



THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

**Department of  
Environmental Conservation**  
DIVISION OF SPILL PREVENTION AND RESPONSE  
Prevention, Preparedness, and Response Program

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December 15, 2017

Karen T. Hays  
Alaska Tanker Company, LLC  
15400 NW Greenbrier Parkway, Suite A400  
Beaverton, OR 97006

**Subject: Alaska Tanker Company, LLC Oil Discharge Prevention and Contingency Plan, ADEC Plan #: 16-CP-4039; Request for Additional Information.**

Dear Ms. Hays:

The Alaska Department of Environmental Conservation (department) has reviewed the application package for the Alaska Tanker Company, LLC Oil Discharge Prevention and Contingency Plan with proposed changes to the Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan (Core Plan) and the Ship Escort Response Vessel System (SERVS) Technical Manual (SV-140) received on May 31, 2017, with additional information received June 9, 2017, June 14, 2017, July 10, 2017, and July 13, 2017. The department has determined that additional information is still needed before the application package can be determined complete. The enclosed table outlines these issues.

Any changes made to the plan must be clearly identified. Please also provide a summary of the changes made to the plan with explanations and supplementary information for the changes where necessary. This information can be added to the enclosed table. The department recommends that the changes and responses be coordinated through the Response Planning Group. In order to continue a timely review by the department, the additional information should be submitted by February 15, 2018.

If you have any questions, please contact me at 907-835-1470 or [pete.lapella@alaska.gov](mailto:pete.lapella@alaska.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Pete LaPella".

Pete LaPella  
Environmental Program Specialist

Enclosures: Table 1.0: Request for Additional Information

cc with enclosure: Sarah Moore, ADEC  
Geoff Merrell, ADEC  
Ron Doyel, ADEC  
Melissa Woodgate, ADEC  
Pete LaPella, ADEC  
Jeanette Alas, ADF&G  
Contingency Plan Reviewer, ADNRR  
CDR Mike Franklin, USCG  
Randy Robertson, City of Cordova  
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Tracy Raynor, Valdez Fire Department  
Mark Lynch, City of Whittier  
Donna Schantz, PWS RCAC  
Linda Swiss, PWS RCAC  
Kim Stewart, Sound Consulting  
Martin Parsons, APSC  
Amanda Hatton, APSC  
Donald Marcus, The International Organization of Masters, Mates & Pilots  
Alan Cote', Inlandboatmens' Union

**Table 1.0: Request for Additional Information on Prince William Sound Core Plan ODPCP (Part of 16-CP-5192, 16-CP-4039, 16-CP-4038, 16-CP-2222, 16-CP-4046, 16-CP-4044)**

#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
1.	Throughout	VRPs	18 AAC 75.425	Each plan holder needs to ensure that their Vessel Response Plans are up-to-date with the changes to the marine service provider.	
2.	1-9	Core Plan	18 AAC 75.425(e)(1)(F)	Explain and provide documentation for the average time for the first four OWTFs to be on scene and operational.	
3.	1-24	Core Plan, Table 1-6	18 AAC 75.425(e)(1)(F)(viii)	Provide documentation of demonstrations of the PWS-OW-3 Lightering Task Force with the new configuration on the Mineral Creek.	
4.	1-27	Core Plan, Table 1-6	18 AAC 75.425(e)(1)(F)(vi) and (vii)	Include additional procedures to enhance oil containment, control and recovery with the removal of the Gated U boom.	
5.	1-27, 1-79, 1-121	Core Plan, Table 1-6	18 AAC 75.425(e)(1)(F)(vi) and (vii)	Explain the reduction in total barge crewmembers for OWTFs 1, 2, 3, 4, 5 that arrive on scene to sustain 24-hour operations. Ensure that the number corresponds to Table 1-13.	
6.	1-46	Core Plan, Figure 1-10	18 AAC 75.425(e)(1)(F)	Provide documentation on demonstrations of mobilization, transit and deployment times for the new OSRBs. Update plan throughout with appropriate times including Table 5-1.	
7.	1-46	Core Plan, Figure 1-10	18 AAC 75.425(e)(1)(F)	Figure 1-10 546 Scenario Equipment and Personnel Resource Mobilization Chart was not updated with the new deployment times of the new OSRBs. Update the figure with the appropriate deployment times.	
8.	1-46	Core Plan, Figure 1-10	18 AAC 75.425(e)(1)(F)	Ensure that the Scenario Equipment and Personnel Resource Mobilization Chart is updated with the appropriate marine service contractor information and barge changes.	
9.	1-46	Core Plan, Figure 1-10	18 AAC 75.425(e)(1)(F)	Update Figure 1-10 to reflect the changes to the new response system. For example, update with the correct barges and the information	

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#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
				on SAP TFs in Figure 1-10 to coincide with Table 1-6 on pg. 1-26.	
10.	1-50 and other applicable pgs.	Core Plan, Table 1-13	18 AAC 75.425(e)(1)(F)	Update the Line/ Work/ Support Boat column header to reflect the terminology in other areas of the plan.	
11.	1-50	Core Plan, Table 1-13	18 AAC 75.425(e)(1)(F)	The personnel numbers for Valdez Star with use of barge Allison Creek does not include all the required Tankermen for 24-hour operations that are listed in SV-140, Table 4.2-1. Update to include this correction.	
12.	1-52	Core Plan, Table 1-13	18 AAC 75.425(e)(1)(F)	Update the Sensitive Area Protection Task Force Fishing Vessel numbers in Table 1-13 to include the added vessels (SAP 4) to coincide with Table 1-6 on pg. 1-26.	
13.	1-55	Core Plan, Table 1-14	18 AAC 75.425(e)(1)(F)	Ensure that the personnel summary in Table 1-14 corresponds with any corrections to the personnel counts.	
14.	2-1	Core Plan, Section 2.1.1	18 AAC 75.425; 18 AAC 75.020; 18 AAC 75.445(j)	Please clarify if the escort vessel training descriptions refer to ASD 4517 crews or escort vessels as listed in Table 2-3 on pg. 2-8. There are several statements throughout Section 2.1 that refer to escort vessels and we understand that to mean the escort vessels as listed in Table 2-3. Update and clarify with the intended specified vessels if necessary.	
15.	2.1 – 2.2	Core Plan, Section 2.1.1	18 AAC 75.020; 18 AAC 75.445(j)	Provide information on the specific roles the ASD 4517 and ASD 3212 crews have for prevention. For example, explain the individual crew member roles/duties to perform a tanker save and emergency tow.	
16.	2-1	Core Plan, Section 2.1.1	18 AAC 75.020; 18 AAC 75.445(j)	Information on the annually viewed video on the PWS tow package and its operation was	

