer storms. While these aircraft are operating other spotters would more thoroughly map the response area and provide the complete report of slicks for the day. This updated report would be provided at about 0930 to the FOSC as we are currently doing. At that time the FOSC could set the final volume for the day.

<<SAFETY ASPECTS OF AERIAL DISPERSANT OPERATION IN SUMMERTIME.doc>>

Respectfully,

[redacted] Captain Roger Laferriere

Houma Unified Command

June_20_request_for_aerial_spray_operations_FINAL.doc

SAFETY ASPECTS OF AERIAL DISPERSANT OPERATION IN SUMMERTIME.doc

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 22, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has five (5) spotter visual reports from 22 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 23 June shows extensive areas of heavy and medium oil (Attachment 2). Weather is suitable for aerial dispersant operations with forecast indicating scattered showers and thunderstorms with winds 10-15 knots SSE, waves 2 feet, ceiling 3,500', visibility 5-10 nm with a 50% chance of rain.

Houma Unified Command anticipates that, due to the weather, location, distribution (1,800 sq.mi.) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 23, 2010. Prior to spray operations the spotter aircraft will identify the high value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming

vessels are concentrated near the source site so that they can remain in the heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* will be conducting sampling operations. QA/QC SMART report for 21 June, 2010.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks determined after tomorrow mornings reconnaissance flights. The reason for this request is that weather during most of the day prevented over flights to locate the oil slicks and conduct spraying. It is expected that since both skimming and ISB operations were limited or not operational today and ISB will not be operational tomorrow that there will be significantly more oil slicks in the operational area. We have identified oil slicks that require over 10,000 gallons of dispersant, and request approval to commerce early operations with 5,000 gallons of dispersant to initial slicks identified in the first morning over flights.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Roy A Nash Date: 6/23/2010

James A. Watson
Rear Admiral, USCG
FOR Federal On-Scene Coordinator

NOTE: TOP HAT was removed under an "emergency drive off" based on alarms received at 0943. HAT is off at time of signing. RA Nash

Attachment 1

Dispersant Zone Map for 23 June 2010 with Oil Targets from Spotter Operations on 22 June

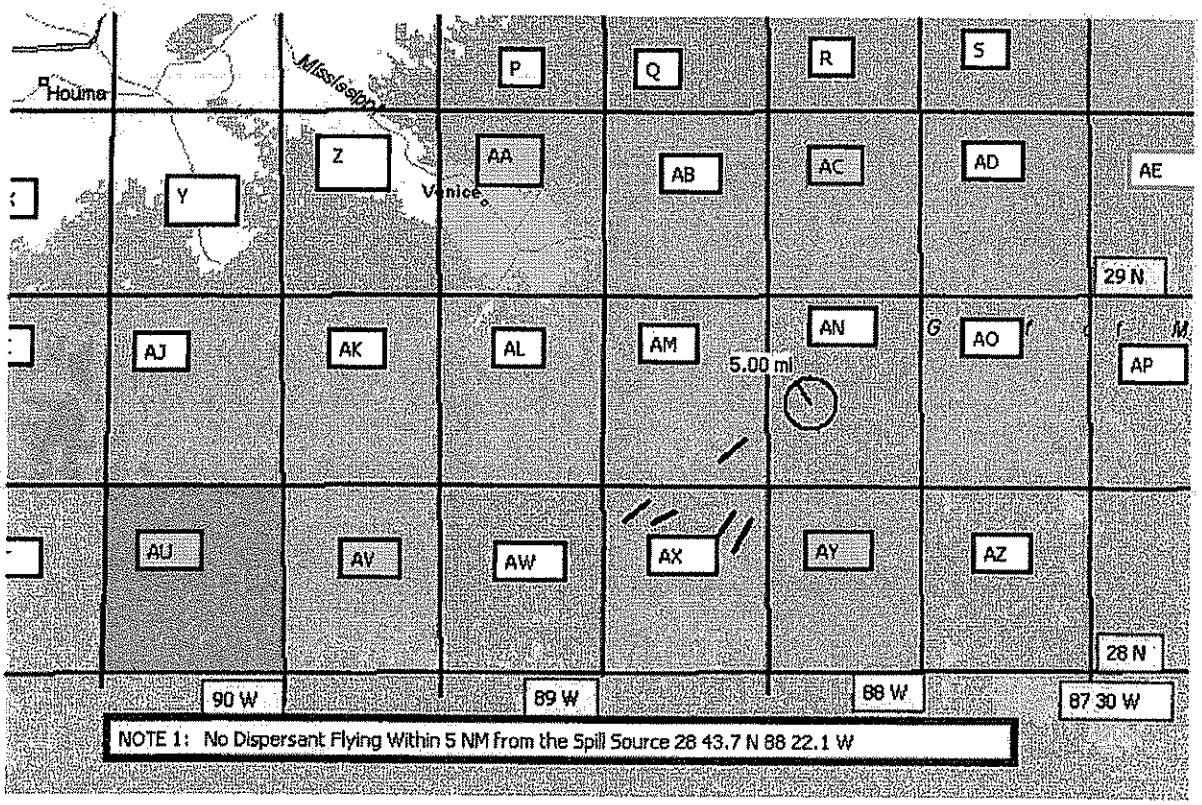


TABLE 1
Dispersible Oil Report June 22, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed (1/20 DOR)
AX	4	8,160	45	887
AM	1	19,200	10	9,600
TOTAL	5	27,360		**10,487**

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

Attachment 3

Vessel Status Board

		SOURCE			Date/Time 22 June 0700	
Designator	Kind/Type	Vessel	Assignment	Status	Location	ETA
LAR	RV1/Weir	Louisiana Responder	MSRC	Skimming	MC-252	
GCR	RV1/Weir	Gulf Coast Responder	MSRC	Skimming	MC-252	
TXR	RV1/Weir	Texas Responder	MSRC	Skimming	MC-252	
MER	RV1/Weir	Maine Responder	MSRC	Skimming	MC-252	
MSR	RV1/Weir	Mississippi Responder	MSRC	Skimming	MC-252	
SOR	RV1/Weir	Southern Responder	MSRC	Skimming	MC 252	
DER	RV1/Weir	Delaware Responder	MSRC	Skimming	MC 252	
VAR	RV1/Weir	Virginia Responder	MSRC	Pier-bay	Ft Lauderdale	
FLR	RV1/Weir	Florida Responder	MSRC	Reassigned Mobile	Mobile	
NJR	RV1/Weir	New Jersey Responder	MSRC	Reassigned Mobile	Mobile	
HOSS	RV1/Belt	CGA HOSS Barge (Crosby Sum)	TF HOSS	Skimming	MC-252	
SV	RV1/Weir	Seacor Vanguard (Current Buster 2 ea)	Buster	Skimming	MC-252	
JC	RV1/Weir	[redacted] (Current Buster)	Buster	Skimming	MC-252	
LR	RV1/Weir	Lana Rose (NRC VOSS)	NRC	Equipment	MC-252	
PER	RV1/Belt	NRC Perseverance	NRC	Mechanical	MC-252	
LF	RV1/Belt	[redacted] (NRC Marco)	NRC	Skimming	MC-252	
LIB	RV1/Disk	NRC Liberty (Disc)	NRC	Skimming	MC-252	
NG	RV1/Weir	Noonie G (w/CGA FRU)	CGA	Skimming	MC 252	
IT	RV1/Weir	International Trooper (w/CGA FRU)	CGA	Skimming	MC-252	
CAR	RV1/Weir	Ms Caroline (w/CGA FRU)	CGA	Equipment	Venice	
MA	RV1/Weir	[redacted] (w/CGA FRU)	CGA	Skimming	MC-252	
RE	RV1/Belt	Rene (Navy Marco)	Fed	Equipment	Gulfport	
RP	RV1/Belt	Respive Pioneer (NRC Marco)	NRC	Reassign Non-Source	Non-Source	
PT	RV1/Weir	Pauline T (NRC VOSS)	NRC	Reassign Non-Source	Non-Source	
SW	RV1/Weir	Seacor Washington (Dutch arm)		Skimming	MC-252	
HM	RV1/Weir	HOS Mystique (Dutch arm)		Skimming	MC 252	
SW	RV1/Weir	Sweetwater (Dutch Arm)		Skimming	MC-252	
JMC	RV1/Weir	Ocean Ranger 17 JMC 3009	Gulp	Reassigned Mobile	Mobile	
AO	RV1/Belt	NRC Admiral	NRC	Reassign Non-Source	Non-Source	
[illegible]	RV1/Weir	Sailhorse VI (NRC VOSS)	NRC	Reassign Non-Source	Equipment	
PT	RV1/Weir	Pauline T (NRC VOSS)	NRC	Reassign Non-Source	Non-Source	
REC	RV1/Weir	Amoco Recovery (w/CGA FRU)	CGA	Reassigned Mobile	Mobile	
AES	RV1/Weir	Amoco Responder (w/ CGA FRU)	CGA	Reassigned Mobile	Mobile	

Attachment 4

QA/QC SMART REPORT

Deepwater Horizon Incident – Houma Incident Command Center

SMART Tier 1 Data Quality Assessment and Review

SMART Tier 1 data consists of observations summarized in an Activity Log (Unit Log ICS 214-CG) and pre- and post-application photographs and associated photo log of dispersant spray operations. This form documents the results of a preliminary quality assessment review of these documents.

Smart Air Team #: 2 Date: 6/21/2010

Operational Period: 20100621 0700 to 20100621 1525

Data Review (Check documents that were reviewed)

☑ Unit Log – ICS 214-CG

☐ Photographs (How many reviewed? ___) no photos or photo log available

☐ Photo Log

☑ Dispersant Observation Reporting Form 30

Assessment (Check appropriate box(s))

☐ Concur with SMART observer findings (reasonableness of findings)

☐ Issues of note from data review. Briefly describe.

did not make 30 dispersant observations

☐ Dispersant is effective based on review of Activity Log, photographs, and photo log.

☐ Results inconclusive with respect to dispersant effectiveness.

☒ Other. Briefly describe.

no noticeable dispersion - mild wave energy

Reviewed by Dispersant Assessment Group Member (Print name, sign, and date)

Name: [redacted] Signature: [redacted] Date: 6/22/10

Reviewed by NOAA SSC (Print name, sign, and date)

Name: [redacted] Signature: [redacted] Date: 6-22-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 23, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has nine (9) spotter visual reports from 23 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 24 June shows extensive areas of heavy and medium oil (Attachment 2). Weather is suitable for aerial dispersant operations with forecast indicating isolated showers and thunderstorms with winds 10-15 knots SE, waves 2 feet, ceiling good except 1,000 around thunderstorms, visibility 5-10 nm and chance of rain is 20%..

Houma Unified Command anticipates that, due to the weather, location, distribution (3,600 sq.mi.) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 24, 2010.

Prior to spray operations the spotter aircraft will identify the high value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the

dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* will be conducting sampling operations. QA/QC SMART report for June 22, 2010 are not available.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks determined after tomorrow mornings reconnaissance flights. The reason for this request is we expect to see substantially more oil slicks due to the removal of the top cap, no ISB operations and reduced skimming operations. We request to commerce early operations with 5,000 gallons of dispersant to initial slicks identified and then request a subsequent amount to spray based on the full spotter reports

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 1-24-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Dispersant Monitoring and Assessment Directive

I. Plume Monitoring and Assessment Plan for Subsurface Dispersant Application

BP shall implement the approved Dispersed Plume Characterization Plan for Subsurface Dispersant Application. Part 1 of the plan is a "Proof of Concept" to determine if subsurface dispersant operation is chemically dispersing the oil plume. Once the "Proof of Concept" test is complete, the results will be reviewed by the RRT for a decision to proceed or not proceed with Part 2 of the plan. Part 2 of the plan involves robust sampling to detect and delineate the dispersed plume Part 3, entitled "Subsurface Injection of Dispersant", outlines the operational procedures. Additional guidance will be provided by the RRT coordination group on specific implementation of this directive and that guidance will be considered an addendum to this directive.

At least 24 hours prior to the testing, use and/or application of any subsurface dispersants, BP shall provide a *Dispersant Application Plan* that identifies the dispersants to be used, describes the methods and equipment used to inject the dispersant, plume model to assure representative sampling, proposed method of visual observation, process for determining the effectiveness of subsurface injection, the specific injection rate (i.e., gallons/minute), the total amount to be used for the duration of the test, the total length of time that dispersant is injected, and the plan for sampling and monitoring, as approved by the Unified Command Environmental Unit. Dispersants must be on the approved product schedule and suitable for this use.

All data shall be provided to the United States Coast Guard (USCG) Federal On-Scene Coordinator, and the Environmental Protection Agency (EPA) Regional Response Team (RRT) representative within 24 hours of the information being received. This data includes real time monitoring, laboratory analysis, documented observations, photographs, video, and any other information related to subsurface dispersant application.

BP shall conduct Part 1 monitoring and collect the data outlined below to determine dispersed plume concentration and transport. BP shall conduct Part 2 monitoring and collect the data outlined below, which will be sustained and more comprehensive, to address plume fate and effects on aquatic life from the dispersed plume and chemical dispersants based on the results of Part 1 and iterative hydrodynamic modeling output.

