

6/29/10

**Resource Advisor Fact Sheet
MS Canyon 252 Oil Spill
Gulf Island National Seashore**

SAFETY CONCERNS

Heat Stress and Sun Exposure: “Hydrate—Hydrate—Hydrate” Do not feel guilty about sitting in the shade, resting, and taking breaks! Use lots of sun screen, drink lots of water, and keep an eye on your hydration levels.

Physical Conditioning: Members have a shared responsibility to evaluate a planned task and determine if individual physical conditioning has to be considered for the mission. The conditions here can be harsh. Make sure that people are up for the job at hand.

Weather: Afternoon thunderstorms and lightening can crop up with very little warning so pre-plan your actions. Know your safe shelter locations. Listen for weather updates for your area. If a lightning storm comes in seek shelter and stay there until the danger has passed.

Motor Vehicle/UTV Operations: Slow down, watch for people switching lanes and passing on the right and pedestrians walking in and out of traffic. Don't use cell phones while driving. Be extra careful on UTV's, when operating on the road or the beaches. If working on the roadside use a safety vest and stay heads up for traffic.

Naval Flares: Old naval flares will occasionally wash up on beaches in this area. They make look like rig debris but are not. They may still contain explosives and should not be touched! If you see a cylinder with an explosives warning on the side of it leave it alone! Call park dispatch and explain to them what you have found. Flag off the area so no crews or public will walk near it.

READ ADMINISTRATIVE INFORMATION

Useful Phone Numbers:

FL GUIIS Dispatch: 850-916-3010
MS GUIIS Dispatch: 228-875-2212
Report Transocean Debris To: 800-598-3195
Wildlife Hotline: 866-557-1401
Ken Meyer (NPS Safety Officer): 406-581-0403
Cultural Resources (Eric): 423-237-1054

Area Codes:

CT - Cat Island
ES - East Ship Island
WS - West Ship Island
HO - Horn Island
SD - Sand Island
PB - Petit Bois Island
SR - Santa Rosa
PD - Perdido
FP - Ft. Pickens/ Pensacola
FW - Ft. Walton/ Okaloosa
NO - Naval Oaks
UN - Undesignated - use this when you are in training, in the office, or otherwise not in the field

CTR's:

- CTR's can be sent to: GulfAdSupp@gmail.com
- You should CC: your time keeper every time you send in your CTR.
- Turn in your CTR every two days.
- You are guaranteed 12 hours of work.
- You cannot show on your time sheet that you worked longer than 6 hours without a 30 minute break.
- No more than 16 hours in a work day without prior approval.
- Naming Protocol:
 - o MM.DD.YY_Your Three Initials_CTR
 - o Example: 06.11.10_MNT_CTR

Lieu Days:

- Schedules (not including travel)
 - 14 days on – 2 days off – 14 days on
 - 14 days on – 1 day off – 7 days on – OR - 21 days on – 1 day off
 - On lieu days you get paid a guaranteed 8 hours
 - Don't forget to turn in your CTRs for your lieu days

Unit Logs (Form 214):

- CTR's and Unit Logs can be sent to: GulfAdSupp@gmail.com
- Turn in Unit Logs every night or as often as possible.
- Where it says 'Home Base' please write down the location you are at on the incident.
- Naming Protocol
 - o Area Code_MM.DD.YY_Your Three Initials_log
 - o Example: PB_06.11.10_MNT_Log

Photo Logs:

- Turn in your photo logs to the ICP when you demob.
- Naming Protocol for Photo Logs:
 - o Area Code_MM.DD.YY_Your Three Initials_Photo
 - o Example: PB_06.11.10_MNT_Photo
- Naming Protocol for Photos:
 - o Area Code_MM.DD.YY_Your Three Initials_Photo Number
 - o Example: PB_06.11.10_MNT_1345

IAPs:

- The Lead READ at Unified Command will be e-mailing these out everyday. They are working on creating a link for independent access.

Oil Movement Projections:

- <http://map.floridadisaster.org/GATOR/index.html#>

Extending Your stay:

- If you would like to stay longer than your current tour of duty check with your boss back home. There is an extension sheet that must be filled out. You may find it in your Resource Binder.

