



# **BP** **GULF OF MEXICO** **REGIONAL** **OIL SPILL RESPONSE PLAN**



**BP**  
**200 Westlake Park Blvd.**  
**Houston, TX 77079**

*Developed by:*

**The Response Group**  
*Emergency Response | Pre-Planning & Support*

**Houston, TX - Anchorage, AK - Boston, MA - Chicago, IL**

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**BP OSRP QUICK GUIDE**

The BP OSRP Quick Guide is a concise set of easy-to-follow instructions and related information regarding actions to be performed by the person in charge, as well as other on duty personnel, in the event of a release of product in the region covered by the plan. Additional information and detail may be found in the corresponding sections and appendices of the Oil Spill Response Plan itself.

**A. Safety**

**I. Introduction**

Site Safety Planning is an essential element of emergency preparedness and response. BP is dedicated to ensuring the safety of company personnel and the public. In the event of an oil spill, or other emergency, BP will manage a coordinated response to minimize impacts to the environment while keeping safety issues in the forefront. The Site Safety Plan (with the ICS Forms at the end of this section) is a general plan intended to address initial safety criteria during the early stages of the response effort.

**II. Roles and Responsibilities**

*A list of responsibilities of response personnel in the Command Section, and other ICS positions, is detailed in **Section 4** of the OSRP.*

**B. Spill Assessment**

Upon receiving indication of an oil spill, or other chemical release that may threaten the Waters of the United States, the following actions are critical to initiating and sustaining an effective response:

•	Locate the spill
•	Determine size and volume of the spill
•	Predict spill movement
•	Monitor and track spill movement

Specific directions and strategies for performing the above actions are detailed in **Section 10** of the OSRP. Additionally, **Figure 1-1a** and **Figure 1-1b** provide information related to spill estimation and trajectory requests respectively. **Figures 1-25 – 1-28** are a list of facilities covered by this quick guide and the associated oil spill response plan. *For detailed information regarding spill assessment, see **Section 10** of the OSRP.*



<ul style="list-style-type: none"> <li>• Initiate surveillance overflights of spill area at first light or as soon as possible with fixed wing or rotary wing aircraft to determine:             <ul style="list-style-type: none"> <li>a) Size and description of oil slick</li> <li>b) Direction of movement</li> <li>c) Coordinates of leading and trailing edge of oil slick</li> <li>d) Sensitivities endangered</li> <li>e) Population areas threatened</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• Video and photograph spill area daily during surveillance over flights for documentation and operational purposes, dependent upon weather conditions.</li> </ul>
<ul style="list-style-type: none"> <li>• Activate the B P I ncident M anagement Team (SMT) al ong with t he Unified Command ICS dependent upon the severity of the emergency event.</li> </ul>
<ul style="list-style-type: none"> <li>• Notify MSRC and other OSRO'S to respond to the emergency dependent upon spill response requirements.</li> </ul>
<ul style="list-style-type: none"> <li>• Obligate all funds required to maintain the coordinated and integrated response activities that are required and/or directed.</li> </ul>
<ul style="list-style-type: none"> <li>• Conduct tactical and planning meetings at predetermined time periods along with incident briefings and special purpose meeting which may include:             <ul style="list-style-type: none"> <li>a) Unified Command Meetings</li> <li>b) Command Staff Meetings</li> <li>c) Business Management Meetings</li> <li>d) Agency Representative Meetings</li> <li>e) Press Conferences</li> </ul> </li> </ul>

**C. Locating a Spill**

In the event of a significant release of oil, an accurate estimation of the spill's total volume along with the spill location and movement is essential in providing preliminary data to plan and initiate cleanup operations. Generating the estimation as soon as possible will aid in determining:

<ul style="list-style-type: none"> <li>• Equipment and personnel required;</li> </ul>
<ul style="list-style-type: none"> <li>• Potential threat to shorelines and/or sensitive areas as well as ecological impact; and</li> </ul>
<ul style="list-style-type: none"> <li>• Requirements for storage and disposal of recovered materials.</li> </ul>

As part of the initial response, BP will initiate a systematic search with aircraft, primarily helicopters, to locate a spill and determine the coordinates of the release. In the event weather prohibits use of aircraft, (both fixed wing and rotor) field boats may be utilized to conduct search operations.



Aircraft will also be utilized to photograph the spill on a daily basis, or more frequently if required, for operational purposes. The overflight information will assist with estimating the spill size and movement based upon existing reference points (i.e., oil rigs, islands, familiar shoreline features, etc.).

**D. Determining the Size and Volume of a Spill**

When a spill has been verified and located, the priority issue will be to estimate and report the volume and measurements of the spill as soon as possible. Spill measurements will primarily be estimated by using coordinates, pictures, drawings, and other information received from helicopter or fixed wing overflights.

Oil spill volume estimations may be determined by direct measurements or by calculations based upon visual assessment of the color of the slick and information related to length and width that can be calculated on existing charts. The appearance of oil on water varies with the oil’s type and thickness as well as ambient light conditions. Oil slick thicknesses greater than approximately 0.25 mm cannot be determined by appearance alone.

Direct measurements are the preferred method for determining the volume of a spill. Measurements can be obtained by:

•	Gauging the tank or container to determine volume lost
•	Measuring pressure lost over time
•	Determining the pump or spill rate (GPM) and elapsed time

Visual assessment for determining the volume of oil based on slick information begins with understanding the terminology listed below:

•	Sheen – oil visible on the water as a silvery <u>sheen</u> or with <u>tints of rainbow colors</u> . This is the smallest thickness of oil.
•	Dark colors – visible with dark colors (i.e., <u>yellowish brown</u> , <u>light brown</u> ) with a <u>trace of rainbow color</u> but is not black or dark brown.
•	Black/Dark Brown – fresh oil after initial spreading will have a <u>black</u> or very <u>dark brown</u> color. This is the largest thickness of non emulsified oil.
•	Mousse – water-in-oil emulsion which is often <u>orange</u> to <u>rust colored</u> . It is thick and viscous and may contain 30% oil.



Several natural weathering processes occur which diminish the severity of the spill depending upon the composition of the oil. Natural weathering processes include the following:

•	Dispersion
•	Dissolution
•	Emulsification
•	Evaporation

Factors listed in **Figure 1-1a** and **Figure 1-1b** will be used to estimate the volume of oil in a spill unless an accurate amount is known by other means. Estimated spill volumes should be rounded off to avoid the misconception of a precise determination.

### E. Predicting Spill Movement

Real time oil spill trajectory models predict the movement of spilled oil on water as well as identifying potential shoreline impact areas and other environmentally and ecologically sensitive areas.

The Response Group in Houston, TX, is the primary resource providing BP with predictions of both the movement of oil on water and potential impact areas. The Response Group is available on a 24 hour/day basis at (281) 880-5000 (Office) or (713) 906-9866 (Cellular). The Response Group relies on a number of sources that provide real time data in conjunction with condition variables in order to track and predict spill movement throughout the duration of an incident. Trajectory model results will be transferred to BP personnel via a fax or by modem directly into BP's computer system. Weather forecasts, buoy data, and National Weather Bureau satellite imagery may be collected from internet services or by contacting the National Weather Service as listed below:

•	Gulf of Mexico website: <a href="http://www.nws.noaa.gov/om/marine/zone/gulf/gulfmz.htm">http://www.nws.noaa.gov/om/marine/zone/gulf/gulfmz.htm</a> Slidell, LA (504) 589-2808
•	Houston/Galveston, TX Area (281) 337-5074
•	Brownsville, TX (956) 504-1432 Austin/San Antonio, TX (830) 606-3617
•	Miami, FL (305) 229-4550



The National Oceanic and Atmospheric Administration (NOAA) is another available resource that can provide oil trajectories. GNOME (General NOAA Operational Modeling Environment) is the oil spill trajectory model used by OR&R Emergency Response Division (ERD) responders during an oil spill. ERD trajectory modelers use GNOME in Diagnostic Mode to set up custom scenarios quickly. In Standard Mode, anyone can use GNOME (with a Location File) to:

- Predict how wind, currents, and other processes might move and spread oil spilled on the water.
- Learn how predicted oil trajectories are affected by inexactness ("uncertainty") in current and wind observations and forecasts.
- See how spilled oil is predicted to change chemically and physically ("weather") during the time that it remains on the water surface.