* ROTIFER ONLY

MEL

RDC for SC

Timing: BP shall commence Part 1 monitoring when subsurface application of dispersant is initiated. BP shall ensure that the R/V Brooks McCall or equivalent on location is outfitted, and manned before subsurface application commences.

Part 1

BP shall design and implement a Part 1 monitoring plan to determine the factors needed to calculate dispersion effectiveness, namely, % oil, % water, % dispersant. This phase of

ORIGINAL

DROPLET AJJ MEL RDC for SC

sampling should determine the factors to predict buoyancy; namely ~~bubble~~ sizes, density (or specific gravity) along the thermal gradient of the water column, and kinematic viscosity.

Part 2

IF PART 1 IS SUCCESSFUL AND CONTINUOUS SUBSEA INJECTION PROCEEDS

BP shall design and implement a Part 2 monitoring plan to collect and report, on a daily basis, the data and information described below. BP shall submit this plan to the FOSC and EPA RRT Co Chair for approval and shall begin implementation upon notice from the Coast Guard and EPA. BP shall continue implementation of this plan until further notification from the Coast Guard and EPA. [1]

AJJ MEL RDC for SC

BP's monitoring plan shall include a more thorough oil analysis, to enable EPA to determine whether the dispersed plume is toxic to aquatic life. This plan shall be designed and implemented to determine whether the dispersed oil will hang in the water column and eventually come in contact with the benthos as it approaches land. BP has the option of conducting this particular monitoring and analysis as part of Part 1 if so desired.

PART 1 – Proof of Concept – Data Collection Requirement

- Towed Fluorometer at 1 meter
- LISST Particle Analysis at various intervals from surface to 550 meters
- Dissolved Oxygen at various intervals from surface to 550 meters
- CTD – Conductivity, Temperature, and Depth at various intervals from surface to 550 meters
- Water sampling from surface to 550 meters for PAH analysis
- Aerial Visual Observation - WEATHER PERMITTING AJJ MEL RDC for SC

PART 2 – Characterization Plan – Data Collection Requirement

- Cast Fluorometer – surface to sea floor
- LISST Particle Analysis at various intervals from surface to sea floor
- Dissolved Oxygen at various intervals from surface to sea floor
- CTD – Conductivity, Temperature, and Depth at various intervals from surface to sea floor
- Water sampling from surface to 550 meters for PAH analysis
- Aerial Visual Observation
- Rototox toxicity testing
- UV-Fluorescence testing to meet objectives in Appendix A

PART 3 – Subsurface Injection of Dispersant + Parameter Requirements

- Type of dispersant to be used

[1] See Appendix A for further background

- Rate of dispersant injection
- Process for monitoring pumping rate
- Procedures for FOSC to start and stop injection

Evaluation Criteria to Determine Operational Shut-Down of Subsurface Sea Dispersant Application:

The Federal On-Scene Coordinator will immediately convene the Regional Response Team (RRT) when either of the following conditions is reported:

1. If there is a significant reduction in DO from background to below 2 mg/L; or

2. If EPA's interpretation of the toxicity test reveals excessive exertion of a toxic response. To determine a measurable toxic response, BP must first perform a rangefinder test since the collection of the sample will be directly from the toxic plume, and any sample from the plume will likely kill 100% of the test population. Therefore, the rangefinder must first be conducted to determine an order of magnitude dilution that gives a measurable response. Then, a more refined dilution procedure must be done to get the final LC50 answer. This result will be compared to a NOAA plume model that would predict when or where exertion of that toxic response would take place. EPA and NOAA will interpret the results of the toxicity tests to inform determination of a shutdown decision.

ONLY APPLIES TO PART 2 MEL RDC for SC

The RRT will evaluate the conditions above, in addition to all relevant factors including shoreline, surface water, and other human health and ecological impacts, to determine whether subsurface dispersant application should be shut down.

Limitations to Address

BP shall include in its monitoring plan provisions to address and minimize the impact of the following challenges:

1. Timely transport of samples to labs where necessary, which may be subject to weather and/or operational delays.
2. Sampling in the deep sea environment may pose challenges due to equipment limitations and malfunctions.

Quality Assurance and Sampling Plan Requirements

BP's plan shall include sample collection methodology, handling, chain of custody and decontamination procedures to ensure the highest quality data will be collected. Discrete samples shall be tested at an approved lab(s). ~~Triplicate~~ samples shall be tested. All samples (or as practicably possible) shall be archived for potential future analysis. Where technically possible, all samples shall be at least 100 ml.

TRIPLICATE NOT POSSIBLE DUPLICATES ONLY MEL RDC for SC

BP shall include the following components and criteria in its Sampling Plan:

1. An Introduction, to include project objective and project staff
2. A brief site description and background
3. A description of the Sampling Approach and Procedures, to encompass:
    a. A brief overview of sampling activities, data quality objectives, and health and safety implementation strategies (frequently, this references another specific document, but must be included).
    b. The actual sampling and/or monitoring approach, to ensure repeatability and consistent procedures. Describe sampling, monitoring, sampling and field QC procedures, spoil or waste disposal procedures resulting from this effort, as well as specimen/data handling issues.
    c. Sample management – how the sample will be procured, handled, and delivered
    d. Sample instructions- preservation, containers, and hold times

4. The analytical approach – what lab tests will be run, any special instructions, how the data will be verified, and how data will be reported.
5. Quality Assurance- custody procedures, field records including logs, chain of custody, qualitative data handling including photographs.

II. Special Monitoring of Applied Response Technologies ("SMART") Protocol for Surface Application of Dispersants

BP shall immediately implement the Special Monitoring of Applied Response Technologies ("SMART") Protocol (attached as Appendix B) at the Tier III level for surface application of dispersants. Results from Tier III monitoring must be shared with the Area Command Environmental Unit. If Tier III is not deemed to be sufficient, further direction will be provided.

Mary E Landry Date: 5/9/10

Mary E. Landry
Rear Admiral, USCG
Federal On-Scene Coordinator

[redacted] Date: 5/9/10

Director
Superfund Division
U.S. EPA Region 6
Dallas, TX 75202

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    c. Sample management – how the sample will be procured, handled, and delivered
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Not applicable to subsea dispersion
MEL
RDC for SL

Mary E Landry Date: 5/10/2010
Mary E. Landry
Rear Admiral, USCG
Federal On-Scene Coordinator

[redacted] Date: _____
Director
Superfund Division
U.S. EPA Region 6
Dallas, TX 75202

[redacted] 5-10-10

Appendix A –Background for Part 2 Methodology for Informational Purposes

The fact that many organic compounds fluoresce at specific excitation and emission wavelengths is the basis for identifying many of the components of crude oil in seawater. When subject to excitation at 245-280 nm, polycyclic aromatic hydrocarbons (PAH) fluoresce over wavelengths of 310 to > 400 nm, depending on the number of aromatic rings in the structure. Only one group has examined the 2D UV Fluorescence Spectroscopy (UVFS) spectra of oil treated with chemical dispersants, the Ken Lee group at Fisheries and Oceans Canada (DFO). They found that a fixed excitation wavelength of 280 nm works best for fluorescence of PAHs in crude oil, and two different emission wavelengths, one at 340 nm for 1-and 2-ring PAHs and the other at 445 nm for 3-ring and higher PAHS, provide an excellent fingerprint for differentiating chemically dispersed oil from non-dispersed oil. As oil gets dispersed due to the action of a chemical dispersant, the peak height at 445 nm becomes highly pronounced relative to the peak height at 340 nm. Thus, computing the ratio of peak height at 340 to the peak height at 445 gives a direct measurement of the degree of dispersion that has taken place as a result of applying a dispersant to an oil.

The effect of oil dispersion on UVFS spectra can be expressed in terms of an emission ratio, so that dispersion can be tracked without having to measure oil concentration. The spectral changes associated with the application of dispersant can also be calibrated to quantify increasing oil or oil plus dispersant. The fact that UVFS and UVA data are comparable at an emission intensity of 445 nm or over the whole spectrum of intensities (from 300 - 500 nm) indicates that the fate of higher molecular weight (> 3-ring) PAH fractions - the more "dispersible" fraction of an oil slick - will provide a good idea of the fate of the oil as a whole during the dispersion process. Given that higher molecular weight PAHs may be associated with many of the persistent (or chronic) toxic effects of crude oils on marine organisms, the ability of UVFS to track "dispersible" fractions would make it a particularly useful tool in studies of the long-term toxic effects of dispersed oil.

Dispersant Monitoring and Assessment Directive – Addendum 1

This is an addendum (Addendum 1) to the Dispersant Monitoring and Assessment Directive issued on May 10, 2010, by the U.S. Coast Guard (USCG) and the Environmental Protection Agency (EPA) to BP. The requirements in this Addendum 1 apply to Part 2 of the May 10, 2010 Directive and are in addition to the requirements of that Directive. BP shall commence Part 2 requirements before subsurface application of dispersant is initiated and continue the Part 2 requirements and this Addendum 1 until cancelled or modified by the USCG and EPA. WAIVED FOR 10 HRS COMMENCED 0130 15 MAY 2010 MEL

Additional Requirements:

1. Sampling of dispersant/oil and oil-only waters must be continued per the Directive, and in addition, baseline data of waters without direct application of dispersant or oil shall also be collected by BP.
2. BP shall allow EPA/NOAA scientists flexibility within the sampling plan to direct the collection of additional data based on field observations (at times and locations of their choice). For example, EPA may request to recast the station if the CDOM fluorometer indicates a large increase in signal after data review. EPA/NOAA staff must be allowed to be in constant communication with staff on shore.
3. BP shall use Turner Designs C3 fluorometer (e.g., SMART protocol) to distinguish between oil impacted surface waters and those not impacted by oil.
4. BP shall use a CTD rosette package equipped with CDOM fluorometer and a 2-way communication wire to ensure that EPA/NOAA scientists can view profile data as the rosette package is deployed to 1500 meters. In addition, the CDT rosette package must be capable of collecting discrete samples in the water column using the live feed data stream. The requirement must be met within 7 days for the RV Brooks McCall. All other vessels must immediately meet this requirement.
5. BP shall deploy LISST from the vessel for continuous sampling of surface waters during transits, in order to provide particle size counts information which potentially distinguishes between dispersed and non-dispersed oil.
6. Discrete water samples shall be taken by BP at predetermined depths as specified or directed by EPA/NOAA scientists for UV fluorescences.
7. BP shall provide 48 hour advanced notice for departure and trip duration timelines to the FOSC and the EPA RRT Co-chair.
8. Data reporting shall be conducted by BP on a daily basis. This reporting shall include a sample tracking table. Data reporting shall be provided by BP to the FOSC and the EPA RRT Co-chair. WAIVED MEL 0130 15 MAY 2010

Mary E Landry Date: 5/14/2010

Mary E. Landry
Rear Admiral, USCG
Federal On-Scene Coordinator

[redacted] Date: 5/14/2010

Director
Superfund Division
U.S. EPA Region 6
Dallas, TX 75202

Dispersant Monitoring and Assessment Directive – Addendum

This is an addendum (Addendum 2) to the Dispersant Monitoring and Assessment Directive issued on May 10, 2010, and Addendum 1 issued on May 14, 2010 by the U.S. Coast Guard (USCG) and the Environmental Protection Agency (EPA) to BP. The requirements in this Addendum 2 apply to Parts 1 and 2 of the May 10, 2010 Directive and are in addition to the requirements of that Directive. BP shall commence Parts 1 and 2 requirements before subsurface application of dispersant is initiated and continues the Parts 1 and 2 requirements, Addendum 1, and this Addendum 2 until cancelled or modified by the USCG and EPA.

Alternative Dispersant additional Requirements:

1. Sampling of dispersant/oil and oil-only waters must be continued per the Directive, and in addition, baseline data of waters without direct application of dispersant or oil shall also be collected by BP. Monitoring of subsurface dispersant application by BP shall be performed from a vessel capable of performing all requirements of the May 10, 2010, Dispersant Monitoring and Assessment Directive and Addendum 1 on each day that dispersant is applied. As used in this Addendum 2, a "day" shall mean a calendar day.
2. Within 24 hours of the issuance of this Addendum 2, BP shall identify to the FOSC and the EPA RRT Co-chair for EPA's and the FOSC's approval, one or more approved dispersant products from the National Contingency Plan Product Schedule that are available in sufficient quantities, are as effective at dispersing the oil plume, and have a toxicity value less than or equal to 23.00 ppm LC50 toxicity value for Menidia or 18.00 ppm LC50 for Mysidopsis, as indicated on the NCP Product Schedule (http://www.epa.gov/oem/content/ncp/tox_tables.htm). The less toxic dispersant product(s) shall be used by BP for surface application and subsurface application as directed by the FOSC. Within 72 hours after submitting the list of alternatives, and after receiving EPA approval, BP shall immediately use only the approved alternative dispersant. Should BP not be able to identify alternative dispersant products, BP shall provide the FOSC and EPA RRT CO-Chair a detailed description of the products investigated, the reason the products did not meet the standards described above. Availability shall be based on new existing stockpiles of dispersants, the estimated time to begin and aerial and subsurface application, time for manufacturing, shipping, and warehousing.
3. The effectiveness of the dispersant in subsurface application shall be determined as specified in Directive 1 Part 1, and Part 2. Dispersant application can be applied subsurface if, and only if, daily monitoring is performed.
4. BP shall provide 48 hours advanced notice of departure and trip duration timelines of the monitoring vessel to the FOSC and the EPA RRT Co-chair.
5. Monitoring data on the use of the less toxic dispersant product(s) shall be reported by BP to the FOSC and the EPA RRT Co-chair on a daily basis. This reporting shall include a sample tracking table. Daily data reports shall thereafter be provided by BP to the FOSC and the EPA RRT Co-chair as soon as practicable on the day following use of the less toxic dispersant product(s) by BP, but in no event later than 24 hours after use.