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				removed. How do personnel receive training on the tow package and its operation?	
17.	2.1	Core Plan, Section 2.1.1	18 AAC 75.020; 18 AAC 75.445(j)	Include information on the vessel Master/Mate qualifications for ASD 4517s, ASD 3212s and Utility Tug.	
18.	2-1	Core Plan, Section 2.1.1	18 AAC 75.425(d)(4)	Table 2-1 Escort Vessel Crew Member Prevention Training includes spill response training that should be listed separately (Section 3.9 includes response training). Update Table 2-1 to include only prevention training for escort vessel crews.	
19.	2-2	Core Plan, Section 2.1.1	18 AAC 75.020; 18 AAC 75.445(j)	Provide a complete list of Prevention Training for each role of escort vessels.	
20.	2-2	Core Plan, Section 2.1	18 AAC 75.425(e)(1)(C)	With the removal of gas meter training from Chief Mate, Chief Engineer, and Able-Body Seaman, identify the escort vessel crew member(s) that will be responsible for ensuring site safety if necessary in a response. This can be included in Section 3.9.	
21.	2-2	Core Plan, Section 2.1.1	18 AAC 75.020; 18 AAC 75.445(j)	Information on Master competency in operating the different tugs in the system is removed. Update to include the methods to ensure that qualified Masters are assigned to the ASD 4517, ASD 3212, and Utility Tug that are coming into the system.	
22.	2.2 and 2-9	Core Plan, Section 2.1.7	18 AAC 75.020; 18 AAC 75.445(j)	The plan states APSC/SERVS conducts a minimum of four towing drills annually. Strengthen the emergency tow program and provide additional details into the plan of the towing drills that are conducted annually, including: additional exercise descriptions to include the different types of towing exercises; the process to ensure vessel Masters	

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				participate in an emergency tow exercise regularly; plan to capture seasonality in drills; and time allowed before new Masters have to complete an emergency tow exercise.	
23.	2-2	Core Plan, Section 2.1.1	18 AAC 75.020; 18 AAC 75.027(e)	Provide a copy of the updated Vessel Emergency Response Plan (VERP).	
24.	2-2	Core Plan, Section 2.1.1	18 AAC 75.020; 18 AAC 75.445(j)	Provide a copy of the “qualifications guidebook” that is provided to Response Coordinators and Duty Officers.	
25.	2-2	Core Plan, Section 2.1.1	18 AAC 75.445(j)	Provide information on how it will be ensured that the IRIC role is filled for the escort tugs with new ECO personnel.	
26.	2-2	Core Plan, Section 2.1.1	18 AAC 75.445(j)	Update the following statement with more specific information and incorporate the response into Section 2.1 and Section 3.9, “Annually, contracted crew members train on the equipment on board their vessels. Preventative maintenance is conducted on spill response equipment in accordance with the maintenance program. Crew members are trained on proper use of skimmers and power packs, and the boom is deployed in a response configuration.”	
27.	2-2	Core Plan, Section 2.1.1	18 AAC 75.445(g)	Please explain the change from “quarterly” to “in accordance with the maintenance program.” Explain if this maintenance program is the same as APSC maintenance system described in Section 3.6.	
28.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide documentation that the ASD 4517, ASD 3212, and the Utility Tug can perform the operations listed on Page 2-1.	

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29.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	In the Vessel Performance Report Page 2, 1.4 Vessel design for general purpose service the ASD 3212 design was selected. Based on the analysis reports and the general arrangement drawing given to the department it appears that a modified version of the ASD 3212 was selected. Verify that the design selected is or is not a modified version of the standard ASD 3212. If a modified version will the ASD 3212 name change to reflect this new version? Describe the differences and supply justification for the modifications of the Damen standard design.	
30.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	What are the predicted trajectories and towline forces in the Seakeeping Analysis Reports for the ASD 4517, ASD 3212, and Utility Tug used for docking, undocking and barge towing and tanker towing and tethering?	
31.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide a signed copy of the latest ASD 4517 Seakeeping Analysis including information that states who did the report, who checked the report, and who approved the report.	
32.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Explain why propeller emergence was not analyzed for ASD 4517 when it was done for the ASD 3212.	
33.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Explain why the Seakeeping Analysis Report for the ASD 3212 and Ross Chouest was run at 50% consumables, but should be run at 98% consumables also. For the ASD 4517, the analysis was run at both 50% and 98% consumables.	
34.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	In reference to the ASD 3212 and ASD 4517 TUGSIM calculation reports, what measures	