If You Would Like to Come Back to This Incident:

- E-mail GulfAdSupp@gmail.com with:
 - Title the e-mail: Availability Dates
 - This information should be included: Your name/phone number/qualifications/dates you can come back/are you permanent or seasonal.
- At your home office:
 - o If you are permanent: Get approval from your boss for your availability dates. If they change send the updates information to the above e-mail address on the incident. Fill out another availability form and send to the EICC.
 - o If you are seasonal: It may be more complicated. Work with your home office on a hiring mechanism to get you back down here. You may be able to be hired on as an AD Hire (Emergency Hire) or be extended out on your seasonal appointment. Because this is an emergency incident it should not count against your 1039. Once you have worked with you home office and have a hiring mechanism you should fill out another availability form and send to the EICC.
 - o After all this is done Unified Command should be able to name request you to get you back down to the area.

GENERAL READ GUIDELINES

IF IN AN AREA THAT HAS TURTLE NESTING SURVEYS: DO NOT LET ANYONE ON THE BEACHES UNTIL TURTLE NESTING SURVEYS HAVE BEEN COMPLETED FOR THE DAY!

- * No one from the incident is allowed to operate on the beach or in the park without a READ present.
- * The GUIS Park Service Staff is not subject to our rules. You may see them driving/walking in areas we do not allow. They are doing their normal job and should be allowed to continue to do so.
 - The public also follows a different set of rules than we hold incident staff to.
- * Take charge of the situation. They do not decide what happens in the park... you do and your bosses do. Be friendly but assertive.
- * A READ should be briefing the crews EVERYDAY.
 - If crews are the same day to day for an extended period of time the briefings may be more informal. Make sure that every time you get a new crew, however, they receive a briefing.
- * You do not need to actually sit with the crews all day. Walking and driving in between crews and checking on them seems to work just fine.
- * Any time a big change is in the works in your area you will need to go up your chain of command to make sure it has been approved. Sometime contractor will tell you something has been approved but don't understand that it has not been approved from our side yet.
 - READs are okay to keep people from working near nesting areas if the oil cover does not warrant it.
 - Task Force Leaders are allowed to cap the number of crews that are working in the park each day.
- * It has been helpful to enter numbers related to the incident into your cell phone starting with Zz. This keeps all incident related numbers in one area on your cell phone/
 - Example: Zz John Doe Petit Bois
- * When booking hotels it has been helpful to make sure and ask if they have a business center and what capabilities it has. You will need to have some sort of computer access and printing capabilities when down here.

Who Needs READ Escort and Who Doesn't:

- *Note: Just because some of these people do not need a READ escort does not mean they cannot get briefed when they first enter the park. Many of these people have been called in from other parts of the country like ourselves. They are not familiar with the area and may need some coaching on what they should and should not be doing in our parks. If talked to politely most people respond well and want to help do the right thing.*
- SCAT Teams: **Does** need an escort
- NRDA Teams: **Does** need an escort
- Transocean:
 - o **Does** need an escort
 - o Are there to pick up rig debris
- USFW: **Does** need an escort
 - o These folks have been coming in to pick up oiled/injured/dead animals. They should have a READ to go with them when they pick it up. Many are from out of town and do not know the Park's protocols
- EPA: Does not need an escort
 - o Serves in a crew checking capacity
 - o Will try and tie in with the READs anyway
- Coast Guard:
 - o Does not need an escort
- DEP: Does not need escort
 - o They are there assessing oil build up on all beaches. If oil is found and lots of clean up crews show up they will probably stop showing up there

Helicopters Flying Too Low:

- Call Task Force Leader with Tail Number/what they were doing wrong/time/location.
 - o Task Force Leader should call the Lead READ at ICP.
 - o Both parties should document Helicopter Infractions in their Unit Logs.
- All aircraft must be 500' from ground or off the shoreline.
- The only aircraft allowed lower than that are incident related helicopters that have a READ present in their vessel. For full information see sheet on flying protocols
- This is important because helicopter flights too close to the ground have been known to disturb bird nesting areas. Many areas have already been lost and helicopters may be a big part of the reason.

Future Recommendations:

- Get the actual park regulations for each Unit in the GUIs so the READs have something to go by and know the actual park rules for the area.