Mary E Landry, RADM FOSC

Date: 5/19/2010 2135

Mary E. Landry
Rear Admiral, USCG
Federal On-Scene Coordinator

[redacted]

Date: 5/19/2010 9:35pm

Director, Superfund Division
U.S. EPA Region 6
Dallas, TX 75202

Appendix

Simple parametric diffusion model of oil dispersed from injection of dispersants at the well head.

Conceptual Model:

The oil-and-gas plume is released from the well head and rises in a coherent fashion while entraining water. At the point where the density of the plume approaches the density of the water it starts to lose its coherence and individual droplets start moving independently. Dispersed oil droplets move with the plume during the coherent stage of plume rise, but start moving independently in the transition zone between these two stages of plume rise. The vertical distance over which this transition occurs defines the vertical distribution of the dispersed oil droplets. We are not aware of experiments or reliable models that can inform us regarding the extent of the transition zone; however, we would look to sharp gradients in water density in deep water as a probably location of the zone.

We have not yet included any mechanism for deposition of oil droplets as the plume moves down-current. Any sink term would reduce the resulting concentrations.

Model assumptions:

- Dispersed oil travels with the currents with negligible vertical velocity due to buoyancy
- Horizontal current is 5 cm/sec at the depth of the dispersed plume
- Horizontal (cross current) diffusion is 0.1 m^2/s
- Vertical diffusion is negligible (conservative approximation)
- Along current diffusion is neglected (conservative approximation)
- Diffusion process is governed by Fickian diffusion with constant diffusion constant
- Droplets are uniformly distributed vertically within a finite slab of water
- Droplets start from a single vertical line source
- The entire release rate from the well (5000 bbl/day) contributes to the dispersed oil plume
- The release duration is indefinitely long

Model results:

The model was run for 2 scenarios: all the oil is within a 100 meter slab of water; and all the oil is within a 50 meter slab of water. The plume length is sensitive to the assumptions made about the vertical distribution of the dispersed oil droplets. Plume length is also sensitive to release rate.

For 100 meter slab:

- Centerline concentration drops to 1 ppm (by mass) in 44 kilometers.
- 2 billion cubic meters of water have concentrations above 1ppm
- Centerline concentration drops to 200 ppb (by mass) in 432 kilometers (the travel distance of the plume in 100 days)

For a 50 meter slab

- Centerline concentration drops to 1 ppm (by mass) in 172 kilometers.
- 8 billion cubic meters of water have concentrations above 1ppm

U.S. Department of Homeland Security
United States Coast Guard

Commander
Eighth Coast Guard District

Hale Boggs Federal Building.
500 Poydras Street
New Orleans, LA 70130
Staff Symbol (dl)
Phone: (504) 671-2331

5080
May 9, 2010

To: Providers of Surfactant Supplies to the Nalco Company

Ladies and Gentlemen:

We write to you in a time of great national need. On April 20, 2010, an incident on the mobile offshore drilling unit Deepwater Horizon resulted in an oil spill in the Gulf of Mexico which has since been designated a "spill of national significance." The Coast Guard supports the efforts of BP Exploration & Production Inc. (BP EPI) to contain and eliminate this oil spill and minimize and prevent its effects, both at sea and onshore.

Given the circumstances of the oil spill, including its size and proximity to the shoreline of the United States, chemical dispersants are essential to the oil spill response and clean-up effort. At this time, the supply of dispersant available to BP EPI is extremely limited. The Nalco Company, a dispersant manufacturer, is manufacturing additional dispersant for BP EPI to use in the Deepwater Horizon response but cannot produce at full capacity due to a shortage of surfactant supplies and will soon deplete what remaining surfactant supply it has. If BP EPI cannot source additional dispersant very soon, its current supply of dispersant will be exhausted. The consequences of such a dispersant exhaustion will be widespread, and we write to you today to ask for your assistance in helping all of us avoid those consequences.

Specifically, we are asking companies that provide the Nalco Company with surfactant supplies to assist by making available, to the greatest extent possible, their surfactant material to this response and clean-up effort. We understand that this material may be in short supply or otherwise already designated for contracts with other companies. We appreciate the commercial realities involved and respectfully ask that you make what efforts you can to allot surfactant supply to the Nalco Company's production so that it can manufacture dispersant for BP EPI's oil spill response, knowing that whatever efforts you are undertaking in this regard are of invaluable benefit to this country.

We ask that you contact Nalco directly to arrange reasonable terms for your surfactant supply.

Please do not hesitate to contact us should you have any questions. We thank you for your time and consideration of this request.

Sincerely,

Mary E. Landry

MARY E. LANDRY
Rear Admiral, U.S. Coast Guard
Commander, Eighth Coast Guard District

U.S. Department of
Homeland Security

United States
Coast Guard

31 May 2010

[redacted]
Chief Operating Officer
Exploration & Production
BP America, Inc.
501 WestLake Park Boulevard
Houston, Texas 77079

Re: Dispersant Management Plan

[redacted]

In the wake of the recent failure of the Top Kill procedure, we must move forward with additional plans to secure the Deepwater Horizon oil leak. We understand that BP has developed a Lower Marine Riser Package Cap (Top Cap) procedure which includes cutting portions of the riser. Before such an operation may commence, however, I need from you a hydrocarbon and dispersant management plan. Such a plan must include detailed information regarding your intended use of dispersants during the transition from Top Kill to Top Cap, during the Top Cap procedure itself, and immediately following its completion. The plan must also take into account the need to minimize surface and subsurface application of dispersants pursuant to Addendum 3 of the Dispersant Monitoring and Assessment Directive.

Separate and apart from this requirement, I seek your assurance that you are continuing an aggressive pursuit of alternate dispersants which will lower the risk of harm to human life and our environment.

Sincerely,

JAMES A. WATSON
Rear Admiral, U.S. Coast Guard
Federal On-Scene Coordinator

June 5, 2010

[redacted]

Robert Command Post
23260 Shell Lane
Robert, LA 70455

[redacted]

The purpose of this letter is to outline improvements to the Rototox testing being conducted on two BP vessels. BP commissioned the Brooks-McCall and Ocean Veritas to collect data described in a May 10, 2010, Directive from the United States Coast Guard (USCG) and Environmental Protection Agency (EPA) regarding the subsurface application of dispersant. These data include a CTD array (temperature, dissolved oxygen, and conductivity), sampling and analysis of total petroleum hydrocarbons (TPH), volatile organic analysis (VOA), toxicity of rotifers (Rototox kit assay), and oil dispersion as indicated by Laser In-Situ Scattering and Transmissometery (LISST) and CTD fluorometry. Many of these measurements are taken from multiple depths. After careful review of the Rototox toxicity data, EPA engaged in a technical discussion with BP ([redacted] and their consultant [redacted]) in order to determine a path forward to improve toxicity test reliability and data interpretability. Below is an outline of the agreed upon improvements to the rotifer toxicity (Rototox) testing:

1. Control survival: As per the test protocol, EPA and BP agreed that control survival for test acceptability will be set at greater than or equal to 90%. This is also consistent with ASTM Method E 1440-91. If control survival is below 90%, then the test is considered to be invalid. However, BP will nonetheless report the data.

2. BP agreed to implement two hatches of rotifers each day. This is to ensure both the availability and improved viability of organisms for daily testing, and to minimize the use of organisms that would potentially be too old for test initiation. These hatches should be approximately eight hours apart.

3. Reference toxicity testing will be included in the test procedures by replacing the lowest dilution concentration per sample (i.e., 6.25%), with an appropriate reference toxicant. This will ensure that there is a regular procedure for quality control/quality assurance purposes.

4. The level of replication in the Rototox test is six replicates of each treatment. Treatments include a per-sample control, each dilution level of a sample, and reference toxicant). To provide clarity in the reporting of data, all results will be provided to EPA and USCG as raw data (i.e., each replicate will be reported).

The implementation of the technical details outlined above will help to ensure higher quality Rototox data. If you have any questions, please do not hesitate to contact one of us.

Sincerely,

J. A. Watson
Rear Admiral, U. S. Coast Guard
Federal On-Scene Coordinator

for [redacted]
Director
Superfund Division
U.S. EPA Region 6

U.S. Department of Homeland Security
United States Coast Guard

Commander
Eighth Coast Guard District

500 Poydras Street
New Orleans, LA 70130-3310
Staff Symbol: (drm)
Phone: (504) 671-2231
Fax: (504) 671-2005

MEMORANDUM

16600
07 June 10

From: J. E. Hanzalik CAPT
CGD EIGHT (drm)

Reply to Attn of: Mr. Bill Goetzee, USCG
504-671-2234

To: RRT VI CONSENSUS NETWORK PARTICIPANTS

Subj: RRT CALL TO DISCUSS PROCEEDING WITH A DAY OF TRAGETED AERIAL DISPERSANT ACTIVITY DUE TO INABILITY TO SKIM OR IN-SITU BURN

1. A request for a 15th overall Incident Specific convening of the RRT VI consensus trustees was made on behalf of RADM James A. Watson, the USCG FOSC for the on-going oil spill associated with the TRANS-OCEAN DEEP WATER HORIZON) incident that began on 20 APR 2010, where a Mobile Off-Shore Drilling Unit (MODU) located approximately 45-miles SE of Venice, Louisiana in the Gulf of Mexico suffered an uncontrolled blow-out, explosion, loss of life, and subsequent sinking of the MODU. The purpose of this Incident Specific Convening of the RRT VI trustee agencies was to gain consensus to perform a one-day targeted application of aerial dispersants in the ICP Houma AOR, since weather conditions had precluded surface oil removal my either mechanical skimming, or in-situ burning. A one-day waiver to the cessation of aerial dispersants was requested to gain back some lost ground that the gap in both skimming and in-situ burning has created with the goal to prevent shore-line impact created by the larger quantity of surface oil now presenting based on 06 JUN over-flight observations. The following trustees, RRT VI member agency representatives, consensus network participants, were present on the Incident Specific Telephone Conference that began at 1030am L Central Time, Monday 07 June 2010, but not limited to the following list:

CAPT James Hanzalik, USCG (Region VI Co-Chair)
CAPT Raymond Perry, USCG (Deputy AUC, Robert, LA)

[redacted]

2. [redacted] performed a role call and introduced the purpose of the incident specific convening of the RRT VI Trustee network and applicable stakeholders. A memo for Admiral Watson (FOSC) to sign approving a one-day waiver to the currently discontinued surface aerial dispersant use was submitted to RRT VI consensus trustees for concurrence (Encl. 1).
As stated above, aerial over-flights on 06 June indicated a presence of dark high concentration oil that had accumulated due to the (adverse weather caused gap) in conducting either surface skimming ops or in-situ burning. This requested one-day targeted aerial application is meant to gain back the ground lost by inability to convene surface ops, and to prevent a greater shore-line impact that would result if surface application of dispersants to mitigate multiple reported slicks of fresh oil is not temporarily resumed for a requested one day period. The amount of surface application requested would not exceed 32,000 gallons for a period not to exceed 12 hours.

3. LADEQ acknowledged that the greater accumulation of surface oil was caused by adverse weather creating a gap that precluded both surface skimming operations and in-situ burning. EPA stated concerns regarding if the weather would preclude the required SMART monitoring, if aerial dispersant use was resumed. TIER I visual monitoring, at a minimum would be available, but if consensus was achieved to conduct the one-day targeted application, Tier III would be requested and mandated as co-requisite. Additionally, in accordance with previous sampling and monitoring directive, TIER III is required for surface dispersant application periods (Encl. 2). Note also (Encl. 3) Addendum III, that later directed the cessation of surface dispersant use, unless on rare occasions it was deemed by FOSC as being required.

4. A motion was made by USCG Co-Chair to solicit consensus for the one-day targeted aerial dispersant application to reduce the larger surface oil footprint caused by the weather induced gap in surface mechanical recovery and in-situ burning.

- USCG Concurred with the use of aerial for one day, with required TIER III monitoring implemented as co-requisite.
- DOI concurred provided that monitoring was co-requisite.
- DOC concurred provided that monitoring was co-requisite.
- State (LOSCO and DEQ) abstained
- EPA would further vet the issue with their chain of command and return reply to CAPT Hanzalik (USCG RRT VI Co-Chair via off-line phone call).