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				will be put in place to avoid stalling of the engines in other than transverse mode?	
35.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	What maneuvers and tactics will be used to perform the duties on pages 2-1 and 2-8?	
36.	2-6 – 2-8	Core Plan, Section 2	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	What force can the ASD 4517 and ASD 3212 provide to hold the tankers against the dock in various environmental conditions? Provide documentation to support this information.	
37.	2-6 – 2-8	Core Plan, Section 2	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	What force can the ASD 4517 and ASD 3212 provide to pull the tankers away from the dock in various environmental conditions? Provide documentation to support this information.	
38.	2-6 – 2-8	Core Plan, Section 2	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	If the planned acceptance test for ASD 4517 and ASD 3212 (referenced in the Vessel Performance Report Rev. 4 on pg. 8 and 11) will be done in calm to moderate conditions (from the stern only), then it must be explained how the results of this test can be extrapolated to verify performance in more severe conditions, or when there is a transverse component from the winds or wave.	
39.	2-6 – 2-8	Core Plan, Section 2	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Information relating to ASD 4517, ASD 3212, and Utility Tug capability to perform in various weather scenarios is necessary to support the tugs ability to assist in a response in less than calm conditions. Provide the results for any tank-test modeling for the tugs to demonstrate this capability.	
40.	2-6 – 2-8	Core Plan, Section 2	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide documentation of demonstrations of docking/undocking of tankers at berth for the ASD 4517 and ASD 3212.	



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41.	2-6 – 2-8	Core Plan, Section 2	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	In reference to the ASD 4517 TUGSIM calculation report loading condition, were these calculations made with or without Firefighting foam or dispersant aboard the vessel? If without, provide justification for why the calculations were performed without firefighting foam and dispersant aboard the vessel.	
42.	2-6 – 2-8	Core Plan, Section 2	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	In reference to the ASD 3212 TUGSIM calculation reports loading condition, provide justification for why the calculations were performed without firefighting foam aboard the vessel.	
43.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	In the Seakeeping Analysis reports for ASD 4517, ASD 3212 and Ross Chouest, these simulations only examine deck wetness, and lateral acceleration in sea states 4, 5, and 6 feet. Explain the effects of similar conditions (sea states 4, 5, and 6 feet) on the ability of the tug to “make a save”.	
44.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Explain why different environmental conditions were used in the Seakeeping Analysis reports for the ASD 4517, ASD 3212, and Ross Chouest.	
45.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Explain the different criteria used for accelerations and roll used in the Seakeeping Analysis reports for the ASD 4517, ASD 3212, and Ross Chouest.	
46.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	The Ross Chouest TUGSIM calculation report is missing. TUGSIM calculations are made in order to assess the escort performance, i.e. maximum steering and braking forces that the Tug can obtain while fulfilling the ABS Rules for Escort Vessels. It	

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				also makes it possible to calculate escort forces on the towing line and the performance of the tug. Will there be a TUGSIM calculation report for the Ross Chouest? If not, explain how the tug will be assessed for escort performance without these calculations.	
47.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	In the Tanker Rudder Failure Simulations- Valdez Tug Escort Simulations, for the ASD 4517 for duties as Hinchinbrook Sentinel Vessel, in support of North American Shipbuilding’s response to the RFP for tug escort services from Valdez Marine Services (Reference 1) Glosten has carried out a sequence of tug escort simulations using Shipmen simulator. The simulation conditions were taken from the Tethered Escort Performance Criteria of Reference 1. Provide the RFP referenced in 1.	
48.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide the documentation for validating the Tanker Rudder Failure Simulations for the field testing of the ASD 4517.	
49.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	If the planned acceptance test will be done in calm to moderate conditions (from the stern only), then it must be explained how the results of this test can be extrapolated to verify performance in more severe conditions, or when there is a transverse component from the winds or waves.	
50.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	In page 2 of the Executive Summary for the Tanker Rudder Failure Simulation Report for the ASD 4517, Table 2 Transfer distance required to recover 193k DWT tanker following rudder failure, in calm wind and waves, please explain the foot note	

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				“*Depending on escort strategies” referenced to the ASD Tug Transfer (yards) for the Valdez Arm, 377/713*.	
51.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Are the ASD 4517, ASD 3212, and Ross Chouest expected to be used to assist tankers during icing conditions? Provide documentation that demonstrates the vessels will not have stability and operational concerns with icing conditions.	
52.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	What is the maximum pushing force that the fenders on the ASD 4517, ASD 3212, and Ross Chouest are capable of withstanding?	
53.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	What is the maximum pushing force that the tankers are capable of withstanding?	
54.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	What is the maximum pulling force that the bow and stern towlines, if applicable, for the ASD 4517, ASD 3212, and Ross Chouest are capable of withstanding?	
55.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	What equipment will the towline be attached to on the ASD 4517, ASD 3212, and Utility Tug and what is the maximum pulling force that this equipment is capable of withstanding?	
56.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	What equipment will the towlines from the ASD 4517, ASD 3212, and Utility Tug be attached to on the tanker and what is the maximum pulling force that this equipment is capable of withstanding?	
57.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide the documentation for the certified maximum bollard pull the ASD 4517, ASD 3212, and Ross Chouest are verified to produce.	

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58.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	When tethered, what is the maximum pulling force that can occur in the towline of the ASD 4517? Provide documentation.	
59.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide performance data on the capabilities of vessels to carry out the intended service through Hinchinbrook Entrance in both closure conditions (45-knot winds or 15-foot seas) in the established worst-case wave period, wind direction, current speed, and direction using current TAPS tanker profiles.	
60.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Determine response and escort speeds vs. sea state. Determine speed loss vs. power, acceleration, and motion amplitude at critical working locations on board the tug, sea keeping, and deck wetness. Provide documentation.	
61.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Establish approximate tow line forces, heel angle, deck wetness, and deck edge immersion parameters for safety of vessels and crews in addition to tanker advance and transfer distances. Identify any applicable limitations on safe operations in different conditions for the ASD 4517, ASD 3212, and Utility Tug.	
62.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Verify that the ASD 3212 will not be used as a primary escort for tankers < 90,000 DWT.	
63.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Explain the ABS vessel class notation “star” in the general arrangement drawings for the Ross Chouest.	
64.	2-6 – 2-8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Define what the Protector Class escort vessel is.	