For more information, contact Charlie Henry, the NOAA Scientific Support Coordinator for Texas, Louisiana, Mississippi, Alabama and the Florida Panhandle at (504) 589-4414.

Trajectory models can be run with predicted weather information used as input over a several hour period. The Response Group offers the following services from the office and remote locations:

- ✓ Oilmap Trajectory Modeling program
- ✓ General NOAA Oil Modeling Environment
- ✓ Scripps/MMS Oceanographic Data
- ✓ Scripps SEA Current Information
- ✓ MMS Buoy Information
- ✓ NOAA Ship Drift Information
- ✓ Overflight GPS Positioning Data
- ✓ ETA's to Shoreline
- ✓ Offshore Response Plans
- ✓ Biological Resources in the path of the slick



BP personnel can initiate the trajectory mapping process by calling or submitting a trajectory request form, **Figure 1-3**, as soon as the following information is available:

- wind speed & direction
- current speed & direction
- sea state
- spill volume
- continuous or instantaneous release
- type of oil (API gravity)
- latitude & longitude (spill site)
- duration of spill
- direction of spill movement
- date & time of incident
- air & water temperature
- source of spill
- high tide & low tide

Trajectory model results may be updated periodically depending upon revised surveillance information and the latest weather updates.

## **F. Monitoring and Tracking the Spill Movement**

Surveillance of the spill movement throughout the incident is essential to bringing response operations to a successful conclusion. BP will maintain the overflight and trajectory modeling programs to monitor and predict the movement of oil until spill response operations are completed.

Surveillance operations can be continued both day and night, and in inclement weather, through the use of infrared sensing cameras capable of detecting oil on water. Information from the infrared cameras can be downloaded to a computer and printed out on a chart and/or recorded on videotape.



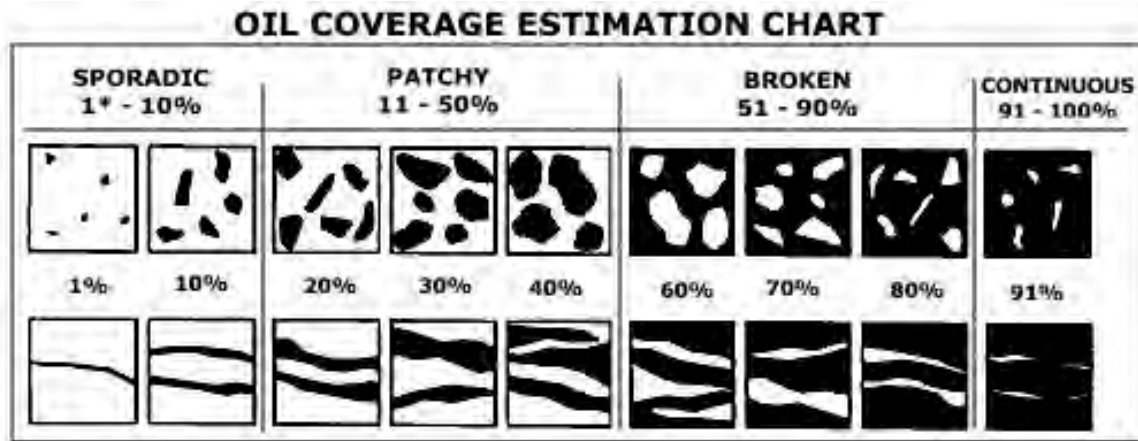


<b>Oil Thickness Estimations</b>				
Standard Term	Approx. Film Thickness		Approx. Quantity of Oil in Film	
	Inches	Mm		
Barely Visible	0.0000015	0.00004	25 gals/mile <sup>2</sup>	44 liters/km <sup>2</sup>
Silvery	0.000003	0.00008	50 gals/mile <sup>2</sup>	88 liters/km <sup>2</sup>
Slight Color	0.000006	0.00015	100 gals/mile <sup>2</sup>	176 liters/km <sup>2</sup>
Bright Color	0.000012	0.0003	200 gals/mile <sup>2</sup>	351 liters/km <sup>2</sup>
Dull	0.00004	0.001	666 gals/mile <sup>2</sup>	1,168 liters/km <sup>2</sup>
Dark	0.00008	0.002	1,332 gals/mile <sup>2</sup>	2,237 liters/km <sup>2</sup>

Thickness of light oils: 0.0010 inches to 0.00010 inches.  
Thickness of heavy oils: 0.10 inches to 0.010 inches.

- Spill Volume Estimation Procedure**
1. Estimate dimensions (length x width) of the spill in miles. Multiply length times width to calculate area covered by oil in square miles
  2. Multiply each area calculated in (1) by the appropriate factor from the thickness estimation table (above) and add the parts together

**Oil Coverage Estimation Chart** **Figure 1-1a**



\*TRACE = <1%

From Office of Response & Restriction, National Ocean Service, National Ocean & Atmospheric Administration



**D. Worst Case Discharge scenario for Exploratory Well from Offshore Drilling**

**1) Worst Case Summary**

BP has determined that its worst case scenario for discharge from a mobile drilling rig operation would occur from the Mississippi Canyon 462 lease. MC 462 is a planned exploration well targeted for Miocene oil reservoirs. Given the anticipated reservoir thickness and historical productivity index for the Miocene, worst case discharge is expected to be 250,000 barrels of crude oil per day. Calculations are based on formulas defined by MMS regulations. The oil has an estimated API gravity of 26°.

**2) Facility Information**

- Area and Block: MC 462
- Latitude: 28° 30' 47.42"
- Longitude: 88° 52' 40.84"
- Distance to Shore: 33 miles
- API Gravity: 26° (Estimated)
- Oil Storage Volume: 0 barrels

**3) Worst Case Discharge Volume**

<i>Criteria</i>	<i>Barrels</i>
Highest capacity well uncontrolled blowout volume associated with exploration well	250,000
<b>TOTAL WORST CASE DISCHARGE</b>	<b>250,000</b>

**4) Land Segment Identification**

Land areas that could be potentially impacted by an MC 462 oil spill were determined using the MMS Oil Spill Risk Analysis Model (OSRAM) trajectory results. The OSRAM estimates the probability that oil spills from designated locations would contact shoreline and offshore natural resources. These probabilities indicate, in terms of percentage, the chance that an oil spill occurring in a particular launch area will contact a certain county or parish within 3, 10, and 30 days.



OCS Launch Block #57 was utilized as MC 462’s point of origin. Land segments identified by the model are listed below:

Area and Spill Site	Land Segment Contact Land Segment No. & County/ Parish & State	Percent Impact Chance		
		3 Days	10 Days	30 Days
Mississippi Canyon 462	Cameron, LA	--	--	1
	Vermilion, LA	--	--	1
	Terrebonne, LA	--	1	2
	Lafourche, LA	--	1	2
	Jefferson, LA	--	--	--
	Plaquemines, LA	4	14	21
	St. Bernard, LA	--	1	3
	Hancock, MS	--	--	1
	Harris, MS	--	--	1
	Jackson, MS	--	--	1
	Mobile, AL	--	--	1
	Baldwin, AL	--	--	1
	Escambia, FL	--	--	1
	Okaloosa, FL	--	--	1
	Walton, FL	--	--	1
	Bay, FL	--	--	1

5) Resource Identification

The land segment that has the highest probability of being impacted by a release from MC 462 is Plaquemines Parish, Louisiana, at 21 percent. Sources listing the resources within Plaquemines Parish are identified in **Section 11**.