5. EPA immediately following the RRT call submitted the following e-mail statement from EPA Co-Chair to USCG Co-Chair: The justification identified as (Encl 1) for this RRT call #15 ..."was received in accordance with the Dispersant Monitoring and Assessment Directive - Addendum 3. The Directive refers to "rare cases where there may have to be an exemption." BP is now requesting the exemption on a somewhat regular basis. Furthermore the written requests being presented are becoming less and less specific, and do not include the specific

requirements in the Addendum. As you know, there is a strong preference to mechanical removal technology. From the documents we are seeing, EPA cannot tell the extent to which these methods are considered, why they are not being used, and when you anticipate they will be available. In short, the approval process appears to be somewhat pro forma, and not as rigorous as EPA desires. The Agency believes BP must provide much more robust explanations, and must be put on notice that the request for exemptions cannot be presumed to be approved at the point they are submitted.

Per our phone call just now, dispersant application can proceed per the directive. EPA request documentation that more clearly demonstrates the need for this exemption. While there is good information in the current request, additional information is relevant to support compliance with the directive. Specifically, the request should also cover:

* Operational conditions that merit - e.g. weather, VOC levels in and around rig and supporting data
* Capacity issues that require it - e.g. lack of spotters, lack of skimming vessels
* Subsurface dispersant injection issues that contribute - e.g. stopped due to capping of BOP therefore increased oil was released to surface.
* Tactical issues that require it - e.g. slick cannot be reached in time by skim/burn vessels before it weathers too much
* Rational for why particular slicks were prioritized for dispersion rather than mechanical recovery.
* Monitoring - e.g. Type of monitoring that will be conducted; date/time SMART data which demonstrates effectiveness of application will be provided."

6. The above statement from EPA received via e-mail at 1303L Central 07 JUNE from [redacted] to CAPT James Hanzalik provides the conditional items marked by asterisk that their agency requires prior to consensus to proceed with the targeted aerial dispersant application. Other than State of Louisiana abstaining to an official decision, all other applicable resource trustee agencies concurred with the conditional dispersant application via the requested exemption based on weather precluding both skimming operations and in-situ burning. Again, EPA requested that comprehensive details be provided to them for the asterisked items above prior to a decision of consensus or not by EPA to the requested exemption.

7. The USCG Co-Chair has noted concerns regarding the process by which expedited exemptions can be made in a time critical manner at the RRT level for an ongoing emergency response. This will allow for mitigation of larger quantities of fresh dispensable surface oil when weather precludes other mechanical or surface oil mitigation techniques. It should also be noted that there is pre-approval/preauthorization for the use of dispersants in this region and that subsequent calls are not needed or required. Although the use of dispersants for this event and the amount of oil spilled is unprecedented, unprecedented means to affect the outcome of this response is needed to meet the unprecedented emergency spill response we are endeavoring to

mitigate. The Co-Chair recommends that the FOSC "take whatever additional response actions are deemed appropriate to mitigate the substantial threat the public and the environment."

#

Encl (1) MEMO to FOSC by BP requesting Surface Dispersant Exception 07 JUNE 2010
Encl (2) Dispersant Monitoring and Assessment Directive 09 MAY 2010
Encl (3) Dispersant Monitoring and Assessment Directive Addendum 3 (MAY 26, 2010)

U.S. Department of Homeland Security
United States Coast Guard

Federal On-Scene Coordinator
Unified Area Command

Unified Area Command
Shell Oil Training Center
23260 Shell Lane
Robert, LA 70455

16480
June 8, 2010

[redacted]
Chief Operating Officer
Exploration & Production
BP America Inc.
501 WestLake Park Boulevard
Houston, Texas 77079

I am in receipt of the document entitled GoM Drilling, Completions, and Interventions – MC252: Guidance on Subsea Dispersant Application OPS Note #3 which addresses your plan for use of subsea dispersants. As you know, under the third addendum to the Dispersant Monitoring and Assessment Directive, use of subsea dispersant in volumes greater than 15,000 gallons per day requires my or the current Federal On-Scene Coordinator's approval. It is my understanding that your plan seeks to maximize the efficacy of subsea dispersant and allow for reductions in their use as the oil flow is reduced. With this in mind, your plan is approved effective immediately, subject to the following conditions unless otherwise directed:

1. Continue to conduct required monitoring and provide daily updates as to the results of the operation.

2. This approval shall continue through June 30, 2010.

3. Submit a new plan for subsea dispersant use not later than three days prior to the expiration of this approval.

My Incident Commanders have suggested that the current dispersant use limitations present significant and growing operational challenges to the management of this emergency response. Please provide me, within 48 hours, with any additional information that you have regarding this concern including your assessment of dispersant toxicity, availability of mechanical recovery equipment (e.g., offshore and near shore skimmers) to keep pace with the current and potential release, and total insitu-burn capacity. Once I receive this information, I intend to consult with the Regional Response Team and my Incident Commanders to develop an effective operational plan for use of surface and sub-surface dispersant while minimizing any environmental impact.

If you have any questions concerning the content of this letter please contact CAPT Ray Perry or my Scientific Support Coordinator (SSC), Mr. Steve Lehmann located at the UAC in Robert, LA.

Sincerely,

JAMES A. WATSON
Rear Admiral, U.S. Coast Guard
Federal On-Scene Coordinator

U.S. Department of Homeland Security

United States Coast Guard

Federal On-Scene Coordinator
Unified Area Command

Unified Area Command
1250 Poydras Street
New Orleans, LA 70113

June 22, 2010

Regional Response Team
Federal Region VI

Respected Members,

I received the attached letter from CAPT LaFerriere, the Houma Incident Commander, and [redacted] the Louisiana On-Scene Coordinator. I wholeheartedly endorse their letter, and request that you draft and propose a new Addendum (to supersede Addendum 3) to address the dispersant approval process.

The new Addendum should incorporate a number of important principles. First, it should be consistent with the National Contingency Plan, in which dispersant use is a response option that the FOSC controls guided by the pre-approval of Regional Response Teams in consultation with the National Response Team. Second, it should reflect the continued goal of minimizing dispersant use when operationally feasible—I will not tolerate excessive use of dispersants which provides no real advantage in fighting this spill. Third, it should in no way weaken the current monitoring and water sampling program currently in place. Fourth, it should empower incident commanders to make real-time decisions to use appropriate amounts of dispersants—we cannot afford the delay inherent in seeking approval from above when the window of opportunity is frequently short. Fifth, it should allow the use of dispersants to appropriately control volatile organic compounds—we must protect the health and safety of the workers at or near the source. Finally, the new Directive should in no way condition the use of dispersants on receipt of precise data regarding the capability of mechanical recovery methods. While recovery by mechanical methods does reduce the overall need to use dispersants, the success of those methods is subject to an enormous number of constantly shifting variables—variables that will only increase as hurricane season adds new challenges.

While the use of dispersants in any amount involves a number of unknowns and risk tradeoffs, we must keep in mind what we do know: that non-dispersed oil continues to damage the environment onshore and offshore in the Gulf of Mexico. We must employ all the tools at our disposal to fight it on all fronts.

Sincerely,

JAMES A. WATSON
Rear Admiral, U.S. Coast Guard
Federal On-Scene Coordinator

June 20, 2010

RADM James Watson
Federal On-Scene Coordinator
Unified Area Command
1250 Poydras Street
New Orleans, LA 70113

Admiral Watson:

We believe the time is right to reconsider the approval process for the use of surface dispersants.

As you know, on May 26, the EPA and the FOSC concurrently issued Addendum 3 to the Dispersant Monitoring and Assessment Directive. That Addendum instituted strict limits on the application of dispersants—limits which could be exceeded only by explicit FOSC approval after consideration of a number of specific factors.

At the time Addendum 3 was signed, estimates suggested that the oil flow into the Gulf was approximately 5,000 barrels per day. Current estimates from the Flow Rate Technical Group, however, suggest the number is in the range of 35,000-60,000 barrels per day—roughly 7 to 12 times the rate previously thought. In light of the challenges presented by this marked increase in flow rate estimates, we are convinced that the dispersant approval process must be reexamined. In particular, we believe the current process hinders our ability to adequately respond to varying operational conditions. While we expect that you will continue to set broad policy guidelines, incident commands must be able to exercise discretion to make real-time decisions as to dispersant application.

Therefore, we believe the RRT should draft and propose to you a new Addendum (to supersede Addendum 3) to address the dispersant approval process.

[redacted]

Captain, U.S. Coast Guard
Federal On-Scene Coordinator's Representative
By Direction

[redacted]

Louisiana Coastal Protection &
Restoration Authority
State On-Scene Coordinator

[redacted]

From: [redacted]
Sent: 28 May 2010 14:06
To: [redacted]
Subject: FW: Aerial dispersant target

Sent with Good (www.good.com)

-----Original Message-----
From: Hanzalik, James CAPT
Sent: Friday, May 28, 2010 03:02 PM Eastern Standard Time
To: Landry, Mary RADM
Cc: Watson, James RADM
Subject: Aerial dispersant target

Ma'am,

FYI I gave BP the go ahead to hit an oil target offshore with dispersants IAW the directive.

V/R,

James

Sent with Good (www.good.com)

Dispersant Monitoring and Assessment Directive – Addendum 3

Reduction in Use of Dispersants. BP shall implement measures to limit the total amount of surface and subsurface dispersant applied each day to the minimum amount possible. BP shall establish an overall goal of reducing dispersant application by 75% from the maximum daily amount used as follows:

a. Surface Application. BP shall eliminate the surface application of dispersants. In rare cases when there may have to be an exemption, BP must make a request in writing to the FOSC providing justification which will include the volume, weather conditions, mechanical or means for removal that were considered and the reason they were not used, and other relevant information to justify the use of surface application. The FOSC must approve the request and volume of dispersant prior to initiating surface application.

b. Subsurface Application. BP shall be limited to a maximum subsurface application of dispersant of not more than 15,000 gallons in a single calendar day.

Application of dispersant in amounts greater than specified in this Addendum 3 shall be in such amounts, on such day(s) and for such application (surface or subsurface) only as specifically approved in writing by the USCG Federal On-Scene Coordinator (FOSC).

Mary E Landry

Date: 5/26/2010

Mary E. Landry
Rear Admiral, USCG
Federal On-Scene Coordinator

[redacted]

Date: 5/26/2010

Director
Superfund Division
U.S. EPA Region 6
Dallas, TX 75202

Easley, Max

From: [redacted]

Sent: 29 May 2010 10:21

To: Easley, Max

Cc: Landry, Mary RADM; Watson, James RADM

Subject: Surface dispersant application Approval

Max,

Your request to conduct aerial dispersant operations for dispersable oil 30 miles off shore is approved. In addition, your request to apply vessel disperant ops for the health and safety reasons at the source is also approved. These operations have been verbally approved by RADM Landry.

CAPT James Hanzalik
Robert, UAC

Sent with Good (www.good.com)

Dispersant Monitoring and Assessment Directive – Addendum 3

Reduction in Use of Dispersants. BP shall implement measures to limit the total amount of surface and subsurface dispersant applied each day to the minimum amount possible. BP shall establish an overall goal of reducing dispersant application by 75% from the maximum daily amount used as follows:

a. Surface Application. BP shall eliminate the surface application of dispersants. In rare cases when there may have to be an exemption, BP must make a request in writing to the FOSC providing justification which will include the volume, weather conditions, mechanical or means for removal that were considered and the reason they were not used, and other relevant information to justify the use of surface application. The FOSC must approve the request and volume of dispersant prior to initiating surface application.

b. Subsurface Application. BP shall be limited to a maximum subsurface application of dispersant of not more than 15,000 gallons in a single calendar day.

Application of dispersant in amounts greater than specified in this Addendum 3 shall be in such amounts, on such day(s) and for such application (surface or subsurface) only as specifically approved in writing by the USCG Federal On-Scene Coordinator (FOSC).