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65.	2-6 – 2.8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	The Protector Class escort vessel is listed as a potential escort vessel to support tank vessels < 90,000 DWT. If using the Protector Class escort vessel, how will this fit into the new escort system with ECO vessels?	
66.	2-6 – 2.8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	The escort system, including the escort vessel maneuvers, are part of the prevention program to perform a tanker save, include maneuvers that are expected to be used. Include descriptions of various tactics that escort vessel crews have to be trained to in order to meet the intended prevention capabilities in Section 2.1.6.	
67.	2-6 – 2.8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide documentation of demonstrations that the ASD 4517 can perform the requirements of primary escort.	
68.	2-6 – 2.8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide documentation on demonstrations for the ASD 4517 and ASD 3212 for performing indirect steering and braking maneuvers to oppose and assist turns of loaded tanker while in tethered or untethered modes as applicable to each vessel at varying speeds and weather conditions.	
69.	2-6 – 2.8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	It is stated on pages 2-6 and 2-7 and in Table 2-3 that the ASD 4517s, ASD 3212s, and Utility Tug will be secondary escorts that may be required to “Take the tank vessel under tow by the bow after the save is achieved, and control the tow.” Ensure that Section 2.1.7 Emergency Tow Program includes ASD 4517s, ASD 3212s, and the Utility Tug in the planned periodic drills and inspections.	

**Table 1.0: Request for Additional Information on Prince William Sound Core Plan ODPCP (Part of 16-CP-5192, 16-CP-4039, 16-CP-4038, 16-CP-2222, 16-CP-4046, 16-CP-4044)**

#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
70.	2-6 – 2.8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	It is stated on pages 2-6 and 2-7 and in Table 2-3 that the ASD 4517s, ASD 3212s, and Utility Tug will be secondary escorts that may be required to “Take the tank vessel under tow by the bow after the save is achieved, and control the tow.” Provide documentation of demonstrations that the vessels can perform this requirement.	
71.	2-6 – 2.8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide documentation of demonstrations that the ASD 4517 can perform the requirements of the Escort Response Vessel.	
72.	2-6 – 2.8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide documentation on demonstrations of assist/oppose turn maneuvers with loaded tanker using ASD 4517, ASD 3212 and Utility Tug in anticipated roles at variable speeds in variable conditions.	
73.	2-6 – 2.8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Provide documentation of demonstrations that the ASD 4517 and Utility Tug can perform the requirements of the Hinchinbrook Sentinel Vessel including making up and towing of a disabled tanker in the Gulf of Alaska.	
74.	2-6 – 2.8	Core Plan, Section 2.1.6	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Conduct simulations/modeling of the Utility Tug in varying conditions up to the worst conditions that a tanker is likely to encounter after exiting Hinchinbrook Entrance. Once the demonstrations are conducted, provide documentation on the model validation after incorporating data from testing.	
75.	2-9	Core Plan, Section 2.1.7	18 AAC 75.425(e)(2); 18 AAC 75.027(e); 18 AAC 75.445(m)	Verify that the information in Section 2.1.7 is still appropriate for the new changes in the escort system. For example, will the nominal breaking strength of the toelines be at least	

**Table 1.0: Request for Additional Information on Prince William Sound Core Plan ODPCP (Part of 16-CP-5192, 16-CP-4039, 16-CP-4038, 16-CP-2222, 16-CP-4046, 16-CP-4044)**

#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
				twice the maximum bollard pull of the escort vessels?	
76.	3-26	Core Plan, Table 3-10	18 AAC 75.425 (e)(3)(G)(ii)	Provide the toxicity of the dispersant in the plan of Corexit EC9500A.	
77.	3-28	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	Please clarify in the plan how oil spill response training will be managed.	
78.	3-28	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	Specify in the plan the learning management system referenced.	
79.	3-28	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	Specify in the plan how oil spill response training will be tracked for the different contractors that will be responsible for oil spill response operations in relation to the Core Plan.	
80.	3-27 – 3-33	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	Identify the oil spill responders, APSC personnel and contracted workers, that are part of the oil spill response training program in Section 3.9.	
81.	3-29	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	What position fills the Program Coordinator and how does this person differ from the Program Manager, Preparedness Coordinator. Is this position filled by APSC or contracted personnel?	
82.	3-32	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	How objectives are accomplished in On the Job training needs to remain in the plan.	
83.	3-29	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	Explain the removal of the explanation of job roles and how APSC uses them including in the Oil Spill Response Job Roles list. How will this information be tracked, this needs to be added in the plan.	

**Table 1.0: Request for Additional Information on Prince William Sound Core Plan ODPCP (Part of 16-CP-5192, 16-CP-4039, 16-CP-4038, 16-CP-2222, 16-CP-4046, 16-CP-4044)**

#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
84.	3-27 – 3-33	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	The plan must include a detailed description of the training program for spill response personnel, including the frequency of training. The training program must be tailored to the size of the vessel and the types of oil transported. Company training requirements for all response personnel must be described. A training table listing each response position with the required training and frequency of training is recommended. The plan should include a summary of the content of each training listed and the method of delivery.	
85.	3-27 – 3-33	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	Include specific roles for the barge crews. For example, include the specific duties for the roles during a response to a spill for OSRB barge Mate, Tankerman/PIC, Deck/Eng, and A.B. that are manning the barge. Specify if the roles are designated as Skilled Responder, Tankerman, or Basic Responder to align with how the positions are called out in the tactics in SV-140.	
86.	3-27 – 3-33	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	Include specific spill response job roles and spill response trainings for tug crews. For example: include the specific trainings for tug crews, such as towing a OSRB barge in Open Water Task Force formations, Lightering (including Task Force Leader duties as stated on pg. 4.3-2), nearshore operations, Task Force Leader, etc. Specify for ASD 4517, ASD 3212, Utility Tug or Valdez Star. Include how tug crewing fills responder roles such as Basic Responder, Tankerman, Vessel Operator, etc, to align with how the positions are called out in the tactics in SV-140.	