6) Response

BP will make every effort to respond to the Worst Case Discharge as effectively as possible. BP has contracted with National Response Corporation (NRC) and Marine Spill Response Corporation (MSRC) as primary Oil Spill Removal Organizations. Contact information for the OSROs can be found in **Figure 7-6A**. Upon notification of the spill, BP would request a partial or full mobilization of the resources identified in the attached **Appendix E**, including, but not limited to, dispersant aircraft from ASI & MSRC and NRC & MSRC skimming vessels. The Qualified Individual, Person in Charge, Incident Commander or designee may contact other service companies if the Unified Command deems such services necessary to the response efforts.

An Adios model was run on a similar product. The results indicate 5% of the product would be evaporated or naturally dispersed within 12 hours, leaving approximately 237,500 barrels on the water.



Tables below outline equipment as well as temporary storage equipment to be considered in order to cope with an initial spill of 250,000 bbls. The list estimates individual times needed for procurement, load out, travel time to the site and deployment.

Offshore response strategies may include attempting to simulate utilizing MSRC & NRC's Oil Spill Response Vessels (OSRVs), Oil Spill Response Barges (OSRBs), ID Boats, and Quick Strike OSRVs, which have a combined derated recovery rate of 491,721 barrels/day. Temporary storage associated with the identified skimming and temporary storage equipment equals 299,066 barrels.

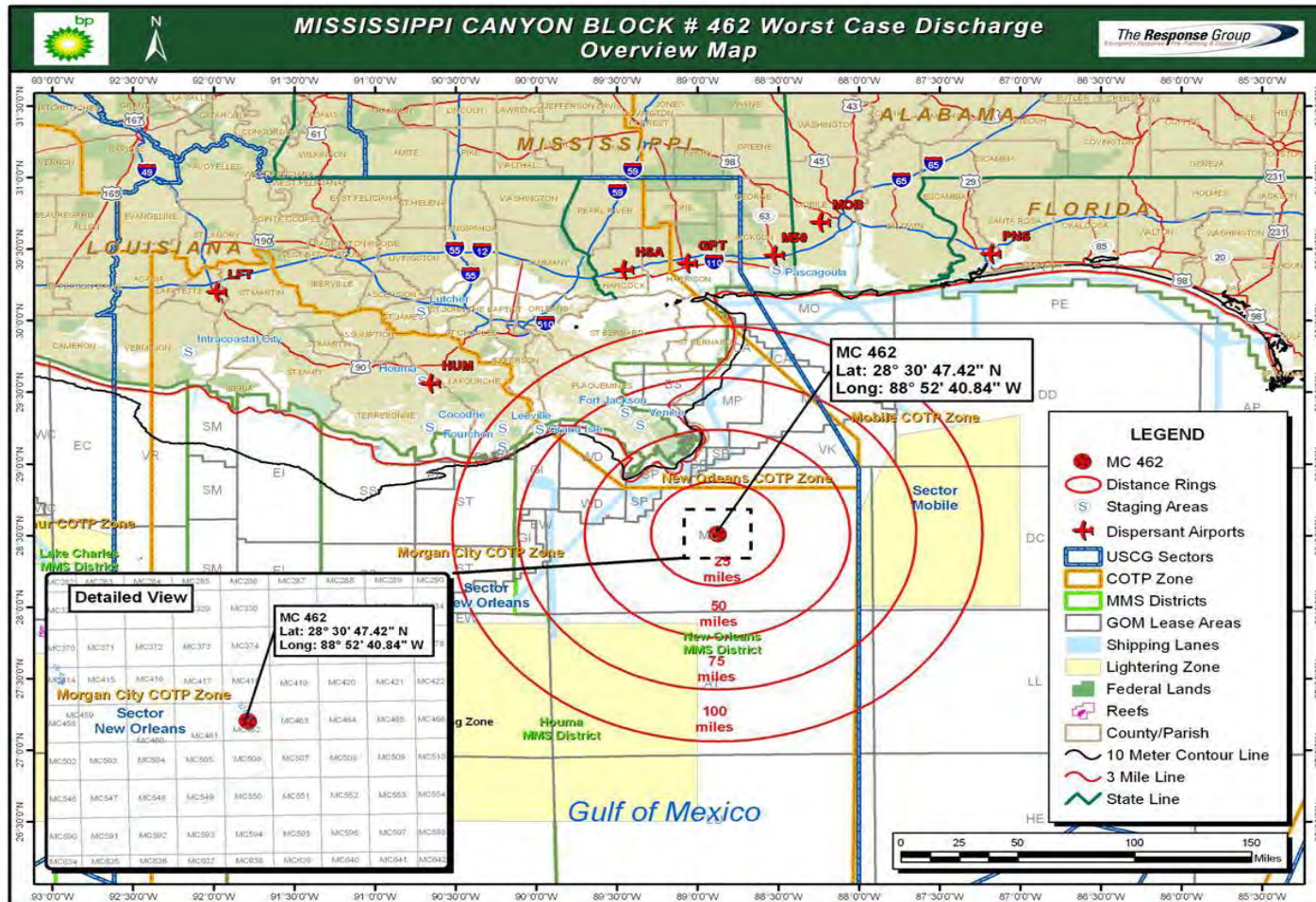
Dispersants may be a viable response option. If appropriate, 4 to 5 sorties (1,200 gallons to 2,000 gallons per sortie) from the DC-3 within the first 12 hour operating day of the response. Using a 1:20 application rate, 90% effectiveness, and assuming 4-5 sorties per day the systems could disperse approximately 5,486 to 6,857 barrels of oil per day based on the NOAA Dispersant Planner. Additionally, 3 to 4 sorties (300 gallons per sortie) from MSRC's BE-90 and one sortie (3250 gallons per sortie) from MSRC's C-130A could be completed within the first 12 hour operating day of the response. Using the same assumptions as above, these two aircraft could disperse approximately 1,778 to 1,907 barrels of oil in the first day. On each subsequent day, the BE-90 and the C-130A would be able to complete 4-5 sorties each (300 and 3250 gallons per sortie, respectively), for a total amount of 6,080-7,600 barrels of oil per day dispersed.

If the spill went unabated, shoreline impact would depend upon existing environmental conditions. Nearshore response may include the deployment of shoreline boom on beach areas, or protection and sorbent boom on vegetated areas. Strategies would be based upon surveillance and real time trajectories provided by The Response Group that depict areas of potential impact given actual sea and weather conditions. Strategies from the Area Contingency Plan, The Response Group and Unified Command would be consulted to ensure that environmental and special economic resources would be correctly identified and prioritized to ensure optimal protection. The Response Group shoreline response guides depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory personnel have the option to modify the deployment and operation of equipment allowing a more effective response to site-specific circumstances. (For more information on resource identification, see **Section 11**; for more information on resource protection methods, see **Section 13**.)



