



**JUNE 1, 2010**

**CIRCULAR NO. 14/10**

**TO MEMBERS OF THE ASSOCIATION**

**Dear Member:**

**DEEPWATER HORIZON OIL SPILL - GENERAL INFORMATION AND UPDATES**

It has been over a month since the DEEPWATER HORIZON incident in the Gulf of Mexico first occurred and, unfortunately, the oil spill has not abated since then.

Your Managers issued a Member Alert on May 4, 2010 to provide some initial advice and guidance on the environmental implications of the spill. Due to the severity of the incident and the expected length of subsequent clean-up operations, your Managers thought it would be helpful to set out websites and other sources of information from which Members can obtain details about port operations, vessel decontamination sites, and claims processes against British Petroleum (BP) for alleged losses, damages and costs incurred as a result of the spill.

**Port operations / US Coast Guard / spill response**

For general information regarding the DEEPWATER HORIZON incident and the response to the spill, Members are directed to [www.deepwaterhorizonresponse.com](http://www.deepwaterhorizonresponse.com).

Additionally, for US Coast Guard information about the ports below, including vessel decontamination sites (which are discussed separately herein) and Marine Safety Information Bulletins (MSIBs), the following websites can be consulted:

- New Orleans, Louisiana - <http://homeport.uscg.mil/nola>
- Morgan City, Louisiana - <http://homeport.uscg.mil/morgancity>
- Mobile, Alabama - <http://homeport.uscg.mil/mobile>
- Tampa / St. Petersburg, Florida - <http://homeport.uscg.mil/stpetersburg>
- Houston / Galveston - <http://homeport.uscg.mil/houstongalveston>

Members' vessels expecting to call at these ports should also check the websites for their respective port authorities, such as the Alabama State Port Authority (<http://www.asdd.com>) and the Port of New Orleans, Louisiana (<http://www.portno.com>) for any bulletins or updates.

Members should also consult their local agents to make sure that the most up-to-date information is obtained for contemplated voyages through or to the affected region.

**General recommendations**

Whenever practicable, Members should try their best to avoid known spill areas so as to obviate the risk of hull contamination and the need for hull cleaning.

Vessels that must transit affected areas should maintain a safe speed through any oil which appears light, bright and on the surface. Vessels should similarly make every effort to avoid pockets of heavy black oil, while ensuring safe navigation and refraining from stopping or anchoring offshore while awaiting transit into pilot-assisted areas.

Finally, Members should ensure that their vessels avoid striking any existing containment booms placed in locations designated by the US Coast Guard.

### **NOAA spill area projections and updates**

As noted in the Member Alert of May 4, 2010, Members are encouraged to refer to the website of the National Oceanic and Atmospheric Administration (NOAA) at <http://response.restoration.noaa.gov/index.php> for the latest projected paths and known areas of the oil slick.

### **Designated hull decontamination / cleaning stations**

The MSIBs issued by the US Coast Guard for each port sector set forth the designated areas where hull cleaning operations are being performed. Two recent bulletins issued by the New Orleans and Mobile US Coast Guard sectors are attached hereto for Members' ready reference.

As will be seen, they list vessel decontamination sites near the ports of New Orleans (LA), Bienville (MS), Gulfport (MS), Pascagoula (MS), Mobile (AL), Pensacola (FL), and Panama City (FL). These listings will be updated regularly by the U.S. Coast Guard sectors, and Members are encouraged to consult the websites referenced above to obtain the latest information on such decontamination sites.

### **Spill related claims**

Members whose vessels pass through affected areas in the Gulf of Mexico and require hull cleaning and decontamination should be aware that any losses, costs or other damages (including lost time) can be recovered from BP.

BP issued a statement in the aftermath of the spill which stated, in pertinent part, as follows:

*"BP takes responsibility for responding to the DEEPWATER HORIZON oil spill. We will clean it up. BP has established a robust process to manage claims resulting from the Deepwater Horizon Incident. BP will pay all necessary and appropriate clean-up costs. BP is committed to pay legitimate and objectively verifiable claims for other loss and damage caused by the spill – this may include claims for assessment, mitigation and clean up of spilled oil, real and property damage caused by the oil, personal injury caused by the spill, commercial losses, including lost of earnings, profit and other losses as contemplated by applicable laws and regulations."*

In this regard, BP has established a procedure for the filing of any such claims relating to the DEEPWATER HORIZON incident. BP has established an online claim form as well as a claims line for oil spill-related claims.



Online claim forms are available in three languages: English, Spanish and Vietnamese. The toll-free number for the claims line is **1-800-440-0858**. This line is available 24 hours a day, 7 days a week. Personnel at the claims line will provide each caller with information on how to submit a claim.

BP has represented on its website that (1) each claim will be assigned to an adjuster and the claim will promptly be investigated and evaluated; (2) larger and more complex claims may require additional investigation and documentation prior to evaluation and resolution; and (3) BP will pay resolved claims promptly.

For more detailed information regarding the BP claims process, please go to [www.bp.com/claims](http://www.bp.com/claims).

Your Managers will continue to monitor developments regarding the DEEPWATER HORIZON incident and will supplement this Circular as more information becomes available and as events unfold.