**Table 1.0: Request for Additional Information on Prince William Sound Core Plan ODPCP (Part of 16-CP-5192, 16-CP-4039, 16-CP-4038, 16-CP-2222, 16-CP-4046, 16-CP-4044)**

#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
87.	3-27 – 3-33	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	Ensure that vessel crews are trained to operate the FLIR and X-Band Radar to identify oil thickness. Include information that describes this in the plan.	
88.	3-27 – 3-33	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	Document in the plan how responder training incorporates the specified tactics in SV-140.	
89.	3-27 – 3-33	Core Plan, Section 3.9	18 AAC 75.425(e)(3)(I); 18 AAC 75.445(j)	Provide documentation of demonstrations that fishing vessels are capable of performing and are being trained to response tactics with the new marine service provider for example, the rapid response vessels deploying the new OSRBs and equipment deployment off the 500-2 with new personnel.	
90.	4-23	Core Plan, Section 4.6	18 AAC 75.425(e)(4)(A)(iii); 18 AAC 75.445(k)	With the update in the Escort Tug system technology an updated BAT review is required. The escort tugs listed in addition to vessels in Prince William Sound in Table 4-6 have not been updated. Update the information in the table with current escort tug vessel capabilities used in other locations.	
91.	4-29 – 4-32	Core Plan, Section 4.6	18 AAC 75.425(e)(4)(A)(iii); 18 AAC 75.445(k)	Update Table 4-9 to include more details on the new Prince William Sound Escort System.	
92.	4-29	Core Plan, Section 4.6	18 AAC 75.425(e)(4)(A)(iii); 18 AAC 75.445(k)	Include a comparison between the old and new Prince William Sound Escort System in Table 4-9.	
93.	4-13	Core Plan, Table 4-3	18 AAC 75.425(e)(4)(A)(i); 18 AAC 75.445(k)	Update the table to reflect that the FLIR and X-Band technologies are currently in place.	
94.	5-4 - 5-6	Core Plan, Table 5-1	18 AAC 75.425(e)(1)(F)(ix); 18 AAC 75.445(d)	Provide the new load and decant plans for the OSRBs.	

**Table 1.0: Request for Additional Information on Prince William Sound Core Plan ODPCP (Part of 16-CP-5192, 16-CP-4039, 16-CP-4038, 16-CP-2222, 16-CP-4046, 16-CP-4044)**

#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
95.	5-4 - 5-6	Core Plan, Table 5-1	18 AAC 75.425(e)(1)(F)(viii); 18 AAC 75.445(d)(6)	Provide the new load and decant plans for the Mineral Creek as the Lightering Barge.	
96.	5-4 - 5-6	Core Plan, Table 5-1	18 AAC 75.425(e)(1)(F)(viii); 18 AAC 75.445(d)(6)	Explain the change in capacity for the Mineral Creek to 147,623 bbls. Ensure consistency throughout the plan.	
97.	5-4	Core Plan, Table 5-1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Note 2 is missing the ADEC Recovery System approval letter date.	
98.	5-4	Core Plan, Table 5-1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Ensure the information in Note 4 is correctly written.	
99.	5-4 - 5-6	Core Plan, Table 5-1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Justify that the retained water assumptions and entrained water assumptions remain appropriate for all OSRBs throughout the response. Ensure that this is captured in Table 5-1.	
100.	5-6	Core Plan, Table 5-1	18 AAC 75.425(e)(1)(F)(ix); 18 AAC 75.445(d)(7)	Ensure that information in the Barge Capacity Calculations for the OSRBs is correct after the barges are built.	
101.	5-4 - 5-6	Core Plan, Table 5-1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Ensure that all calculations are correct.	
102.	A-17	Core Plan, Appendix A	18 AAC 75.425, 18 AAC 75.445	Include local contact information for Alaska Ventures, LLC in addition, when available.	
103.	2.0-3	SV-140, Figure 2.0-2	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Line Boat is changed to Work Boat or Suitable Vessel. Update terminology to Support Vessel for consistency with other locations in the plan. Provide justification that a Support Vessel will be able to perform required tasks.	
104.	Section 3 and Section 13	SV-140, Section 3 and Section 13	18 AAC 75.425(e)(1)(C)	Ensure the new marine service provider is trained in tactics for safety and vessel decontamination.	