Mary E Landry

Date: 5/26/2010

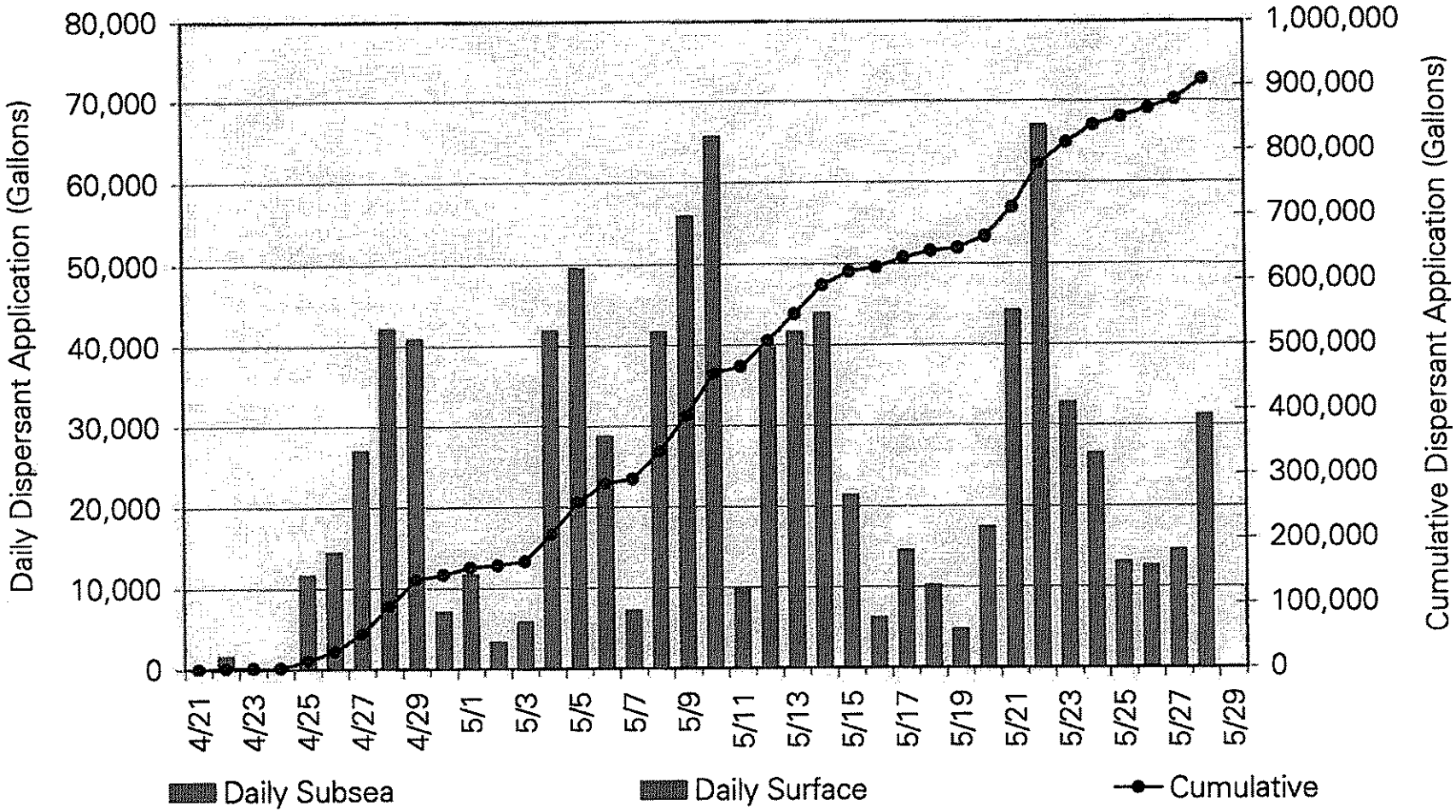
Mary E. Landry
Rear Admiral, USCG
Federal On-Scene Coordinator

[redacted]

Date: 5/26/2010

Director
Superfund Division
U.S. EPA Region 6
Dallas, TX 75202

Total Dispersant Summary



* Data as of 5/28 22:00 hrs.

[redacted]

From: [redacted]
Sent: Monday, June 07, 2010 4:21 PM
To: [redacted]
Subject: FW: Request for Supporting Documentation

-----Original Message-----
From: Watson, James RADM
Sent: Monday, June 07, 2010 4:45 PM
To: Hanzalik, James CAPT; Laferriere, Roger CAPT; Austin, Meredith CAPT; [redacted]
Cc: [redacted]
Subject: RE: Request for Supporting Documentation

[redacted]
Please urge BP [redacted] to email the response to EPA questions directly to [redacted]

[redacted]
As FOSC I have determined aerial dispersant the best and only way to mitigate the pending landfall effect of the oil spotted at position 28-39.93 N 88-28.78W. It requires 32K gals. Conditions are ideal. No other removal methods are there. Monitoring wiil be conducted.
JW

Sent with Good (www.good.com)

-----Original Message-----
From: Hanzalik, James CAPT
Sent: Monday, June 07, 2010 02:16 PM Eastern Standard Time
To: Watson, James RADM
Cc: [redacted]
Subject: FW: Request for Supporting Documentation

FYI - RRT 6 approves. I will forward EPA concerns to BP. RRT notes to follow.

VR.

[redacted]

Sent with Good (www.good.com)

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 8, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), the Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has six (6) spotter visual reports from 7 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 8 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 5-8 knots, ceilings unlimited and visibility 10 nm.

Houma Unified Command anticipates that, due to the weather, location, distribution (5,400 sqmi) and size of the multiple oil slicks identified (290 sqmi), the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 8, 2010. Prior to spray operations the spotter aircraft will identify the highest value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

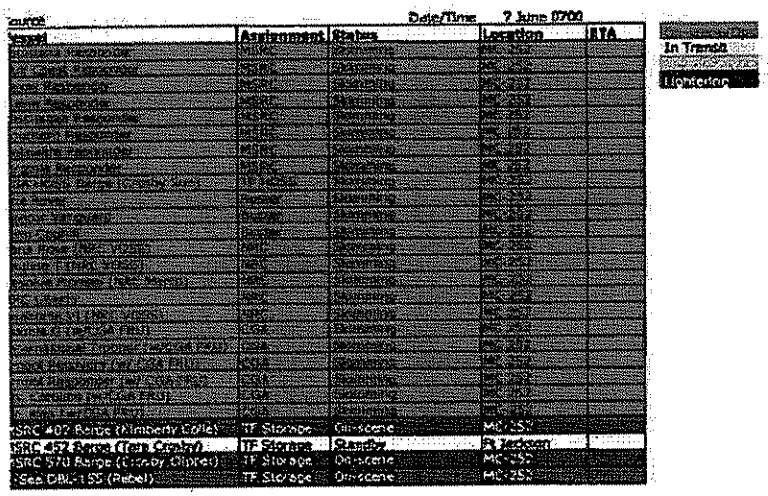
Further data to underpin this request is as follows:

- The physical dimensions of identified targets proposed are included in Table A and given in approximate acreage and average length and width perimeter dimensions.

- The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for June 8, 2010. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere in the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils. The amount of oil located today and shown herein, will require alternative response methods to be employed in order to minimize potential shoreline and wildlife impact.

- A daily summation of skimmers in the source area and outside the source will be provided to the Aerial Dispersant Group for insertion in this report. Skimming resources outside of the source area are not available for this request but will be made available for any future requests.

  Skimming Resources within the source area.



- It is our understanding that it has been agreed within the RRT that going forward with SMART Tier II & III will no longer be required. What has been accepted in lieu of these activities is the "Surface Water Sampling Plan for Dispersant Application Monitoring", Version 1, approved on June 3, 2010 by [redacted] Environmental Unit Leader; [redacted] BP IC, [redacted] SOSC and Captain Merideth, FOSC. To implement this plan, we have Exponent and OSR personnel who will be onboard our vessel as our science team. Accommodations will be available for two Federal representatives who will act as observers while the science team implements the aforementioned plan. The intended vessel will be the International Peace (IP). It is not anticipated that the IP will be performing sampling/monitoring for each application of dispersant nor for the full track of the spray applied, but a representative sampling will be accomplished. Please note the IP is currently in dry dock for repairs. We anticipate her returning to service on June 9th to recommence her science duties.

Accordingly, in accordance with the Directive, Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed 32,000 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 8 JUN 10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 8 June 2010 with Oil Targets

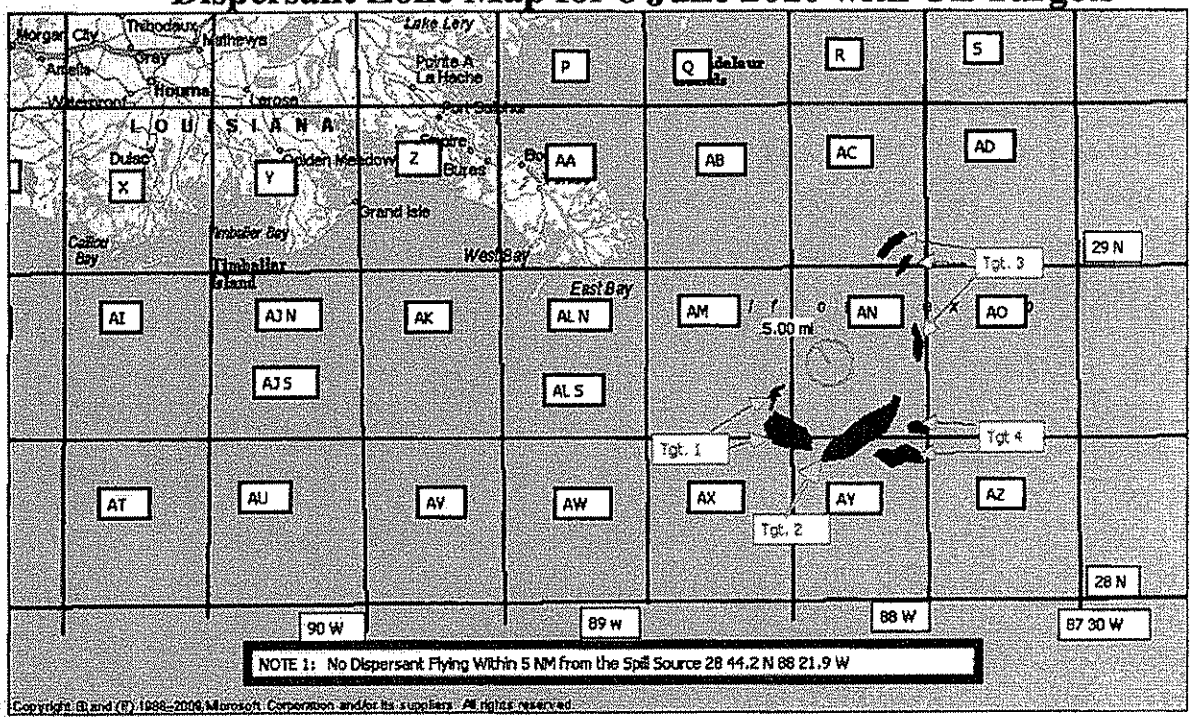


TABLE 1

	DISPERSIBLE OIL REPORT (June 7, 2010)					
	Targeted Oil Slick	**Estimated Dimensions in Miles**	**Estimated Area (sq.mi)**	**Dispersant Needed (1/20 DOR)**	**Dispersant Requested**	**Difference**
Priority 1	1	10X5	50	80,000	6,000	74,000
Priority 2	2	20X6	120	192,000	26,000	166,000
Priority 3	3	12X3	36	90,000	0	90,000
Priority 4	4	14X6	84	134,000	0	134,000
Total		NA	290	496,000	32,000	464,000

Note: The above Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slicks, e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

Cover letter dated June 10.

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June ~~9~~ 10, 2010

For 10th

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has ten (10) spotter visual reports from 9 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 10 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 8-10 knots, wave height 1.5'-2.5', ceilings unlimited and visibility 10 nm.

Houma Unified Command anticipates that, due to the weather, location, distribution (8,100 sqmi) and size of the multiple oil slicks identified (180 sqmi), the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 10, 2010. Prior to spray operations the spotter aircraft will identify the highest value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

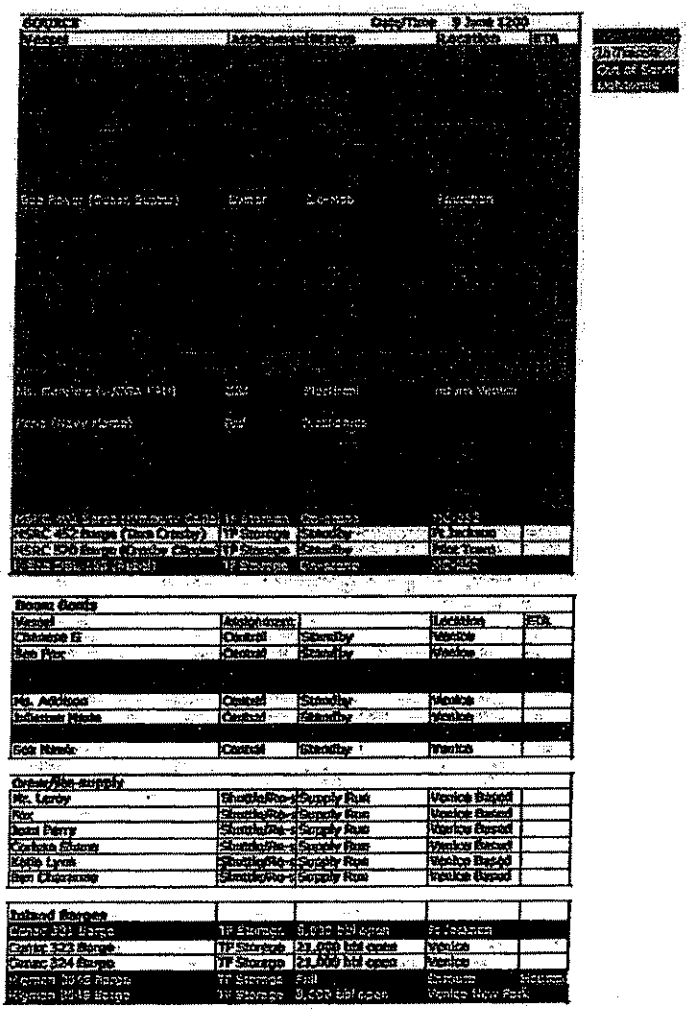
Pursuant to a request this date from Unified Area Command, the following information is provided.