# BP Regional Oil Spill Response Plan – Gulf of Mexico

Appendix H  
Worst Case  
Discharge



Title of Document: Regional Oil Spill Response Plan  
Authority: Dan R. Replogle,  
GoM EMS Mgmt Representative  
Scope: GoM EMS  
Issue Date: 12/01/00  
Revision Date: 06/30/09  
Next Review Date: 06/30/11

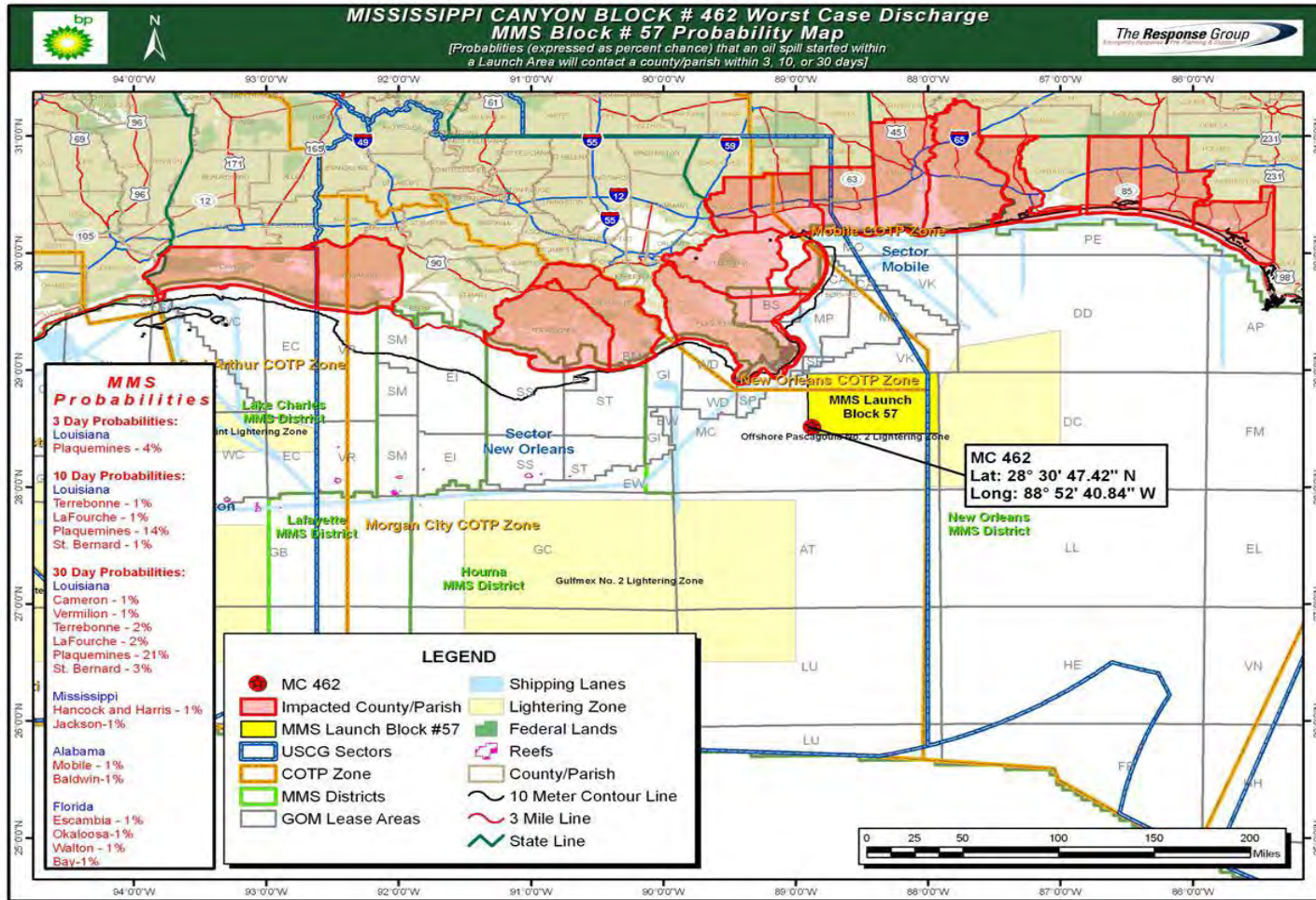
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Document Administrator: Kristy McNease,  
GoM HSSE Document Mgmt Administrator  
Issuing Dept.: GoM SPU  
Control Tier: Tier 2 - GoM Region  
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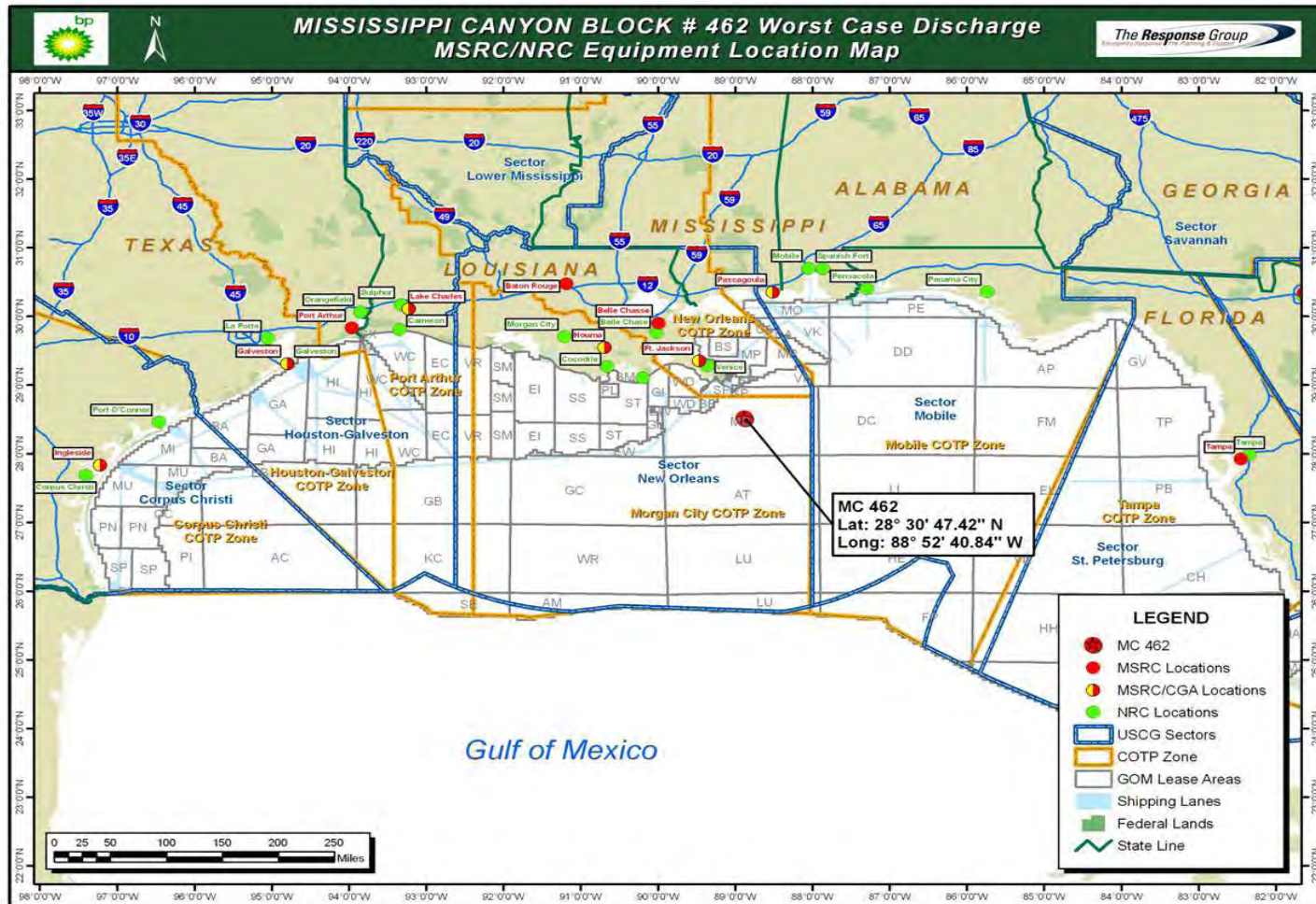
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MC 462 (Exploratory) - Offshore On-Water Recovery Activation List													
Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Seahorse 5 ID Boat	NRC 800-899-4672	Fourchon, LA	Ord Disk Skimmer	1	1,954	100	Fourchon, LA	90	1	0	6.5	1	8.5
			21" Boom	100'									
			Personnel	4									
Celeste Elizabeth ID Boat	NRC 800-899-4672	Fourchon, LA	146' Utility Boat	1	1,954	416	Fourchon, LA	90	1	0	6.5	1	8.5
			Ord Disk Skimmer	1									
			21" Boom	100'									
Louisiana Responder Transrec-350	MSRC 800-OIL-SPIL	Fort Jackson, LA	Personnel	4	10,567	4,000	Fort Jackson, LA	69	2	1	5	1	9
			32' Support Boat	1									
			Transrec Skimmer	1									
Stress 1	MSRC 800-OIL-SPIL	Fort Jackson, LA	67" Boom	1320'	15,840		Fort Jackson, LA	69	2	1	5	1	9
			Offshore Skimmer	1									
			Personnel	4									
FOILEX 250	MSRC 800-OIL-SPIL	Fort Jackson, LA	Utility Boat	1	3,977		Fort Jackson, LA	69	2	1	5	1	9
			67" Offshore Boom	1320'									
			Personnel	4									
FOILEX 200	MSRC 800-OIL-SPIL	Fort Jackson, LA	Utility Boat	1	1,989		Fort Jackson, LA	69	2	1	5	1	9
			Offshore Skimmer	1									
			67" Offshore Boom	660'									
DESMI OCEAN	MSRC 800-OIL-SPIL	Fort Jackson, LA	Personnel	4	3,017		Fort Jackson, LA	69	2	1	5	1	9
			Utility Boat	1									
			Offshore Skimmer	1									
GT-185	MSRC 800-OIL-SPIL	Fort Jackson, LA	67" Offshore Boom	660'	1,371		Fort Jackson, LA	69	2	1	5	1	9
			Personnel	4									
			Utility Boat	1									
WP-4	MSRC 800-OIL-SPIL	Fort Jackson, LA	Offshore Skimmer	1	3,017		Fort Jackson, LA	69	2	1	5	1	9
			67" Offshore Boom	660'									
			Personnel	4									
SOS System AB/AW-363	NRC 800-899-4672	Belle Chasse, LA	Utility Boat	1	30,857	124	Venice, LA	123	2.5	1	9	1	13.5
			Marco/VTU Skimmer	1									
			43" Boom	200'									
SOS System FF-332	NRC 800-899-4672	Belle Chasse, LA	Personnel	4	3,154	100	Venice, LA	123	2.5	1	9	1	13.5
			Marine Tank	1									
			110" Utility Boat	1									
M/V Recovery MOSS Unit SS-50	AMPOL 800-482-6765	Fourchon, LA	Offshore Skimmer	1	3,017	200	Fourchon, LA	90	2	1	6.5	1	10.5
			36" Expandi Boom	720'									
			Personnel	4									
GT-185	MSRC 800-OIL-SPIL	Baton Rouge, LA	110" Utility Boat	1	1,371		Fourchon, LA	90	4.5	1	6.5	1	13
			Offshore Skimmer	1									
			67" Offshore Boom	660'									
Mississippi Responder Transrec-350	MSRC 800-OIL-SPIL	Pascagoula, MS	Personnel	4	10,567	4,000	Pascagoula, MS	135	2	1	9.5	1	13.5
			Transrec Skimmer	1									
			67" Boom	1320'									
Stress 1	MSRC 800-OIL-SPIL	Lake Charles, LA	210" Vessel	1	15,840		Fourchon, LA	90	6.5	1	6.5	1	15
			Personnel	12									
			32' Support Boat	1									