**Table 1.0: Request for Additional Information on Prince William Sound Core Plan ODPCP (Part of 16-CP-5192, 16-CP-4039, 16-CP-4038, 16-CP-2222, 16-CP-4046, 16-CP-4044)**

#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
105.	4.1-3	SV-140, Section 4.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Ensure that the manning for the tugs meets the requirements for the tactic PWS-OW-1.	
106.	4.1-3 – 4.1-4	SV-140, Section 4.1.2	18 AAC 75.425(e)(1)(F)(iv); 18 AAC 75.445(d)(3)	Include details in the Operational Considerations of this section on how FLIR and/or X-Band technology will be used to ensure that OSRBs are in the thickest oil.	
107.	4.1-3 – 4.1-4	SV-140, Section 4.1.2	18 AAC 75.425(e)(1)(F)(iv); 18 AAC 75.445(d)(3)	Will there be interruption of FLIR and/or X-Band technology for oil tracking if the tug is used on the hip of the barge?	
108.	4.1-3 – 4.1-4, 7.1-2	SV-140, Section 4.1.2, Section 7.1	18 AAC 75.425(e)(1)(F)(iv); 18 AAC 75.445(d)(3)	Does using X-Band and FLIR technologies together compared to using the technologies separately increase the capability to locate the thickest oil?	
109.	4.1-3 – 4.1-4	SV-140, Section 4.1.2	18 AAC 75.425(e)(1)(F)(vi), 18 AAC 75.445(d)(5)	Include additional strategies on how encounter rates for Open Water Task Forces will be increased if necessary for OSRBs, since the gated U-boom is being removed from the majority of the Open Water Task Forces.	
110.	4.1-3 – 4.1-4	SV-140, Section 4.1.2 or other are in the plan	18 AAC 75.425(e)(1)(F)(x), 18 AAC 75.445(d)(5)	Ensure that debris management resources are available for all PWS-OW-1 Task Forces. Provide additional detail on available resources to collect debris and associated timing.	
111.	PWS-OW-1	SV-140, Section 4.1	18 AAC 75.425(e)(1)(F)(ix), 18 AAC 75.445(d)(5)	Provide documentation of demonstrations of all configurations of new OSRBs under tactic PWS-OW-1.	
112.	PWS-OW-1	SV-140, Section 4.1	18 AAC 75.425(e)(1)(F)(ix), 18 AAC 75.445(d)(5)	Can the OSRBs utilize both ocean busters with the tug on the hip of the barge? Update the tactic if necessary.	
113.	PWS-OW-1, 2, 4, and	SV-140, Section 4 and 5	18 AAC 75.425(e)(1)(F), 18 AAC 75.445(d)(5)	Provide documentation on demonstrations of applicable nearshore and open water response tactics with new ECO personnel.	

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#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
	5; PWS-NS-4				
114.	PWS-OW-1	SV-140, Section 4.5	18 AAC 75.425(e)(1)(F), 18 AAC 75.445(d)(5)	Include encounter rate strategies that can be used with the new OSRBs in the tactic PWS-OW-1. Provide details on the operational limitations and abilities.	
115.	4.2-1	SV-140, Figure 4.2-1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Line Boat is changed to Work Boat or Suitable Vessel. Update terminology to Support Vessel for consistency with other locations in the plan. Provide justification that a Support Vessel will be able to perform required tasks.	
116.	4.3-1 – 4.3-2	SV-140, Section 4.3	18 AAC 75.425(e)(1)(F)(viii); 18 AAC 75.445(d)(6)	Update the tactic for information about the Mineral Creek.	
117.	4.4-1 – 4.4-3	SV-140, Section 4.4	18 AAC 75.425(e)(1)(F)(vi); 18 AAC 75.445(d)(5)	Provide documentation of demonstrations that the ASD 4517 performed the tactic PWS-OW-4.	
118.	4.5-1	SV-140, Section 4.5	18 AAC 75.425(e)(1)(F), 18 AAC 75.445	Provide information on the location of the boom for this tactic. For example, do all tugs and storage barges have the boom for this tactic?	
119.	4.6-1-3	SV-140, Section 4.6	18 AAC 75.425(e)(1)(F)(vii)	Information regarding the use and necessary resources for TransRec skimmers maintained in PWS inventory needs to be included in SV-140, either by reinstating PWS-OW-6 or in some other way.	
120.	5.1-2	SV-140, Table 5.1-1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Identify positions that can fill the role of Task Force leader and Group Supervisor in the Nearshore Tactic?	
121.	5.1-2	SV-140, Table 5.1-1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(4) and (5)	Provide documentation of demonstrations that the new marine service provider can provide support for nearshore operations and sensitive area protection and wildlife if applicable.	

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#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
122.	7.1-2	SV-140, Section 7.1	18 AAC 75.425(e)(1)(F)(iv); 18 AAC 75.445(d)(3)	Update Table 7.1-1 to include the location of the Tracking Buoys other than “Various”.	
123.	7.1-2	SV-140, Section 7.1	18 AAC 75.425(e)(1)(F)(iv); 18 AAC 75.445(d)(3)	Ensure that the new marine service provider can operate the applicable tracking equipment in Table 7.1-1.	
124.	8.1-3	SV-140, Table 8.1-3	18 AAC 75.425(e)(1)(G); 18 AAC 75.445(h)	Include which two ASD 4517s have the spill spray equipment.	
125.	Section 8	SV-140, Section 8	18 AAC 75.425(e)(1)(G); 18 AAC 75.445(h)	Provide documentation of demonstrations that the new marine service provider can support nonmechanical tactics.	
126.	11.2-1	SV-140, Section 11.2	18 AAC 75.425(e)(1)(F)(x); 18 AAC 75.445(d)(7)	Update the information for Secondary Barges with the Lightering Barge to replace the 450-7.	
127.	11.3-1 – 11.3-3	SV-140, Section 11.3	18 AAC 75.425(e)(1)(F)(ix);	Provide documentation that the new barges have the necessary equipment for decanting and transferring oily waste.	
128.	12.1-1	SV-140, Section 12.1.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445	Update Open Water Barges in Table 12.1-1 to correspond with A.1-9 for the OSRBs.	
129.	12.1-1	SV-140, Section 12.1.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5) and (6)	Provide documentation on the mobilization and transit speeds for the new OSRBs, 500-2 and the Lightering Barge because of the new tugs in the system.	
130.	12.1-1	SV-140, Section 12.1.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Ensure the transit speeds are appropriate for Work Boats in the system in Table 12-1.	
131.	12.3-4	SV-140, Section 12.3	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Explain the reduction from 40 to 22 ECO personnel to be available within 18 hours for the ETA to Staging Areas, or Work Areas or Emergency Operations Center.	