- Include physical dimensions of identified targets proposed: this information is included in Table A and given in approximate acreage and average length and width perimeter dimensions.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for June 10, 2010. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere in the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report. Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

Offshore Skimming Resources



[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C Aggressor	FED	Lightering	Function	
Odyssea Mariner	FED	Mechanical	Function	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Orleans HOS North	FED	Offloading Offloading	Function Function	
Crew/Re-Supply				
Transporter	FED	Stand-by	Function	
Walmsey	FED	Stand-by	Function	

Offshore Federal Skimming Resources

Vsl Name	Proposed Box to Operate	Focus Phase	Notes
CGC Harry Claiborne; Date O/S: 25 May 0800R	General OP area	Active ofs; Provide support	Post Function to offload VOSS gear
M/V Transporter; Date O/S: 26 May 0200R	N/A – unavailable	Support	W/O LOOP
Tug Angelica & T/B Valiant Date O/S: 25 May 2000R$	General OP area	Active ofs; Lightering	Moored Port Fourchon / Pump issues 6.8.10
Tug Clinton Crosby & T/B 2503 Date O/S: 28 May 1900R	General OP area	Active ofs; Lightering	Moored Port Fourchon / Pump issues 6.8.10
M/V Odyssea Mariner Date O/S: 26 May 1500R	General OP area	Skimming	45 nm NE of SW Pass
M/V Odyssea Quest Date O/S: 25 May 0800R	General OP area	Skimming	W/O LOOP
M/V Bull Scout; Date O/S: May	General OP area	Skimming	W/O LOOP
M/V Lauren Lacoste; Date O/S	N/A	Skimming	W/O LOOP
M/V C Aggressor; Date O/S: May	N/A	Skimming	Offloading Product 270 BBLS
M/V Bumble Bee; Date O/S: 24 May 2000R	N/A	C/C On Scene	W/O LOOP
M/V Walmsey; Date O/S: 4 June		Transport	o/w with supplies
M/V Hos North; Date O/S: June	N/A	Skimming	[illegible] ETA June 10
M/V Bull Influence; Date O/S: 6 June	N/A	Skimming	Need to have tanks cleaned (18 hr evolution)
M/V Orleans; Date O/S: 7 June 10	General OP area	Skimming	Enroute to LOOP 0930 on 6.8.10
M/V Rob Bordelon; Date O/S 9 June 10	General OP area	Skimming	
M/V Pope Benedict; Date O/S 9 June 10	General OP area	Skimming	

- How we intend to sample water following application to test for effects such as toxicity and conduct SMART Tier III monitoring/sampling: **The NOAA SSC, [redacted] has advised that the RRT has agreed as follows; *"The agreement was to do Tier I and the traditional Tier 2/3 monitoring until the IP could go out and then switch to just Tier I and the IP."*** The IP (M/V International Peace) will implement the "Surface Water Sampling Plan for Dispersant Application Monitoring", Version 1, approved on June 3, 2010 by [redacted], Environmental Unit Leader; [redacted], BP IC, [redacted], SOSC and Captain Merideth, FOSC. Exponent and OSR personnel will be the onboard science team. Accommodations will be available for two Federal representatives that will act as observers to the science team. The intended vessel will be the International Peace (IP). It is not anticipated that the IP will be performing sampling/monitoring for each application of dispersant nor for the full track of the spray applied, but a representative

sampling will be accomplished. The IP commenced operations this date and is currently engaged in near shore activities.

Accordingly, in accordance with the Directive, Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed ~~32,000~~ 21,000 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

James A. Watson Date: 6-10-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 9 June 2010 with Oil Targets from Spotter Operations this Date

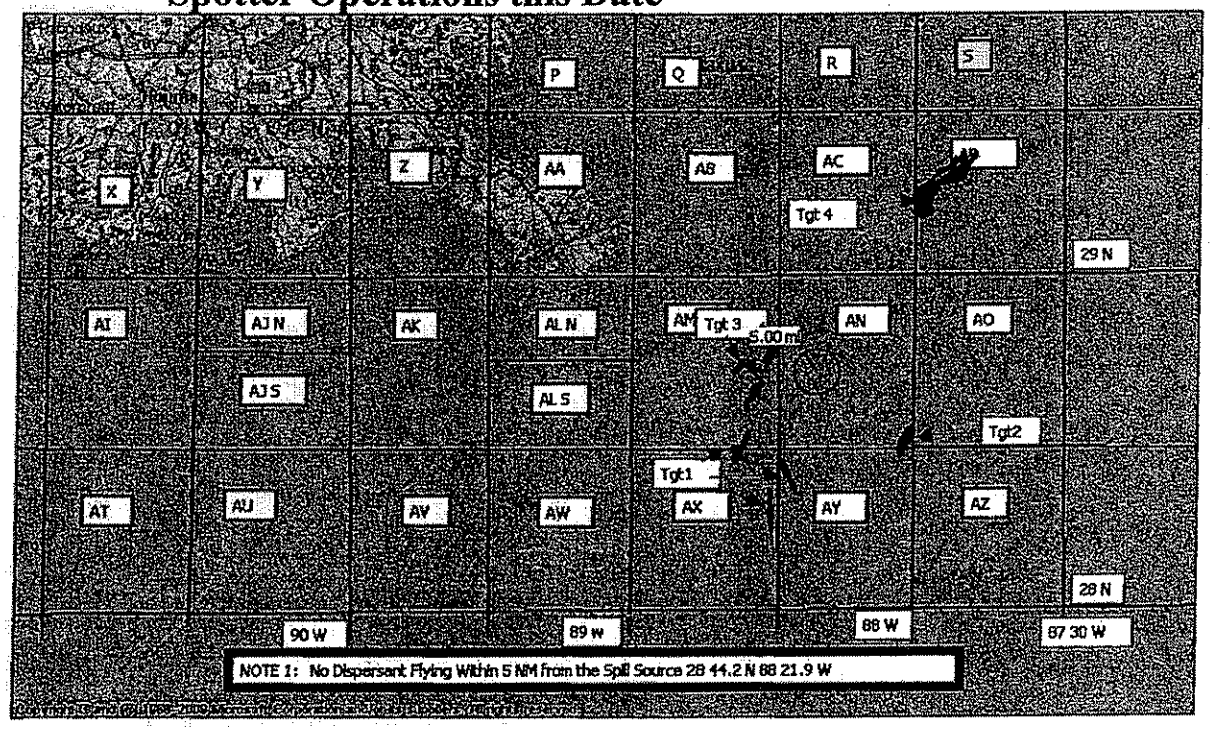


TABLE 1

	DISPERSIBLE OIL REPORT (June 9, 2010)					
	Targeted Oil Slick	**Estimated Dimensions in Miles**	**Estimated Area (sq.mi)**	**Dispersant Needed (1/20 DOR)**	**Dispersant Requested**	**Difference**
Priority 1	1	21X3	16	133,000	6,000	127,000
Priority 2	2	7X2	14	2,000	2,000	0
Priority 3	3	17X4	24	28,000	24,000	4,000
Priority 4	4	21X6	126	200,000	0	200,000
Total		NA	180	363,000	32,000	332,000

Note: The above Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slicks, e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 10, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has twelve (12) spotter visual reports from 10 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 11 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 8-10 knots, wave height 1.5'-2.5', ceilings unlimited and visibility 10 nm.

Houma Unified Command anticipates that, due to the weather, location, distribution (7,200 sqmi) and size of the multiple oil slicks identified (42 sqmi), the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 11, 2010. Prior to spray operations the spotter aircraft will identify the highest value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Area Command, the following information is provided.

- Include physical dimensions of identified targets proposed: this information is included in Table 1 and given in approximate acreage and average length and width perimeter dimensions.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere in the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report. Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

Offshore Skimming Resources

SOURCE — Date/Time 10 June 1700

Designator	Vessel	Assignment	Status	Location	ETA
LSR	Louisiana Responder	MSRC	Skimming	MC-252	
GCR	Gulf Coast Responder	MSRC	Skimming	MC-252	
TXR	Texas Responder	MSRC	Skimming	MC-252	
MER	Maine Responder	MSRC	Skimming	MC-252	
MSR	Mississippi Responder	MSRC	Skimming	MC-252	
SOR	Southern Responder	MSRC	Skimming	MC-252	
DER	Delaware Responder	MSRC	Skimming	MC-252	
VAR	Virginia Responder	MSRC	Skimming	MC-252	
HOSS	[illegible] HOSS Barge ([illegible])	TF HOSS	Skimming	MC-252	
BR	[illegible] (Ocean Buster)	Barter	[illegible]	Fourchon	
SV	Seacor Vanguard (Current Buster)	Barter	Skimming	MC-252	
JC	John Coghill	Barter	Skimming	MC-252	
LR	Lucy Rose (NRC VOSS)	NRC	Skimming	MC-252	
PT	Pauline T (NRC VOSS)	NRC	Skimming	MC-252	
RP	[illegible] (NRC Marco)	NRC	Skimming	MC-252	
SW	Seacor Washington (Dutch arm)		Skimming	MC-252	
PER	NRC Perseverance	NRC	Skimming	MC-252	
LS	NRC [illegible] (Disc)	NRC	Skimming	MC-252	
SH	Seahorse [illegible] (NRC VOSS)	NRC	Skimming	MC-252	
MG	[illegible] (w/ OSA PRU)	OSA	Skimming	MC252	
IT	[illegible]	OSA	Skimming	MC252	
RCO	Angel Recovery (w/ OSA PRU)	OSA	[illegible]	MC252	
RES	Angel Responder (w/ OSA PRU)	OSA	[illegible]	MC252	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
MA	Mr. Alex (w/ OSA PRU)	OSA	Skimming	MC-252	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
SB	[illegible] (USCG VOSS)	Fed	Skimming	MC-252	
SS	[illegible] (USCG VOSS)	Fed	Skimming	MC-252	
MM	[illegible] (USCG VOSS)	Fed	Skimming	MC-252	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	HOS [illegible] (Dutch arm)		Skimming	MC-252	
402	MSRC 402 Barge ([illegible])	TF Storage	[illegible]	MC-252	
452	MSRC 452 Barge (Tere Crosby)	TF Storage	Standby	Ft Jackson	
570	MSRC 570 Barge ([illegible])	TF Storage	[illegible]	Pilot Town	
155	K-Sea DBL 155 ([illegible])	TF Storage	[illegible]	MC-252	

Boom Boats

Designator	Vessel	Assignment		Location	ETA
CC	Chenara G	Central	Standby	Venice	
SF	Sea Fox	Central	Standby	Venice	
BG	[illegible]	Central	Booming	MC252	
MSA	Mr. [illegible]	Central	Booming	Venice	
MSE	Mr. Addison	Central	Standby	Venice	
JN	Julianne Marie	Central	Standby	Venice	
SI	St. [illegible]	Central	Booming	MC252	
SH	Sea Hawk	Central	Standby	Venice	

	Crew/Re-supply				
ML	Mr. Leroy	Shuttle/Re	Supply Run	Venice Based	
FO	Fox	Shuttle/Re	Supply Run	Venice Based	
JP	Jean Perry	Shuttle/Re	Supply Run	Venice Based	
CS	Carissa Shane	Shuttle/Re	Supply Run	Venice Based	
KL	Katie Lynn	Shuttle/Re	Supply Run	Venice Based	
EV	Eveready	NRC Resup	Supply Run	Venice Based	
MW	Miss Wynter	NRC Resup	Supply Run	Venice Based	
BC	Ben Cheramie	Shuttle/Re	Supply Run	Venice Based	

	Inland Barges				
[illegible]	Canac [illegible] Barge	TF Storage	5,000 bbl open	Ft Jackson	
323	Canac 323 Barge	TF Storage	21,000 bbl open	Venice	
324	Canac 324 Barge	TF Storage	21,000 bbl open	Venice	
[illegible]	[illegible] Barge	TF Storage	Full	Enroute	Houston
[illegible]	[illegible] Barge	TF Storage	[illegible] bbl open	Venice/New Park	

Designator	NON SOURCE Vessel	Assigned	Status	Location	ETA
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	FED	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	FED	[illegible]	[illegible]	
[illegible]	[illegible]	FED	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
GI	[illegible]	FED	Enroute		7-Jun
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	Crew/Re-Supply				
TR	Transporter	FED	Stand-by	Fourchon	
W	Waterer	FED	Stand-by	Fourchon	

- It is planned to conduct multiple Tier 1 helicopter overflights to observe dispersant operations. Additionally the M/V International Peace will conduct water chemistry and toxicology sampling. All depending upon approval to apply dispersants.