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			67" Offshore Boom	1320'									
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			67" Offshore Boom	660'									
			Personnel	4									
Stress 1	MSRC 800-OIL-SPL	Pascagoula, MS	Offshore Skimmer	1	15,840		Fourchon, LA	90	6.5	1	6.5	1	15
			67" Offshore Boom	660'									
			Personnel	4									
WP-1	MSRC 800-OIL-SPL	Pascagoula, MS	Offshore Skimmer	1	3,017		Fourchon, LA	90	6.5	1	6.5	1	15
			67" Offshore Boom	660'									
			Personnel	4									
AARDVAC	MSRC 800-OIL-SPL	Pascagoula, MS	Offshore Skimmer	1	3,840		Fourchon, LA	90	6.5	1	6.5	1	15
			67" Offshore Boom	660'									
			Personnel	4									
SOS System RM-313	NRC 800-899-4672	Spanish Fort, AL	Rope Mop/VTU Skimmer	1	8,352	124	Fourchon, LA	90	7	1	6.5	1	15.5
			21" Boom	300'									
			Personnel	4									
			Marine Tank	1									
Seahorse 4 ID Boat	NRC 800-899-4672	Morgan City, LA	Ord Disk Skimmer	1	1,954	100	Morgan City, LA	204	1	0	14.5	1	16.5
			21" Boom	100'									
			Personnel	4									
			145' Utility Boat	1									
SOS System AW 321	NRC 800-899-4672	Beaumont, TX	VTU Weir Skimmer	1	6,857	124	Fourchon, LA	90	8	1	6.5	1	16.5
			21" Boom	100'									
			Personnel	4									
			Marine Tank	1									
GT-185	MSRC 800-OIL-SPL	Port Arthur, TX	Offshore Skimmer	1	1,371		Fourchon, LA	90	8	1	6.5	1	16.5
			67" Offshore Boom	660'									
			Personnel	4									
SOS System WS/AW-359	NRC 800-899-4672	LaPorte, TX	Vikoma/VTU Skimmer	1	12,322	124	Fourchon, LA	90	9	1	6.5	1	17.5
			21" Boom	200'									
			Personnel	4									
			Marine Tank	1									
SOS System AW 325	NRC 800-899-4672	LaPorte, TX	VTU Weir Skimmer	1	6,857	124	Fourchon, LA	90	9	1	6.5	1	17.5
			21" Boom	200'									
			Personnel	4									
			Marine Tank	1									
SOS System FF/AW-327	NRC 800-899-4672	Panama City, FL	Vikoma/VTU Skimmer	1	10,011	124	Fourchon, LA	90	9	1	6.5	1	17.5
			21" Boom	300'									
			Personnel	4									
			Marine Tank	1									
NRC "Energy" ID Boat	NRC 800-899-4672	Morgan City, LA	Vikoma Sea Skim	1	7,547	300	Morgan City, LA	204	2	1	14.5	1	18.5
			21" Boom	2100'									
			Personnel	4									
			Boom Boat	1									
SOS System FM/AW-329	NRC 800-899-4672	Morgan City, LA	Rope Mop/VTU Skimmer	1	8,352	124	Morgan City, LA	204	2	1	14.5	1	18.5
			21" Boom	200'									
			Personnel	4									
			Marine Tank	1									

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**Regional Oil Spill Response Plan – Gulf of Mexico**