**Table 1.0: Request for Additional Information on Prince William Sound Core Plan ODPCP (Part of 16-CP-5192, 16-CP-4039, 16-CP-4038, 16-CP-2222, 16-CP-4046, 16-CP-4044)**

#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
132.	12.5-2	SV-140, Table 12.5-2	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Include specific identifying features such as name and hull number for the ASD 3212s, ASD 4517s, and Utility Tug in Table 12.5-2.	
133.	12.5-2	SV-140, Table 12.5-3	18 AAC 75.425(e)(1)(F)(x); 18 AAC 75.445(d)(5)	Include specific identifying information for the four specific OSRBs in Table 12.5-3.	
134.	12.5-2	SV-140, Table 12.5-3	18 AAC 75.425(e)(1)(F)(viii); 18 AAC 75.445(d)(7)	Identify the Mineral Creek as the Lightering Barge in Table 12.5-3.	
135.	12.5-3	SV-140, Section 12.5	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	The number of Work Boats needs to compensate for the deletion of Line Boat in Table 12.5-4.	
136.	Section 12	SV-140, Section 12.7, 12.5 or where applicable	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	Include details on Support Vessels similar to the level of details provided for fishing vessels in Section 12.7. The role of Support Vessel is diverse and is called out in a variety of tactics and may refer to Work Boats or Fishing Vessels. Additional details and descriptions including the vessel types, vessel crewing, training, and operational considerations for Support Vessels needs to be added to the plan to ensure the suitability of Support Vessel types.	
137.	12.5-2	SV-140, Section 12.5 (and other places in the plan)	18 AAC 75.425(e)(1)(F)(viii); 18 AAC 75.445(d)(7)	Explain the change in capacity for the Mineral Creek to 150,000 bbls. Ensure consistency throughout the plan.	
138.	12.5-4	SV-140, Table 12.5-6	18 AAC 75.425(e)(1)(F)(vii)	Information on the TransRec skimmers needs to remain in the plan as a type of skimmer that is available for a response.	
139.	12.5-5	SV-140, Table 12.5-7	18 AAC 75.425(e)(3)(F); 18 AAC 75.445(g)	The numbers listed for Nameplate Recovery (BBL/HR) for the Disc Skimmer: Crucial 100 Disc and Disc Skimmer: Crucial 13 Disc are	

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#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
				De-rated Recovery Numbers. Updated with the appropriate information.	
140.	12.5-7	SV-140, Table 12.5-9	18 AAC 75.425(e)(3)(F); 18 AAC 75.445(g)	Explain the reduction in Open Water boom from Table 12.5-9. Evaluate the need to update the amount assigned to the Tactically Assigned column for Open Water.	
141.	12.5-9	SV-140, Section 12.5	18 AAC 75.425(e)(3)(G); 18 AAC 75.445(h)	Ensure that the information in Table 12.5-15 is updated for the ASD 4517s designed with spill spray equipment.	
142.	12.5-9	SV-140, Section 12.5	18 AAC 75.425(e)(3)(G); 18 AAC 75.445(h)	Update Table 12.5-16 with the changes to the dispersant.	
143.	12.7-3	SV-140, Section 12.7.6	18 AAC 75.425(e)(3)(F); 18 AAC 75.445(d)(5)	Explain the reduction in number of Tier I Fishing Vessels available by Hour 6 when these vessels could be supporting the early stages of the response.	
144.	12.7-9	SV-140, Table 12.7-9	18 AAC 75.425	Update Table 12.7-9 with the appropriate tactic descriptions.	
145.	A.1-1 –A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)	Include the Gross Tonnage for vessels.	
146.	A.1-1 – A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)(5)	The speed prediction for towing a barge for the ASD 4517 and ASD 3212 does not state if the barge is laden or not. Provide speed prediction documentation for ASD 4517, ASD 3212, and Utility Tug for various load stages of a barge.	
147.	A.1-1 – A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(viii); 18 AAC 75.445(d)(6)	Provide documentation for demonstrations of the ASD 4517, ASD 3212, and Utility Tug for towing the Mineral Creek.	
148.	A.1-1 – A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Update the vessel descriptions for actual speeds determined through testing. Include cruising, towing and maximum speeds.	

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#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
149.	A.1-1 – A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Include the vessel Horsepower in the plan.	
150.	A.1-1	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Provide the certification for the bollard pull for the Utility Tug.	
151.	A.1-1	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Include information on the bow thrusters in the vessel description for the Utility Tug	
152.	A.1-1	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Include information on the towing winch in the vessel description for the Utility Tug.	
153.	A.1-1 – A.1-4	SV-140, Appendix A.1	18 AAC 75.425	Provide information on the “Class” and/or “Type” descriptions listed for the Utility Tug, ASD 4517, and ASD 3212. Does this refer to a classification system such as ABS or the intended service?	
154.	A.1-1	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Ensure the Deck Space is updated for the new Utility Tug.	
155.	A.1-1	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Include information on the ballast tanks for the Utility Tug.	
156.	A.1-1 – A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Include information on fendering for the Utility Tug, ASD 4517, and ASD 3212.	