In the meantime, should Members have any questions, your Managers will be happy to address them. In this regard, Members should contact George J. Tsimis, Senior Vice President & Head of Claims (Direct Dial: +1-212-847-4501; e-mail: [george.tsimis@american-club.com](mailto:george.tsimis@american-club.com)), or Dr. William Moore, Senior Vice President & Loss Prevention Manager (Direct Dial: +1-212-847-4542; e-mail: [william.moore@american-club.com](mailto:william.moore@american-club.com)).

As always, your Managers remain available at any time to discuss questions which Members may have on this subject, or generally.

Yours faithfully,

  
Joseph E.M. Hughes, Chairman & CEO  
Shipowners Claims Bureau, Inc., Managers for  
**THE AMERICAN CLUB**



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MSIB 6-10  
ISSUED: 20 MAY 2010  
1700 CDT

## MARINE SAFETY INFORMATION BULLETIN 6-10

### Deepwater Horizon Oil Spill: Waterway status for Captain of the Port Mobile (COTP) Zone

1. All ports are Port status Normal:
  - a. Port of Bienville
  - b. Port of Gulfport
  - c. Port of Pascagoula
  - d. Port of Mobile
  - e. Port of Pensacola
  - f. Port of Panama City
2. All waterways are currently open with no restrictions. Vessels are still required to conduct self-assessments and submit reports to the new ICP Mobile MSTRU email address, [ICPMOBILEMSTRU@uscg.mil](mailto:ICPMOBILEMSTRU@uscg.mil), or by calling (251) 445-8983. If through self-assessment it is determined that oil is present on the hull, the vessel MUST undergo decontamination prior to entry into any port. A live watchstander is available at ICP Mobile MTSRU from 0730-1800 hours, seven (7) days a week.
3. The Deepwater Horizon spill is a continually developing incident and may require long term response efforts. The most up to date information regarding the oil spill locations and response efforts can be found at [www.deepwaterhorizonresponse.com](http://www.deepwaterhorizonresponse.com).
4. Vessel traffic is highly encouraged to avoid spill areas and contact with oil while ensuring safe navigation. Compliance with the provisions of this bulletin will greatly reduce the need for a vessel's hull to be decontaminated.
5. The Captain of the Port Mobile's intent is to continue facilitating the movement of all marine traffic throughout the duration of the oil spill response.
6. To provide for the continued facilitation of marine traffic, vessel decontamination sites have been established for deep-draft vessels at all AOR offshore fairway anchorages, numerous in-port secondary (refined) sites, and three deep sea outbound sites for vessels departing areas impacted by the spill. Shallow-draft vessels shall utilize refined decontamination sites located along the GICW and on back bays, rivers, and bayous as necessary. Decontamination operations are available from one half-hour after sunrise until one half-hour before sunset.

The following decontamination sites and coordinates supersede any sites listed in MSIB 5-10 and are subject to change.

Offshore (Anchorage) Decontamination Sites:	Coordinates:
-Gulfport, MS	30° 08'N; 088° 52'W
-Pascagoula, MS	30° 06'N; 088° 34'W
-Mobile, AL	30° 04'N; 088° 04'W
-Pensacola, FL	30° 11'N; 087° 20'W
-Panama City, FL	30° 03'N; 085° 44'W

Secondary Inshore (Refined) Decontamination Sites:	Coordinates:
-Gulfport, MS (State Docks, East Pier)	30° 21'N; 089° 05'W
-Pascagoula, MS (Bayou Cassote, Terminal F)	30° 20'N; 088° 30'W
-Pascagoula, MS (River Harbor, South Terminal)	30° 21'N; 088° 34'W
-Pascagoula, MS (Chevron, Docks)	30° 20'N; 088° 30'W
-Pensacola, FL (Harbor Safe Anchorage)	30° 20'N; 087° 15'W
-Panama City, FL (Harbor Safe Anchorage)	30° 08'N; 085° 41'W
-Mobile, AL (Alabama State Docks; Pier South A)	30° 42'N; 088° 02'W
-Mobile, AL (ORC Docks, North River Inlet)	30° 41'N; 088° 03'W
-Western GIWW (Dauphin Island)	30° 16'N; 088° 09'W
-Eastern GIWW (Foley Land Cut)	30° 16'N; 087° 44'W

Deep Sea Outbound Decontamination Sites:	Coordinates:
-Mobile, AL (Deep Sea Outbound One)	28° 45'N; 087° 15'W
-Mobile, AL (Deep Sea Outbound Two)	28° 45'N; 085° 45'W
-Houma, LA (MS Canyon Offshore Cleaning Station)	28° 17'N; 088° 42'W