**Appendix H  
Worst Case  
Discharge**

MC 462 (Exploratory) - Offshore On-Water Recovery Activation List													
Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
SOS System FF-358	NRC 800-899-4672	Morgan City, LA	Vikoma Skimmer	1	3,154	100	Morgan City, LA	204	2	1	14.5	1	18.5
			21" Boom	200'									
			Personnel	4									
			Marine Tank	1									
SOS System RM-358	NRC 800-899-4672	Morgan City, LA	110' Utility Boat	1	1,495	100	Morgan City, LA	204	2	1	14.5	1	18.5
			Rope Mop Skimmer	1									
			21" Boom	200'									
			Personnel	4									
FOILEX 250	MSRC 800-OIL-SPIL	Galveston, TX	Marine Tank	1	3,977		Fourchon, LA	90	10	1	6.5	1	18.5
			110' Utility Boat	1									
			Offshore Skimmer	1									
			67" Offshore Boom	660'									
GT-185	MSRC 800-OIL-SPIL	Galveston, TX	Personnel	4	1,371		Fourchon, LA	90	10	1	6.5	1	18.5
			Utility Boat	1									
			Offshore Skimmer	1									
			67" Offshore Boom	660'									
Stress 1	MSRC 800-OIL-SPIL	Galveston, TX	Personnel	4	15,840		Fourchon, LA	90	10	1	6.5	1	18.5
			Utility Boat	1									
			Offshore Skimmer	1									
			67" Offshore Boom	660'									
WP-4	MSRC 800-OIL-SPIL	Galveston, TX	Personnel	4	3,017		Fourchon, LA	90	10	1	6.5	1	18.5
			Utility Boat	1									
			Offshore Skimmer	1									
			67" Offshore Boom	660'									
GT-260	AMPOL 800-482-6765	New Iberia, LA	Personnel	4	2,743		Intracoastal City, LA	230	2	1	16.5	1	20.5
			110' Utility Boat	1									
			Crew Boat	1									
			GT-260 Skimmer	1									
WP-4	AMPOL 800-482-6765	New Iberia, LA	36" Expandi Boom	720'	3,565		Intracoastal City, LA	230	2	1	16.5	1	20.5
			Personnel	4									
			110' Utility Boat	1									
			Crew Boat	1									
WP-4	AMPOL 800-482-6765	New Iberia, LA	Offshore Skimmer	1	3,565		Intracoastal City, LA	230	2	1	16.5	1	20.5
			36" Expandi Boom	720'									
			Personnel	4									
			110' Utility Boat	1									
WP-4	AMPOL 800-482-6765	New Iberia, LA	Offshore Skimmer	1	3,565		Intracoastal City, LA	230	2	1	16.5	1	20.5
			36" Expandi Boom	720'									
			Personnel	4									
			110' Utility Boat	1									
WP-1	AMPOL 800-482-6765	New Iberia, LA	Offshore Skimmer	1	1,440		Intracoastal City, LA	230	2	1	16.5	1	20.5
			36" Expandi Boom	720'									
			Personnel	4									
			110' Utility Boat	1									
GT-185	AMPOL 800-482-6765	New Iberia, LA	Offshore Skimmer	1	1,371		Intracoastal City, LA	230	2	1	16.5	1	20.5
			36" Expandi Boom	720'									
			Personnel	4									
			110' Utility Boat	1									
WP-3	AMPOL 800-482-6765	New Iberia, LA	Offshore Skimmer	1	2,880		Intracoastal City, LA	230	2	1	16.5	1	20.5
			36" Expandi Boom	720'									
			Personnel	4									
			110' Utility Boat	1									
FOILEX 250	MSRC 800-OIL-SPIL	Ingleside, TX	Offshore Skimmer	1	3,977		Fourchon, LA	90	13	1	6.5	1	21.5
			67" Offshore Boom	660'									
			Personnel	4									
			Utility Boat	1									
Vikoma 3 Weir	MSRC 800-OIL-SPIL	Ingleside, TX	Offshore Skimmer	1	5,657		Fourchon, LA	90	13	1	6.5	1	21.5
			67" Offshore Boom	660'									
			Personnel	4									
			Utility Boat	1									

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**Appendix H**  
Worst Case  
Discharge

MC 462 (Exploratory) - Offshore On-Water Recovery Activation List													
Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
GT-185	MSRC 800-OIL-SPIL	Ingleside, TX	Offshore Skimmer 67" Offshore Boom Personnel Utility Boat	1 1320' 4 1	1,371		Fourchon, LA	90	13	1	6.5	1	21.5
Stress 1	MSRC 800-OIL-SPIL	Ingleside, TX	Offshore Skimmer 67" Offshore Boom Personnel Utility Boat	1 1320' 4 1	15,840		Fourchon, LA	90	13	1	6.5	1	21.5
WP-1	MSRC 800-OIL-SPIL	Ingleside, TX	Offshore Skimmer 67" Offshore Boom Personnel Utility Boat	1 1320' 4 1	3,017		Fourchon, LA	90	13	1	6.5	1	21.5
SOS System RM-313	NRC 800-899-4672	Corpus Christi, TX	Rope Mop/VTU Skimmer 21" Boom Personnel Marine Tank 110' Utility Boat	1 300' 4 1 1	8,352	124	Fourchon, LA	90	13	1	6.5	1	21.5
SOS System RM/AW-340	NRC 800-899-4672	Corpus Christi, TX	Rope Mop/VTU Skimmer 21" Boom Personnel Marine Tank 110' Utility Boat	1 200' 4 1 1	8,352	124	Fourchon, LA	90	13	1	6.5	1	21.5
Seahorse 6 ID Boat	NRC 800-899-4672	Cameron, LA	Ord Disk Skimmer 21" Boom Personnel 146' Utility Boat	1 100' 4 1	1,954	100	Cameron, LA	283	1	0	20	1	22
SOS System AW-338	NRC 800-899-4672	Tampa, FL	VTU - Weir Skimmer 21" Boom Personnel Marine Tank 110' Utility Boat	1 100' 4 1 1	6,857	124	Fourchon, LA	90	13.5	1	6.5	1	22
GT-185	MSRC 800-OIL-SPIL	Tampa, FL	Offshore Skimmer 67" Offshore Boom Personnel Utility Boat	1 660' 4 1	1,371		Fourchon, LA	90	13.5	1	6.5	1	22
Stress 1	MSRC 800-OIL-SPIL	Tampa, FL	Offshore Skimmer 67" Offshore Boom Personnel Utility Boat	1 660' 4 1	15,840		Fourchon, LA	90	13.5	1	6.5	1	22
WP-1	MSRC 800-OIL-SPIL	Tampa, FL	Offshore Skimmer 67" Offshore Boom Personnel Utility Boat	1 660' 4 1	3,017		Fourchon, LA	90	13.5	1	6.5	1	22
NRC "DEFENDER" OSRB	NRC 800-899-4672	Mobile AL	Offshore Skimmer 43" Boom Personnel 198' Barge Boom Boat Offshore Tugs	1 2700' 6 1 1 2	29,465	16,500	Mobile, AL	159	2	1	17.5	1	21.5
SOS System FF/AW-362	NRC 800-899-4672	Sulphur, LA	Vikoma/VTU Skimmer 21" Boom Personnel Marine Tank 110' Utility Boat	1 200' 4 1 1	10,011	124	Cameron, LA	283	2	1	20	1	24
M/V Responder MOSS Unit GT-185	AMPOL 800-482-6765	Cameron, LA	GT-185 Skimmer 36" Expandi Boom Personnel 110' Utility Boat Crew Boat	1 720' 4 1 1	1,371	200	Cameron, LA	283	2	1	20	1	24
SOS System WS/AW-328	NRC 800-899-4672	Sulphur, LA	Vikoma/VTU Skimmer 21" Boom Personnel Marine Tank 110' Utility Boat	1 200' 4 1 1	12,322	124	Cameron, LA	283	2	1	20	1	24