Accordingly, in accordance with the Directive, Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed 15,300 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: Jun 10, 2010

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 11 June 2010 with Oil Targets from Spotter Operations 10 June

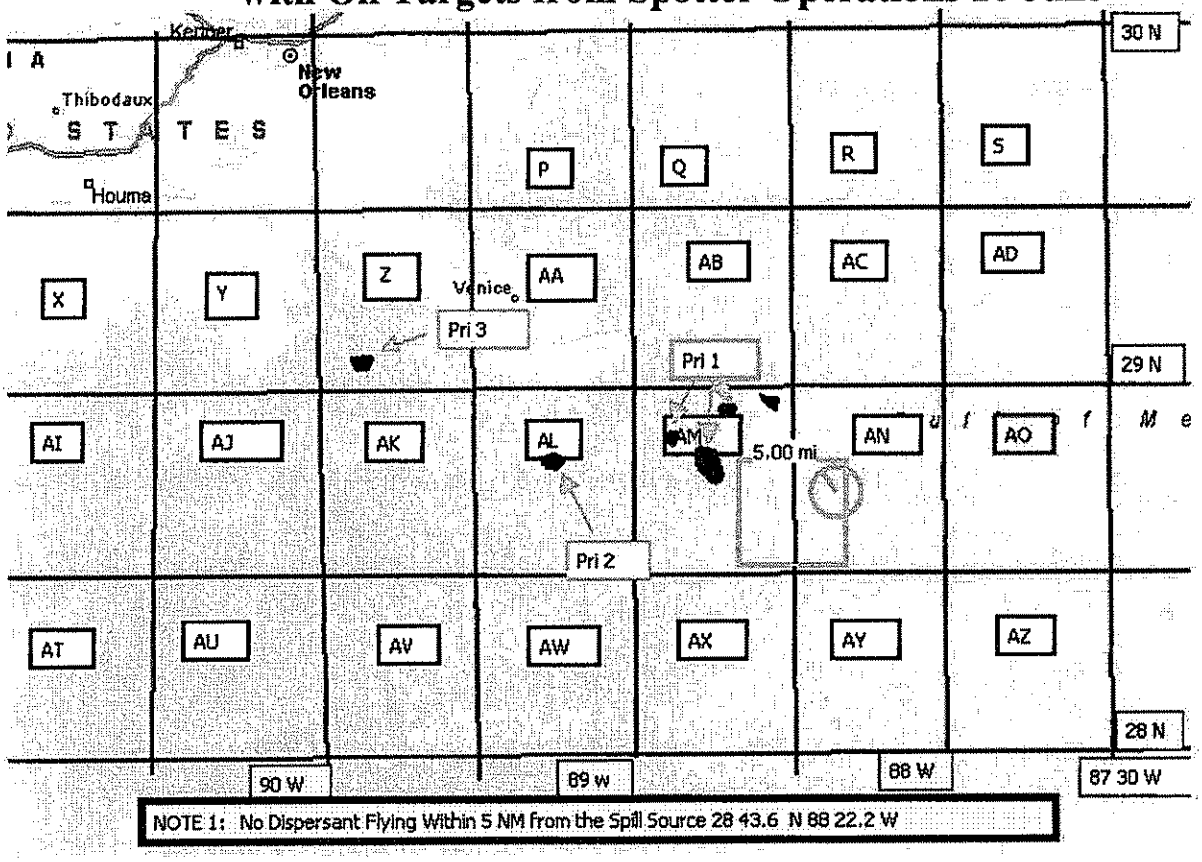


TABLE 1

Dispersable Oil Report June 10, 2010					
	Estimated Dimensions in Miles	Estimated Area (sq.mi)	Dispersant Needed (1/20 DOR)	Dispersant Requested	Difference
Priority 1	4x6	24	38,400	21,000	17,400
Priority 2	4x4	16	25,600	12,000	13,600
Priority 3	2x1	2	3,200	3,200	0
Total		42	67,200	36,200	31,000

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slicks, e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 11, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command requests that the M/V *International Peace* be permitted to spray dispersant with its boat spray application system on targeted oil slicks. The purpose of this dispersant application program is to:

- Collect samples pre and post dispersant application to assess dispersant effectiveness, subsurface dispersant plume characteristics and to generate data which can be used to assess environmental and safety issues.
- Conduct toxicity testing at multiple depths according to the *Surface Water Sampling Plan for Dispersant Application Monitoring* approved by Houma UC on June 3, 2010.
- Evaluate the effectiveness of applying dispersants to emulsified oil as recommended by SINTEF.

Conducting a sampling and monitoring plan to assess the extent of the 3D area after multiple applications of dispersant at the surface was recommended by the assembled experts in the *Deepwater Horizon Dispersant Use Meeting Report* dated May 26-27, 2010.

In conducting this vital monitoring effort, the M/V *International Peace* will work closely with spotter aircraft to identify appropriate spill targets for application by the boat spray system. The M/V *International Peace* will also work with aerial spray assets for the acquisition of data following aerial application.

Two federal observers were requested by the NOAA SSC (at request of RRT) to be onboard (two USCG Strike Team members are currently assigned to the vessel).

Accordingly, in accordance with the Directive, Houma Unified Command respectfully requests an exemption to apply EC9500A on targeted oil slicks using the boat spray system in volumes of approximately 50 gallons per test for a total amount not to exceed 500 gallons for a period not to exceed 14 days.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 6-14-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 11, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command requests that the M/V *International Peace* be permitted to spray dispersant with its boat spray application system on targeted oil slicks. The purpose of this dispersant application program is to:

- Collect samples pre and post dispersant application to assess dispersant effectiveness, subsurface dispersant plume characteristics and to generate data which can be used to assess environmental and safety issues.
- Conduct toxicity testing at multiple depths according to the *Surface Water Sampling Plan for Dispersant Application Monitoring* approved by Houma UC on June 3, 2010.
- Evaluate the effectiveness of applying dispersants to emulsified oil as recommended by SINTEF.

Conducting a sampling and monitoring plan to assess the extent of the 3D area after multiple applications of dispersant at the surface was recommended by the assembled experts in the *Deepwater Horizon Dispersant Use Meeting Report* dated May 26-27, 2010.

In conducting this vital monitoring effort, the M/V *International Peace* will work closely with spotter aircraft to identify appropriate spill targets for application by the boat spray system. The M/V *International Peace* will also work with aerial spray assets for the acquisition of data following aerial application.

Two federal observers were requested by the NOAA SSC (at request of RRT) to be onboard (two USCG Strike Team members are currently assigned to the vessel).

Accordingly, in accordance with the Directive, Houma Unified Command respectfully requests an exemption to apply EC9500A on targeted oil slicks using the boat spray system in volumes of approximately 50 gallons per test for a total amount not to exceed 500 gallons for a period not to exceed 14 days.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 6-15-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 11 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has eleven (11) spotter visual reports from 11 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 12 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 5-13 knots, wave height 2-3 feet, ceilings unlimited and visibility 10 nm.

Houma Unified Command anticipates that, due to the weather, location, distribution (2,700 sqmi) and size of the multiple oil slicks identified (34 sqmi), the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 12, 2010. Prior to spray operations the spotter aircraft will identify the highest value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Include physical dimensions of identified targets proposed: this information is included in Table 1 and given in approximate acreage and average length and width perimeter dimensions.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere in the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter overflights to observe dispersant operations. Additionally the M/V International Peace will conduct water chemistry and toxicology sampling. All depending upon approval to apply dispersants.

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed ~~38,160~~ 7,000 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 6-12-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 12, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has ten (10) spotter visual reports from 12 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 13June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 5-9 knots, wave height 2 feet, ceilings unlimited and visibility 10 nm.

Houma Unified Command anticipates that, due to the weather, location, distribution (3,600 sqmi) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 13, 2010. Prior to spray operations the spotter aircraft will identify the highest value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the

heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* is planned to conduct water chemistry and toxicology sampling. These operations depend upon approval to apply dispersants either aerial or with boat spray systems onboard the M/V *International Peace.*

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed 36,000 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

James A. Watson Date: 6/13/10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 13 June 2010 with Oil Targets from Spotter Operations 12 June

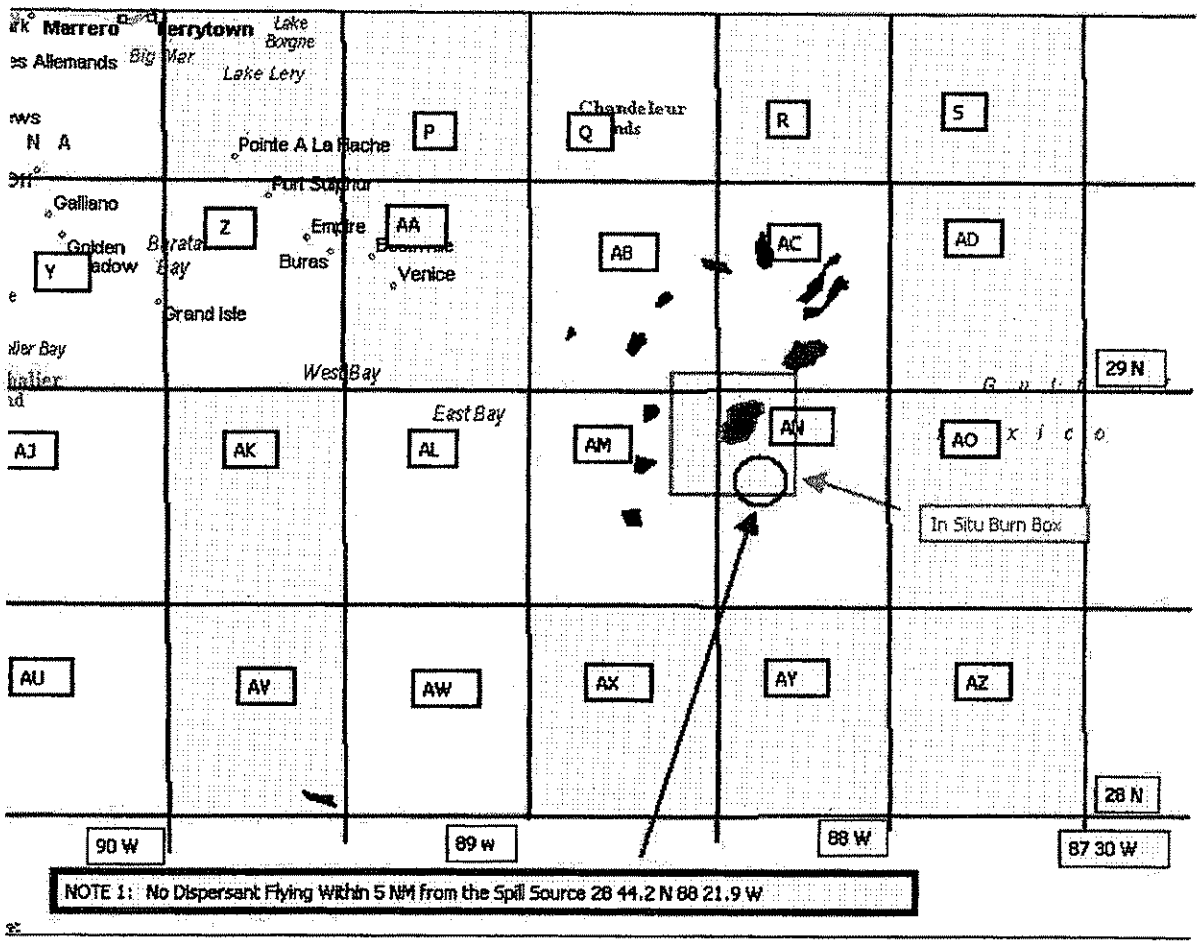


TABLE 1 Dispersible Oil Report June 11, 2010

	Zone	Estimated Area (sq.mi)	Estimated percentage dispersible oil	Dispersant Needed (1/20 DOR)
Priority 1	AC	900	1	28,800
Priority 2	AM	900	0.2	5,760
Priority 3	AB	900	0.05	1,440
Total				36,000