7. Vessels specifically transiting to the Mobile Ship Channel may face restrictions due to booming operations in the areas around Dauphin Island and Fort Morgan. Restrictions may also occur in smaller passes; closures will only be made after careful consideration with stakeholders regarding environmental and vessel traffic impacts and will be released via future MSIBs. These potential closures should not interrupt barge or deep-draft vessel traffic, but may impact fishing and/or other commercial vessel operations that are able to operate in channels less than nine feet in depth.
8. All vessel traffic in Alabama, Mississippi, and the Florida Panhandle should be aware that there is extensive booming in all of these areas. Mariners should keep a sharp look out for boom as it may be difficult to see, especially at night or during times of reduced visibility. Mariners are not to cut, alter, or damage boom. Please report any damaged or adrift boom and direct questions concerning boom to Mobile Incident Command Post (ICP) Situation Unit by calling (251)445-3333.
9. There may be debris from the Deepwater Horizon rig floating in the Gulf or washed ashore. If found, please leave the debris in place, note its location, and contact LCDR Jeff Bray at 202-309-9559 to coordinate retrieval.
10. A Vessel Traffic Monitoring (VTM) program has been established for all ports within Sector Mobile's AOR. A separate MSIB containing the details of the VTM is forthcoming.



S. D. POULIN  
 Captain, U. S. Coast Guard  
 Commander, Coast Guard Sector Mobile

# MARINE SAFETY INFORMATION BULLETIN

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26 May 2010

## Waterway Status – Vessel Cleaning Stations Information

Southwest Pass remains open to deep draft vessels and is free of any restrictions to marine traffic.

It is the intent of the Captain of the Port of New Orleans to facilitate the movement of marine traffic to the fullest extent possible throughout the duration of the oil spill response. To that end, the Coast Guard will examine all measures necessary to ensure commerce through the Mississippi River and the Intracoastal Waterway continues with a minimum of restrictions.

Vessel cleaning stations are intended for those vessels which are sheening, and must be cleaned. Vessels wishing to be cleaned, but do not meet these criteria, should coordinate their own cleaning and seek reimbursement through the BP claims process if they believe they were oiled by the current spill in the Gulf of Mexico. BP Claims can be reached at (800) 440-0858. Cleaning stations are available at the following locations and priority will be given to commercial vessels:

### Inbound Cleaning Stations:

1. Approaching the Southwest Pass Sea Buoy at latitude 28°48'00.00"N and longitude 089°26'30" W. Cleaning will be coordinated via the pilot on board. Non-piloted vessels can arrange cleaning by contacting the decon station on VHF-FM Channel 16. This station conducts gross decontamination after which the vessel will proceed to cleaning station located in Southwest Pass (MSIB 90).
2. Southwest Pass moving cleaning station from MM 17.5 BHP (Light "6") and MM 10 BHP (Light "18"). Cleaning operations will be coordinated via the pilot on board via VHF-FM Channel 16 (MSIB 90).
3. South Pass cleaning station at latitude 29° 00' 05.9868"N and longitude 089° 54' 19.0794"W. This station is mobile and can clean vessels in the immediate vicinity of the station and can be contacted on VHF-FM Channel 16.
4. At Boothville, LA in the vicinity of Fort Jackson (approximately MM 20). This station is intended for only those vessels which have been heavily oiled and will be coordinated via the pilot on board. Lightly oiled vessels which have been cleaned in Southwest Pass and are no longer sheening are not required to stop at this cleaning station (MSIB 90).
5. The GIWW at approximately MM 34 EHL in the vicinity of Rabbit Island. This is a portable cleaning station and mariners are encouraged to stop at a location in that general area that they feel is safe for vessel cleaning operations and can be contacted at VHF-FM Channel 16 (MSIB 90).

### Outbound Cleaning Stations:

1. Offshore in Mississippi Canyon at latitude 28° 17' N and longitude 088° 42' W. Vessels are required to contact the decon station when IONM away if they intend to stop by hailing the cleaning station on VHF-FM Channel 16 (MSIB 93).
2. In the vicinity of the LOOP at latitude 28° 16' 12.1188"N and longitude 089° 54' 19.0794"W. This location will give priority to LOOP vessels and can be contacted on VHF-FM Channel 16.

This MSIB consolidates information regarding cleaning stations contained in MSIB 88, MSIB 89, MSIB 90, and MSIB 93.

In the event that cleaning is needed, use the attached "Self Assessment Vessel Reporting Form" to notify Sector New Orleans that cleaning is taking place. Only if you have visible oil that is creating a sheen on the water, should you fill this form out and proceed to a cleaning station. Email the completed form to [pscnola@uscg.mil](mailto:pscnola@uscg.mil) or fax to (504) 219-2730.

Sector New Orleans specific information can be found at <http://homeport.uscg.mil/nola>. All Sector New Orleans specific information for the DEEPWATER HORIZON incident can be found under "Port Conditions" in the "News and Events" section on the top left.

For additional information, contact the following:

**Coast Guard Sector New Orleans Command Center:** (504) 846-5923

**Coast Guard Waterways Management:** (504) 565-5103 or (504) 565-5108 or email to [D08-PF-SECNEWORLEANS-WATERWAYS@uscg.mil](mailto:D08-PF-SECNEWORLEANS-WATERWAYS@uscg.mil).

**Coast Guard Vessel Traffic Center Lower Mississippi River:** VHF-FM Channel 12 or (504) 589-2780



**CAPTAIN J. J. ARENSTAM**  
**Alternate Captain of the Port New Orleans**