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Discharge

MC 462 (Exploratory) - Offshore On-Water Recovery Activation List																
Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)							
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA			
SOS System AW-302	NRC 800-899-4672	Ft. Lauderdale, FL	VTU - Weir Skimmer	1	6,857	124	Fourchon, LA	90	15.5	1	6.5	1	24			
			21" Boom	100'												
			Personnel	4												
			Marine Tank	1												
SOS System RM/AW-352	NRC 800-899-4672	Ft. Lauderdale, FL	Rope Mop/VTU Skimmer	1	8,352	124	Fourchon, LA	90	15.5	1	6.5	1	24			
			21" Boom	300'												
			Personnel	4												
			Marine Tank	1												
Gulf Coast Responder Transrec-350	MSRC 800-OIL-SPIL	Lake Charles, LA	Transrec Skimmer	1	10,567	4,000	Lake Charles, LA	320	2	1	23	1	27			
			67" Boom	1320'												
			210' Vessel	1												
			Personnel	12												
NRC "Liberty" ID Boat	NRC 800-899-4672	Tampa, FL	Ord Mag Skimmer	1	4,752	322	Tampa, FL	400	1	0	28.5	1	30.5			
			43" Boom	1000'												
			Personnel	4												
			110' Utility Boat	1												
MSRC "Lightning"	MSRC 800-OIL-SPIL	Tampa, FL	LORI Brush Skimmer	1	5,000	50	Tampa, FL	400	1	0	28.5	1	30.5			
			67" Boom	660'												
			Personnel	4												
			47' Fast Response Boat	1												
Texas Responder Transrec-350	MSRC 800-OIL-SPIL	Galveston, TX	Transrec Skimmer	1	10,567	4,000	Galveston, TX	366	2	1	26	1	30			
			67" Boom	1320'												
			210' Vessel	1												
			Personnel	12												
NRC "ADMIRAL" OSRV	NRC 800-899-4672	Galveston, TX	32' Support Boat	1	26,125	300	Galveston, TX	366	2	1	26	1	30			
			Offshore Skimmer	1												
			43" Boom	2700'												
			Personnel	6												
MSRC "Quick Strike"	MSRC 800-OIL-SPIL	Ingleside, TX	110' Utility Boat	1	5,000	50	Ingleside, TX	508	2	0	36.5	1	39.5			
			Crew Boat	1												
			LORI Brush Skimmer	1												
			67" Boom	660'												
Southern Responder Transrec-350	MSRC 800-OIL-SPIL	Ingleside, TX	Personnel	4	10,567	4,000	Ingleside, TX	508	2	1	36.5	1	40.5			
			47' Fast Response Boat	1												
			Transrec Skimmer	1												
			67" Boom	1320'												
NRC "VALIANT" OSRB	NRC 800-899-4672	Corpus Christi, TX	210' Vessel	1	24,000	20,892	Corpus Christi, TX	533	2	1	59	1	63			
			Personnel	6												
			199' Barge	1												
			Boom Boat	1												
												Offshore Tugs	2			
												<b>DERATED RECOVERY RATE (BBL/DAY)</b>				<b>491,721</b>
												<b>SKIMMING VESSEL STORAGE CAPACITY (BARRELS)</b>				<b>61,566</b>

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Discharge**

<b>MC 462 (Exploratory) - Offshore On-Water Recovery Storage List</b>													
Skimming System	Supplier & Phone	Warehouse	Skimming Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
MSRC-452 Offshore Barge	MSRC 800-OIL-SPIL	Fort Jackson, LA	3000 BBL Bladders	1		3,000	Fort Jackson, LA	69	2	1	7.5		10.5
			Offshore Barge	1		45,000							
			Personnel	4									
			Offshore Tug	1									
Towable Bladders	MSRC 800-OIL-SPIL	Lake Charles, LA	500 BBL Bladders	16		11,000	Fourchon, LA	90	6.5	1	10		17.5
			3000 BBL Bladder	1									
MSRC-402 Offshore Barge	MSRC 800-OIL-SPIL	Pascagoula, MS	Offshore Barge	1		40,300	Pascagoula, MS	135	2	1	15		18
			Personnel	4									
			Offshore Tug	1									
Towable Bladders	MSRC 800-OIL-SPIL	Miami, FL	500 BBL Bladder	8		4,000	Fourchon, LA	90	16	1	10		27
MSRC-570 Offshore Barge	MSRC 800-OIL-SPIL	Galveston, TX	Offshore Barge	1		56,900	Galveston, TX	366	2	1	40.5		43.5
			Personnel	4									
			Offshore Tug	1									
MSRC Offshore Tank Barge	MSRC 800-OIL-SPIL	Tampa, FL	500 BBL Bladders	2		1,000	Tampa, FL	400	2	1	44.5		47.5
			Offshore Barge	1									
			Personnel	4									
			Tug - 3000 HP	1									
MSRC-403 Offshore Barge	MSRC 800-OIL-SPIL	Ingleside, TX	Offshore Barge	1		40,300	Ingleside, TX	508	2	1	56.5		59.5
			Personnel	4									
			Offshore Tug	1									
<b>STORAGE CAPACITY (BARRELS)</b>												<b>237,500</b>	
<b>TOTAL STORAGE CAPACITY (INCLUDING SKIMMING VESSELS) (BARRELS)</b>												<b>299,066</b>	

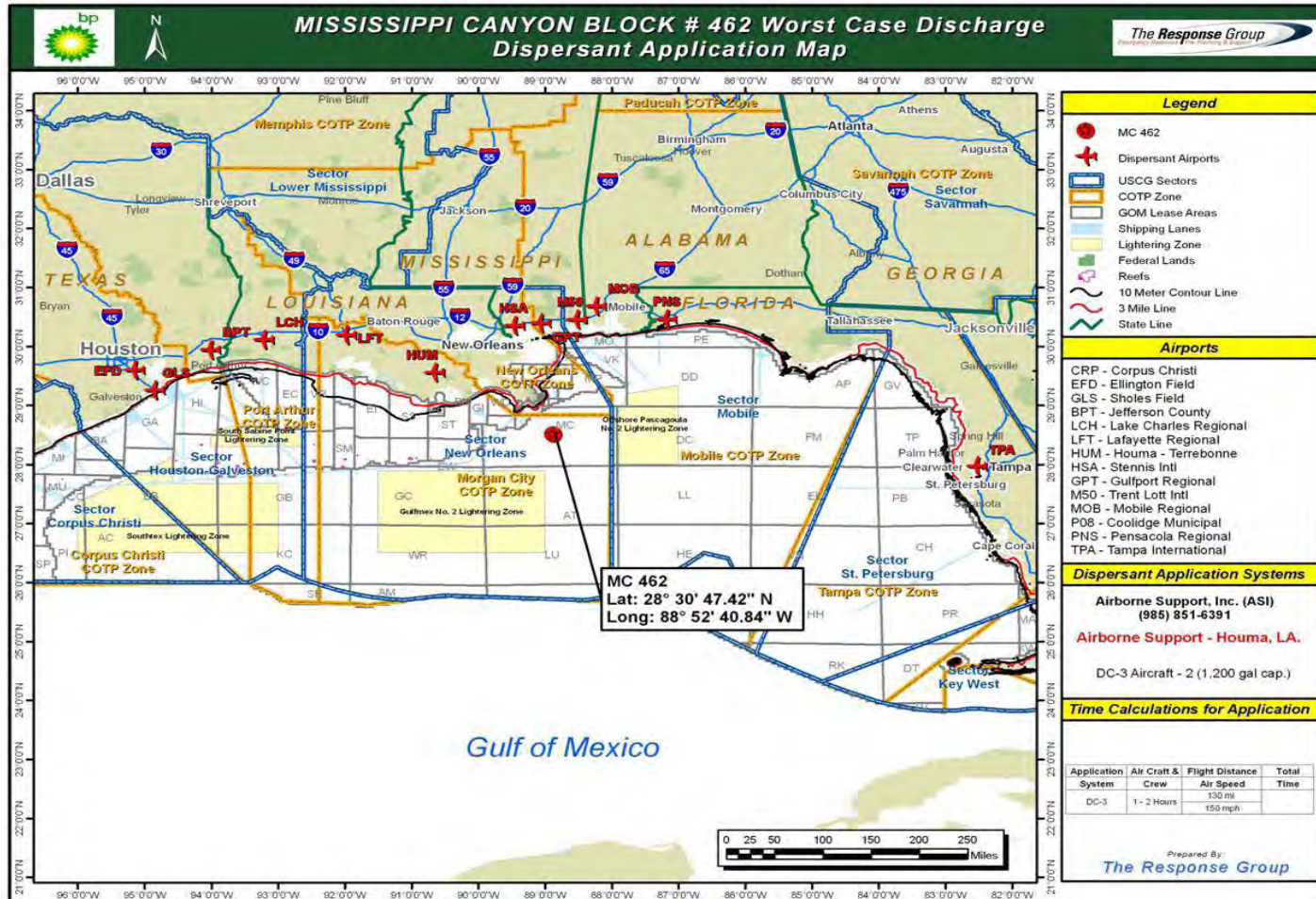
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<b>MC 462 (Exploratory) - Offshore Aerial Dispersant Activation List</b>												
Aerial Dispersant System	Supplier & Phone	Warehouse	Aerial Dispersant Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)					Total ETA
							Staging ETA	Loadout Time	ETA to Site	Deployment Time		
DC-3 Aircraft Air Speed - 150 MPH	Airborne Support 985-851-6391	Houma, LA	DC-4 Dispersant Aircraft	1	Houma, LA	130	2	0.5	0.75	0.3	3.55	
			Dispersant - Gallons	2000								
			Spotter Aircraft	1								
			Spotter Personnel	2								
			Crew - Pilots	2								
DC-3 Aircraft Air Speed - 150 MPH	Airborne Support 985-851-6391	Houma, LA	DC-3 Dispersant Aircraft	1	Houma, LA	130	2	0.4	0.75	0.2	3.35	
			Dispersant - Gallons	1200								
			Spotter Aircraft	1								
			Spotter Personnel	2								
			Crew - Pilots	2								
BE-90 King Air Aircraft Air Speed - 213 MPH	MSRC 800-OIL-SPIL	Bay St. Louis, MS	BE-90 Dispersant Aircraft	1	Stennis INTL., MS <b>1st Flight</b>	133	4.00	0.20	0.65	0.20	5.05	
			Dispersant - Gallons	230-425								
			Spotter Aircraft	1	Stennis INTL., MS <b>2nd Flight</b>	133	0.65	0.20	0.65	0.20	1.70	
			Spotter Personnel	2								
			Crew - Pilots	2								
C130-A Aircraft Air Speed - 342 MPH	MSRC 800-OIL-SPIL	Coolidge, AZ	C130-A Dispersant Aircraft	1	Ellington Field, TX <b>1st Flight</b>	387	8	0.3	1.15	0.5	10.00	
			Dispersant - Gallons	3250								
			Spotter Aircraft	1	Stennis INTL., MS <b>2nd Flight</b>	133	0.40	0.3	0.40	0.5	1.65	
			Spotter Personnel	2								
			Crew - Pilots	2								
ADDS PACK Air Speed - 330 MPH	Clean Carribean 985-851-6391	Pt. Everglades, FL	USCG C-130 Aircraft	1	Clearwater, FL	375	24-48	1	1.14	0.5	26.65 to 50.65	
			ADDS PACK	1								
			Dispersant - Gallons	5000								
			Spotter Aircraft	1								
			Spotter Personnel	2								
Crew - Pilots	2											