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

Attachment 3

Offshore Skimming Resources

On-scene/Ops
In Transit
Out of Service
Lightering

			SOURCE			Date/Time 12 June 1600	
	Designator	Kind/Type	Vessel	Assignment	Status	Location	ETA
1	LAR	RV1/Weir	Louisiana Responder	MSRC	Skimming	MC-252	
2	GCR	RV1/Weir	Gulf Coast Responder	MSRC	Pit Stop	Ft Jackson	
3	TXR	RV1/Weir	Texas Responder	MSRC	Skimming	MC-252	
4	MER	RV1/Weir	Maine Responder	MSRC	Skimming	MC-252	
5	MSR	RV1/Weir	Mississippi Responder	MSRC	Skimming	MC-252	
6	SOR	RV1/Weir	Southern Responder	MSRC	Skimming	MC-252	
7	DER	RV1/Weir	Delaware Responder	MSRC	Skimming	MC-252	
8	VAR	RV1/Weir	Virginia Responder	MSRC	Skimming	MC-252	
9	HOSS	RV1/Belt	CGA HOSS Barge (Crosby Sun)	TF HOSS	Skimming	MC-252	
10	SV	RV1/Weir	Seacor Vanguard (Current Buster 2 d	Buster	Skimming	MC-252	
11	JC	RV1/Weir	John Coghill (Current Buster)	Buster	Skimming	MC-252	
12	LR	RV1/Weir	Lana Rose (NRC VOSS)	NRC	Skimming	MC-252	
13	PT	RV1/Weir	Pauline T (NRC VOSS)	NRC	Skimming	MC-252	
14	PP	RV1/Belt	Resolve Pioneer (NRC Marco)	NRC	Skimming	MC-252	
15	SW	RV1/Weir	Seacor Washington (Dutch arm)	NRC	Skimming	MC-252	
16	PER	RV1/Belt	NRC Perseverence	NRC	Skimming	MC-252	
17	LIB	RV1/Disk	NRC Liberty (Disc)	NRC	Skimming	MC-252	
18	SH	RV1/Disk	SeaHorse v1 (NRC VOSS)	NRC	Skimming	MC-252	
19	NG	RV1/Weir	Noonie G (w/CGA FRU)	CGA	Skimming	MC-252	
20	IT	RV1/Weir	International Trooper (w/CGA FRU)	CGA	Skimming	MC-252	
21	CAR	RV1/Weir	Ms. Caroline (w/CGA FRU)	CGA	Skimming	MC-252	
22	MA	RV1/Weir	Mr. Alex (w/CGA FRU)	CGA	Skimming	MC-252	
23	RE	RV1/Belt	Rene (Navy Marco)	Fed	Skimming	MC-252	
24	HM	RV1/Weir	HOS Msydque (Dutch arm)		Skimming	MC-252	
	402	TV2	MSRC 402 Barge (Kimberly Colle)	TF Storage	On-scene	MC-252	
	452	TV1	MSRC 452 Barge (Tara Crosby)	TF Storage	Standby	Ft Jackson	
	570	TV1	MSRC 570 Barge (Crosby Clipper)	TF Storage	Standby	Pilot Town	
	155	TV1	K-Sea DBL 155 (Rebel)	TF Storage	On-scene	MC-252	
	Costner	TV1	Energy 8001(Superior Service) Costi	TF Storage	Enroute	MC-252	

		NON SOURCE				
Designator		**Vessel**	**Assignment**	**Status**	**Location**	**ETA**
HC	WB1	Harry Claiborne	FED	On-scene	Off Grand Isle	
AG	RV1	C Agressor	FED	Skimming	E of SW Pass	
GS	RV1	Gulf Scout	FED	Skimming	Off Grand Isle	
OQ	RV1	Odysea Quest	FED	Skimming	Off Grand Isle	
LL	RV1	Lauren LaCoste	FED	Skimming	Off Grand Isle	
OM	RV1	Odysea Mariner	FED	Fueling	Fourchon	
GI	RV1	Gulf Influence	FED	Enroute		9-Jun
2602	RV1	Cenac 2602 w/Clinton Cenac	FED	Stand-by	Off Grand Isle	
VA	TV	Vallant w/Agelica	FED	On-scene	S of LOOP	
O	RV1	Orleans	FED	Skimming	E of SW Pass	
PB	RV1	Pope Benedict	FED	Skimming	E of SW Pass	
GW	RV1	Great White	FED	Skimming	E of SW Pass	
QB	RV1/Weir	Queen Bee (USCG VOSS)	Fed	Skimming	MC 252	
SL	RV1/Weir	Sir Lancelot (USCG VOSS)	Fed	Skimming	MC 252	
MM	RV1/Weir	Miss Megan (USCG VOSS)	Fed	Skimming	MC 252	
AD	RV1/Belt	NRC Admiral (Marco)	NRC	Skimming	MC 252	
HN	RV1	HOS North		Outfitting	Fourchon	

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

June 13, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), Houma Unified Command has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Unified Command has ten (10) spotter visual reports from 13 June of multiple slicks of dispersible oil (Attachment 1) and the NOAA Surface Oil Forecast for 14 June shows extensive areas of heavy and medium oil (Attachment 2). Weather forecast indicates excellent flying weather with winds of 5-10 knots, wave height 1-2 feet, ceilings unlimited and visibility 10 nm.

Houma Unified Command anticipates that, due to the weather, location, distribution (3,600 sqmi) and size of the multiple oil slicks identified the use of mechanical recovery and ISB to recover or remove the oil in the target area will be insufficient to remove the spill volume on June 14, 2010. Prior to spray operations the spotter aircraft will identify the highest value targeted slicks and will direct spray aircraft to the heaviest portions of the slick.

Pursuant to a request this date from Unified Command, the following information is provided.

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.

- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the

heaviest oil and collect the highest volume of oil. Other skimming assets are deployed nearshore to recover oil before it comes ashore.

- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.

- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* is planned to conduct water chemistry and toxicology sampling. These operations depend upon approval to apply dispersants either aerial or with boat spray systems onboard the M/V *International Peace.*

Accordingly, in accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A in volumes on oil slicks located today shown in Table 1 not to exceed ~~38,880~~ 17,800 gallons for a period not to exceed 12 hours.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

Date: 6-14-10

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

Attachment 1

Dispersant Zone Map for 14 June 2010 with Oil Targets from Spotter Operations 13 June

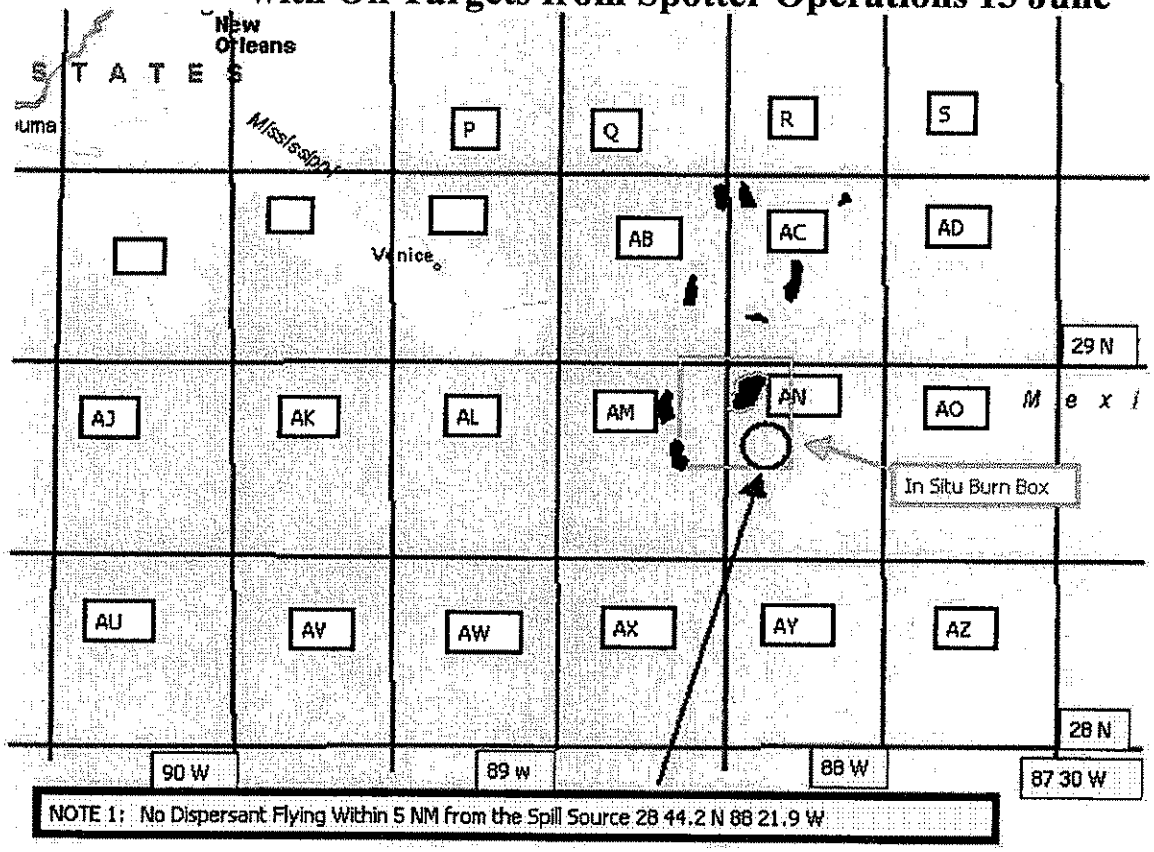


TABLE 1
Dispersible Oil Report June 13, 2010

	Zone	Estimated Area (sq.mi)	Estimated percentage dispersible oil	Dispersant Needed (1/20 DOR)
Priority 1	AC	900	1	28,800
Priority 2	AM	900	0.3	8,640
Priority 3	AB	900	0.05	1,440
Total		2,700		38,880

Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

Attachment 3

Offshore Skimming Resources

On-scene/Ops
In Transit
Staging
Lightering

	SOURCE				Date/Time 12 June 1600		
	Designator	Kind/Type	Vessel	Assignment	Status	Location	ETA
1	LAR	RV1/Weir	Louisiana Responder	MSRC	Skimming	MC-252	
2	GER	RV1/Weir	Gulf Coast Responder	MSRC	Pre Staging	Pensacola	
3	TXR	RV1/Weir	Texas Responder	MSRC	Skimming	MC-252	
4	MER	RV1/Weir	Maine Responder	MSRC	Skimming	MC-252	
5	MSR	RV1/Weir	Mississippi Responder	MSRC	Skimming	MC-252	
6	SOR	RV1/Weir	Southern Responder	MSRC	Skimming	MC-252	
7	DER	RV1/Weir	Delaware Responder	MSRC	Skimming	MC-252	
8	VAR	RV1/Weir	Virginia Responder	MSRC	Skimming	MC-252	
9	HOSS	RV1/Weir	CGA HOSS Barge (Crosby Sun)	TF HOSS	Skimming	MC-252	
10	SV	RV1/Weir	Seator Vanguard (Current Buster 2 ea)	Buster	Skimming	MC-252	
11	JC	RV1/Weir	John Cognill (Current Buster)	Buster	Skimming	MC-252	
12	LR	RV1/Weir	Lana Rose (NRC VOSS)	NRC	Skimming	MC-252	
13	PT	RV1/Weir	Pauline T (NRC VOSS)	NRC	Skimming	MC-252	
14	RP	RV1/Weir	Resolve Pioneer (NRC Marco)	NRC	Skimming	MC-252	
15	[illegible]	RV1/[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
16	PER	RV1/Belt	NRC Perseverance	NRC	Skimming	MC-252	
17	LIB	RV1/Disk	NRC Liberty (Disc)	NRC	Skimming	MC-252	
18	SH	RV1/Disk	Seaherse VI (NRC VOSS)	NRC	Skimming	MC 252	
19	NG	RV1/Weir	Noonie G (w/CGA FRU)	CGA	Skimming	MC 252	
20	TI	RV1/Weir	International Trooper (w/CGA FRU)	CGA	Skimming	MC 252	
21	CAR	RV1/Weir	Ms. Caroline (w/CGA FRU)	CGA	Skimming	MC 252	
22	MA	RV1/Weir	Mr. Alex (w/CGA FRU)	CGA	Skimming	MC-252	
23	RG	RV1/Belt	Rene (Navy Marco)	Fed	Skimming	MC 252	
24	HH	RV1/Weir	HOS Heritage (Dutch Arm)		Skimming	MC 252	
		RV1/Weir	Speedwell (Dutch Arm)		Skimming	MC 252	
	402	TV2	MSRC 402 Barge (Kimberly Colis)	TF Storage	On-scene	MC-252	
	452	TV1	MSRC 452 Barge (Tara Crosby)	TF Storage	Standby	Ft Jackson	
	570	TV1	MSRC 570 Barge (Crosby Clipper)	TF Storage	Standby	Pilot Town	
	155	TV1	K-Sea 001-155 (Rebel)	TF Storage	On-scene	MC-252	
	Costner	TV1	Energy 8001(Superior Service) Costner	TF Storage	Enroute	MC-252	

	NON SOURCE						
	Designator		Vessel	Assignment	Status	Location	ETA
	RC	WB1	Harry Claborne	FED	On-scene	Off Grand Isle	
	AG	RV1	C Agressor	FED	Skimming	E of SW Pass	
	GS	RV1	Gulf Scout	FED	Skimming	Off Grand Isle	
	OQ	RV1	Odyssea Quest	FED	Skimming	Off Grand Isle	
	LL	RV1	Lauren LaCoste	FED	Skimming	Off Grand Isle	
	OM	RV1	Odyssea Mariner	FED	Skimming	Fourchon	
	GI	RV1	Gulf Influence	FED	Enroute		12-Jun
	2602	RV1	Cenac 2602 w/Clinton Cenac	FED	Stand-by	Off Grand Isle	
	VA	TV	Valiant w/Agelica	FED	On-scene	S of LOOP	
	G	RV1	Grenak	FED	Skimming	E of SW Pass	
	PB	RV1	Pope Benedict	FED	Skimming	E of SW Pass	
	GW	RV1	Great White	FED	Skimming	E of SW Pass	
	QB	RV1/Weir	Queen Bee (USCG VOSS)	Fed	Skimming	MC 252	
	SL	RV1/Weir	Sir Lancelot (USCG VOSS)	Fed	Skimming	MC-252	
	MM	RV1/Weir	Miss Megan (USCG VOSS)	Fed	Skimming	MC-252	
	AD	RV1/Belt	NRC Admiral (Marco)	NRC	Skimming	MC-252	
	[illegible]	RV1	[illegible]	[illegible]	[illegible]	[illegible]	