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#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
157.	A.1-2	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Provide specific information on the escort and towing winches in the vessel description for the ASD 4517, including type and size of the winches.	
158.	A.1-2	SV-140, Appendix A.1	18 AAC 75.425(e)(3)(G); 18 AAC 75.445(h)	Include which ASD 4517s have dispersant spraying equipment.	
159.	A.1-2	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Under towing equipment for the ASD 4517 listed is 75 10” circumference Amsteel Blue or equivalent. Update to include the units for 75.	
160.	A.1-2	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(ii)	Will all the ASD 4517s have firefighting systems? Please identify in the plan which vessels will have the firefighting systems.	
161.	A.1-2	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Include Deck Space in the vessel description for the ASD 4517.	
162.	A.1-2	SV-140, Appendix A.1	18 AAC 75.425	Typo: Under spill response equipment and dispersant spraying equipment, update 2 tags to 2 tugs.	
163.	A.1-2 – A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	What are the methods of preventing towing equipment and lines on the ASD 4517 and ASD 3212 from becoming frozen due to accumulation of snow and ice?	
164.	A.1-2 – A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(ii)	Provide documentation that the ASD 4517 and ASD 3212 are designed to ABS Class 1 Firefighting.	
165.	A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Provide specific information on the bow and stern winches in the vessel description for the ASD 3212, including type and size of the winches. Include information on the tow line.	

**Table 1.0: Request for Additional Information on Prince William Sound Core Plan ODPCP (Part of 16-CP-5192, 16-CP-4039, 16-CP-4038, 16-CP-2222, 16-CP-4046, 16-CP-4044)**

#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
166.	A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Will the ASD 3212 be classified as an escort towing vessel? If so, provide the supporting documentation.	
167.	A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d); 18 AAC 75.425(e)(2)	Include Deck Space in the vessel description for the ASD 4517.	
168.	A.1-4	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(ii)	Include which ASD 3212s have the firefighting systems aboard.	
169.	A.1-5	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)	Information on the Line Boat has been removed and the role of the Line Boat has been replaced by Support Vessels. Include a general vessel description of Support Vessel.	
170.	A.1-8	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)	Provide documentation for demonstrations of the OSRBs being deployed in various weather conditions.	
171.	A.1-8	SV-140, Appendix A.1	18 AAC 75.445(g)(6)	What classification will the OSRBs have? Please include in the vessel description.	
172.	A.1-8	SV-140, Appendix A.1	18 AAC 75.445(g)(6)	Ensure all axillary equipment is included and accurate for the OSRBs. Include Deck Space in the vessel description.	
173.	A.1-8	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(ix); 18 AAC 75.445(g)(6)	What intact stability standard will the OSRBs be expected to meet? Will the OSRBs be expected to meet intact stability requirements under tow and at anchor? In what loading conditions will the OSRBs be expected to meet intact stability requirements? Provide documentation for these.	
174.	A.1-8	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(ix); 18 AAC 75.445(g)(6)	What damage stability/subdivision standard will the OSRBs be expected to meet? Will the OSRBs be expected to meet damage	

**Table 1.0: Request for Additional Information on Prince William Sound Core Plan ODPCP (Part of 16-CP-5192, 16-CP-4039, 16-CP-4038, 16-CP-2222, 16-CP-4046, 16-CP-4044)**

#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
				stability/subdivision requirements under tow and at anchor? In what loading conditions will the OSRBs be expected to meet damage stability/subdivision requirements? Provide documentation for these.	
175.	A.1-8	Vol. 3, Appendix A	18 AAC 75.425(e)(1)(F)(ix); 18 AAC 75.445(g)(6)	Will the OSRBs be expected to meet intact stability and damage stability/subdivision requirements in icing/snow conditions? Provide documentation for this.	
176.	A.1-8	Vol. 3, Appendix A	18 AAC 75.425(e)(1)(F)(ix); 18 AAC 75.445(g)(6)	How will snow and ice be removed from decks to ensure response readiness on the OSRBs?	
177.	A.1-8	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(ix); 18 AAC 75.445(g)(6)	What are the methods of preventing towing equipment and lines on the OSRBs from becoming frozen due to accumulation of snow and ice?	
178.	A.1-8	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(ix); 18 AAC 75.445(g)(6)	What are the methods of preventing piping systems and drains from freezing on the OSRBs?	
179.	A.1-8	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(ix); 18 AAC 75.445(g)(6)	Clarify the length of the OSRB at waterline for various load stages. This information is necessary to confirm the barge information used in the speed prediction models is appropriate.	
180.	A.1-8	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)	Include information about the accommodations of the OSRBs.	
181.	A.1-9	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(ix); 18 AAC 75.445(d)(5)	Include information on the wavebreaks and if the barge is equipped to go offshore. Provide documentation of demonstrations of offshore deployments.	
182.	A.1-12	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)	Include information on the mooring winches in the vessel description for the Lightering Barge.	

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#	Page	Section	Regulation 18 AAC 75.###	Comment/Recommendation	Plan Holder Response
183.	A.1-12	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)	Provide information on the accommodations in the vessel description for the Lightering Barge.	
184.	A.1-12	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F); 18 AAC 75.445(d)	Provide documentation for demonstrations of the Mineral Creek in its new intended role.	
185.	A.1-12	SV-140, Appendix A.1	18 AAC 75.425	Include Deck Space and year commissioned in the vessel description for the Lightering Barge. Remove Quantity: 1 for consistency.	
186.	A.1-12	SV-140, Appendix A.1	18 AAC 75.425(e)(1)(F)(viii); 18 AAC 75.445(d)(6)	Update the barge capacity with the appropriate number for the Lightering Barge.	
187.	A.6-1	SV-140, Appendix A.1	18 AAC 75.425 (e)(3)(F), 18 AAC 75.445(g)	Identify the locations of the West Coast power packs.	
188.	B.0-14	SV-140 Appendix B	18 AAC 75.425	Under “Determine support crew and resource requirements....” Please clarify and update if necessary: R/C, Response Action Contractor Solomon Gulch Hatchery.	