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MC 462 (Exploratory) - Offshore Boat Spray Dispersant Activation List											
Boat Spray Dispersant System	Supplier & Phone	Warehouse	Boat Spray Dispersant Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Louisiana Responder Transrec-350	MSRC 800-OIL-SPIL	Fort Jackson, LA	Dispersant Spray System	1	Fort Jackson, LA	69	2	1	5	1	9
			Dispersant (Gallons)	880							
			210' Vessel	1							
			Personnel	12							
			32' Support Boat	1							
M/V Recovery	AMPOL 800-482-6765	Fourchon, LA	Dispersant Spray System	1	Fourchon, LA	90	1	1	6.5	1	9.5
			Dispersant (Gallons)	500							
			Personnel	4							
			110' Utility Boat	1							
			Crew Boat	1							
USCG SMART Team	USCG	Mobile, AL	Personnel	4	Fourchon, LA	90	3	1	6.5	1	11.5
			Crew Boat	1							
Mississippi Responder Transrec-350	MSRC 800-OIL-SPIL	Pascagoula, MS	Dispersant Spray System	1	Pascagoula, MS	135	2	1	9.5	1	13.5
			Dispersant (Gallons)	880							
			210' Vessel	1							
			Personnel	12							
			32' Support Boat	1							
Vessel Based Dispersant Spray System	NRC 800-899-4672	Morgan City, LA	Dispersant Spray System	1	Morgan City, LA	204	1	1	14.5	1	17.5
			Dispersant (Gallons)	500							
			Personnel	4							
			Crew Boat	1							
M/V Responder	AMPOL 800-482-6765	Cameron, LA	Dispersant Spray System	1	Cameron, LA	283	1	1	20	1	23
			Dispersant (Gallons)	500							
			Personnel	4							
			110' Utility Boat	1							
			Crew Boat	1							
Gulf Coast Responder Transrec-350	MSRC 800-OIL-SPIL	Lake Charles, LA	Dispersant Spray System	1	Lake Charles, LA	320	2	1	23	1	27
			Dispersant (Gallons)	880							
			210' Vessel	1							
			Personnel	12							
			Tow Bladder	1							
Texas Responder Transrec-350	MSRC 800-OIL-SPIL	Galveston, TX	Dispersant Spray System	1	Galveston, TX	366	2	1	26	1	30
			Dispersant (Gallons)	880							
			210' Vessel	1							
			Personnel	12							
			32' Support Boat	1							

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**BP**  
Regional Oil Spill Response Plan – Gulf of Mexico

**Appendix H**  
Worst Case  
Discharge

**Dispersant Stockpiles by Location (Updated 03/2009)**

Supplier & Phone	Location of Dispersants	Type	Quantity in Gallons
Airborne Support, Inc. (ASI) 985-851-6391	Houma, LA	Corexit 9527	3,355
MSRC (800) OIL-SPIL	Slaughter Beach, DE - DBRC Site	Corexit 9527	330
	Chesapeake City, MD - MSRC Site	Corexit 9527	9,130
	Portland, ME - OSRV	Corexit 9527	330
	Perth Amboy, NJ - OSRV	Corexit 9527	330
	Chesapeake City, MD - OSRV	Corexit 9527	330
	Virginia Beach, VA - OSRV	Corexit 9527	330
	San Juan, PR - MSRC Site	Corexit 9527	900
	Kiln, MS - Stennis Airport	Corexit 9527	22,260
	Kiln, MS - Stennis Airport	Corexit 9500	3,960
	Miami, FL - OSRV	Corexit 9527	800
	Pascagoula, MS - OSRV	Corexit 9527	800
	Fort Jackson, LA - OSRV	Corexit 9527	800
	Lake Charles, LA - OSRV	Corexit 9527	800
	Galveston, TX - OSRV	Corexit 9527	800
	Corpus Christi - OSRV	Corexit 9527	330
	Galveston, TX - MSRC Site	Corexit 9500	18,980
	Coolidge, AZ - Coolidge Airport	Corexit 9527	3,300
	Long Beach, CA - Tesoro Terminal	Corexit 9500	10,890
	Terminal Island, CA - OSRV	Corexit 9527	600
	Richmond, CA - MSRC Warehouse	Corexit 9527	11,500
Richmond, CA - OSRV	Corexit 9527	605	
Everett, WA - Everett Warehouse	Corexit 9527	6,495	
Ferndale, WA - CP Refinery	Corexit 9527	6,430	
Port Angeles, WA - OSRV	Corexit 9527	605	
Astoria, OR - OSRV	Corexit 9527	605	
Honolulu, HI - OSRV	Corexit 9527	605	
NRC National Response Corp. John Hielscher 631-224-9141 ext. 142	Morgan City, LA	COREXIT 9527	1,320
	Morgan City, LA	SPC 1000	220
	Morgan City, LA	BIO Disperse	1,045
	Toa Baja, PR	COREXIT 9527	5,005
	St. Croix, VI	COREXIT 9527	1,650
ONDEO Nalco	Sugarland, TX	Corexit 9500	11,000
Clean Caribbean & Americas	Ft. Lauderdale, FL	Corexit 9500	30,360
OSR / EARL +44 (0)20 7724 0102	Southampton, UK	Corexit 9500	5,283
	Bahrain, MENAS Base	Corexit 9500 (1 week activation)	3,963
	Singapore, SG	Corexit 9500 (1 week activation)	8,440
<b>TOTAL QUANTITY (GALLONS)</b>			<b>174,486</b>

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**APPENDIX I – OCEANOGRAPHIC & METEOROLOGICAL INFORMATION FOR  
SUBREGIONAL OSRPs**

- I. Not Applicable  
This OSRP is designated for the Gulf of Mexico Region and thus eliminates the need for any Subregional information.